

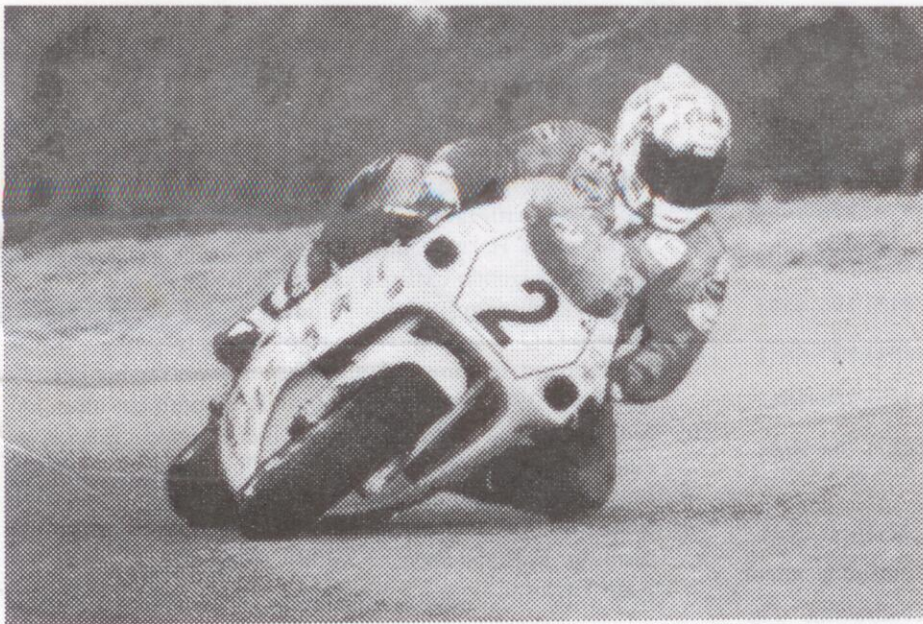


The Inside Line

Newsletter of the Central Motorcycle Roadracing Association

March 1999

HANER SMASHES TRACK RECORD AT OAK HILL SEASON OPENER



Meet the new 1999 model John Haner. He broke into the 1:24's at Oak Hill.

Photo by Nancy Adams.

CMRA Season Opener
Oak Hill Raceway, Henderson Texas
February 20-21, 1999

by David Swarts

John Haner and Eric Falt set marks while Ben Spies and Ty Howard also shined at Oak Hill Raceway. Haner Motorsports'/Stubbs' Cycles Haner broke the Oak Hill track record by nearly a second en route to a pair of race wins. Velocity Powersports' Howard scored three victories, one on a borrowed bike. Keith Cherry Racings' Spies also scored a hat trick with three wins at his home track,

but Faltless Racing's Eric Falt took the cake. Falt carded five race wins using three different bikes including the first known race win credited to the new 1999 Suzuki SV650.

Although the Texas weather was cold, the action on the track was hot with nearly 500 race entries sharing the tight, bumpy 1.8-mile Oak Hill course.

The action started as Eric Kancir and Chuck Ergle of TECC Racing took a dominant victory in the two-hour Mini-Bike Endurance, winning both the Overall and the Heavyweight class.

Armed with a 1989 Suzuki RM80-powered 1993 Honda RS125, TECC defended their 1998 Overall Mini-Endurance Championship by leading into turn one, leading the first lap and every one of their 68 laps there after. TECC is looking to repeat their undefeated effort from '98. Allegro's Scott Lawson and Richard Pulliam had to come from behind after an early race crash to card second Overall and Heavyweight on an ex-Landers Moriwaki 80 with 64 laps. Honda of Houston thumped around for 62 laps, good enough for third Overall and Heavyweight, on their Honda XL125-equipped Yamaha YSR with Scott Dennis and Marc Vandament at the controls. Fourth Overall and first Mediumweight with 60 laps was Barbie Spears and Randy Robinette of K.S. Cycle Works' Attitude Racing, thanks to a last minute crank rebuild of their Yamaha YSR Superbike by Billy Weise. Eighth Overall and Lightweight winners were Russ Corley and Sean McNeal of Lip Slide Racing with 54 laps. In victory TECC's Ergle said, "We had to watch those few right-handers due to the track being so cold today. We also had to be careful with our passing. The closing speed between us and some of the stock YSRs was scary at times. I think that the YSR racing is the best place for a young racer to start, then go to lightweight superbikes like (Yamaha) FZR

Continued on page 2..

The Inside Line

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THE INSIDE LINE is a newsletter for the members of the Central Motorcycle Roadracing Association, an independent club dedicated to the sport of motorcycle roadracing. The Inside Line is published 10 times a year from February to November. The CMRA is a member owned, non-profit organization with approximately 750 members. The CMRA is managed by a seven member Board of Directors, half of whom are elected each year to a two year term by the full membership. The CMRA holds roadraces in Texas and the surrounding states, including Oklahoma with the help of the HRRC (the Hallett Road Racing Club). The CMRA maintains a full featured website and encourages input from its members.

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HANER SMASHES...

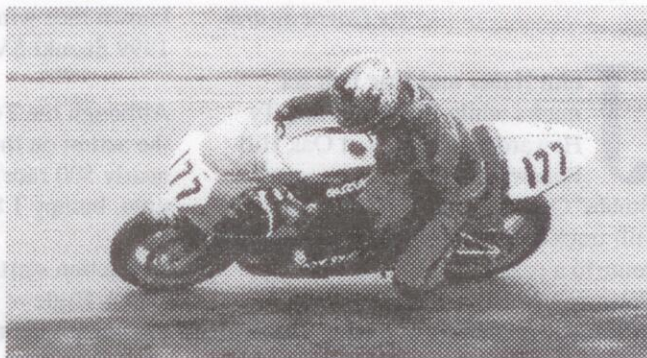
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400s or (Honda) Hawks."

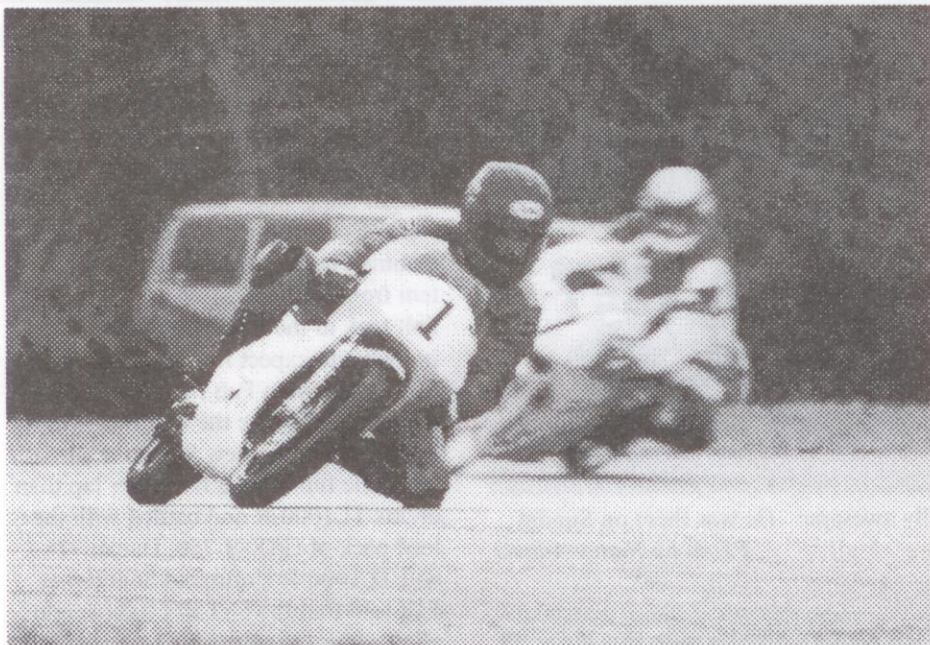
Craig Montgomery of Oklahoma City led the start of the cash-paying Red River Challenge Novice race on his Honda CBR600F3. On lap four, G.N.Gonzales, Inc.'s Todd Cleveland of Gonzales, Louisiana snuck his RS250 Aprillia Cup Challenge 2000 spec-racer up the inside of Montgomery in turn seven to take the lead. It soon became evident that the special KR364 Dunlops that came with Cleveland's Aprillia were working better on the cold, damp track than the bigger bikes' DOTs. Not having raced in 5 years, Cleveland showed no rust dipping into 1:52 lap times, lapping up to fifth place, and eventually winning by 47 seconds over Doug Harwell's Yamaha YZF600R and third place Montgomery. Later in the weekend, Cleveland also won the Mediumweight GP Novice and Lightweight Twins races.

In the Experts' Red River Challenge race, Marcus McBain led early on his K.S. Cycle Works / Johnny Ward Suzuki TL1000-R with rain tires from Island Racing Service. J.T. Motorsports' Harry Tomlinson used his Michelin rain tires to keep his Honda CBR600 on McBain's tail. Then on lap three, Getchasum Racing's Shannon Ball showed that his Dunlop D.O.T. tires were the right choice by passing McBain and Tomlinson both and soon lowering his lap times to 1:39.3 on the wet track. Ball led until lap nine. Shutting the throttle closed on his fuel-injected 1999 Suzuki GSX-R 750 for turn three as he had always been doing kicked the rear end out too far for Ball to save. A low-side crash, broken footpeg, and bruised psyche were the result for Ball and sponsor 1-800-CROTCH ROCKET's Alan Taylor.

CMRA President Tomlinson inherited the lead and was looking good until a fogging faceshield began to hamper his efforts. McBain closed up quickly and powered past on the closest thing that Oak Hill has to a straightaway, between turns one and two. McBain pulled an instant five-



Shannon Ball led most of the way. Photo by Nancy Adams.



There were several RS125 / RM80 hybrids in Heavyweight Mini. Here TECC Racing's Chuck Ergle leads Jay Deaton's Moriwaki 80. *Photo by Nancy Adams.*

second gap as Tomlinson was forced to back off for the remaining laps. McBain took the win over Tomlinson and Baton Rouge's Scott Lindsey in third.

Chuck Ergle returned Sunday with his RS/RM 80 to win the Heavyweight Mini race placing ahead of Chris Fox's

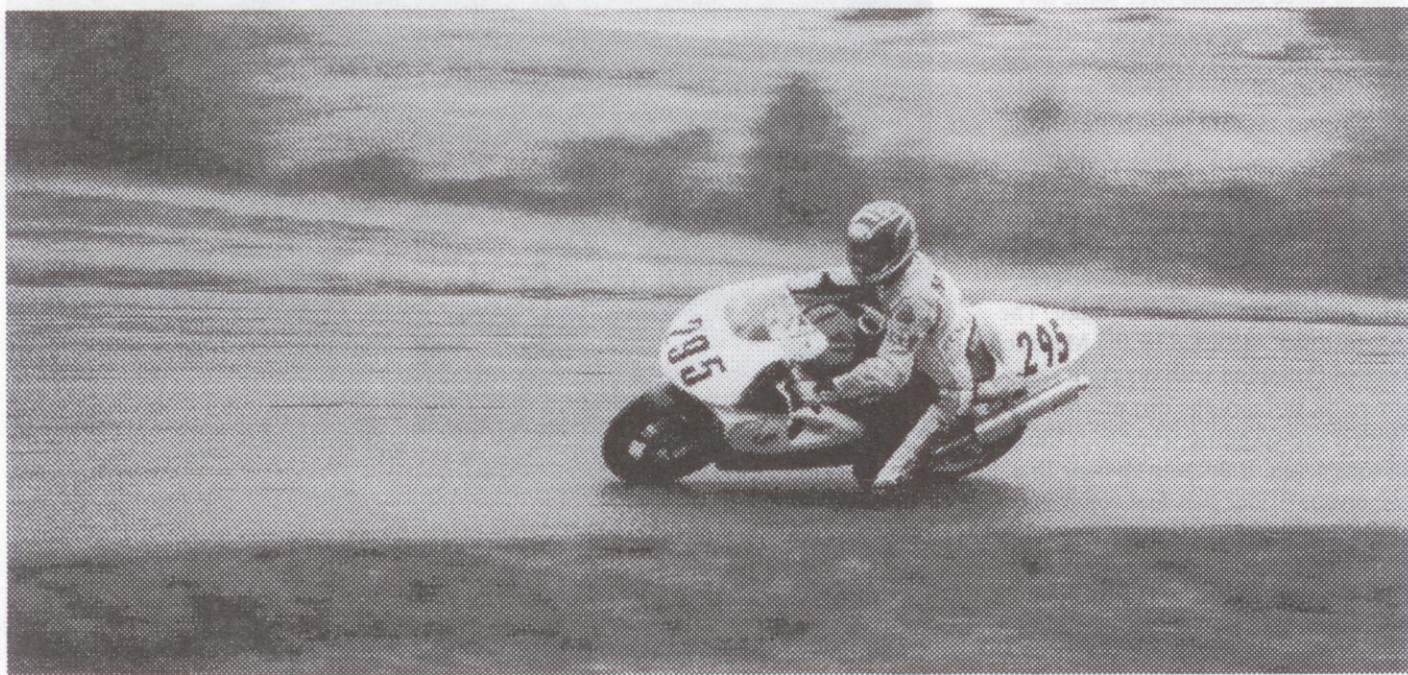
Lightweight Vintage-winning Yamaha SR500. Keith Hertell led early on his Yamaha but was fourth behind Ergle, Fox, and Michael Langley's Suzuki GS500 after one lap. Ergle ran a pace of 1:39's (!) on his 80cc machine with Fox showing his riding talent to overcome his vintage chassis. Never more than a puff of two-stroke oil behind,

Fox settled for second overall 1.1 seconds to Ergle's rear with Langley third.

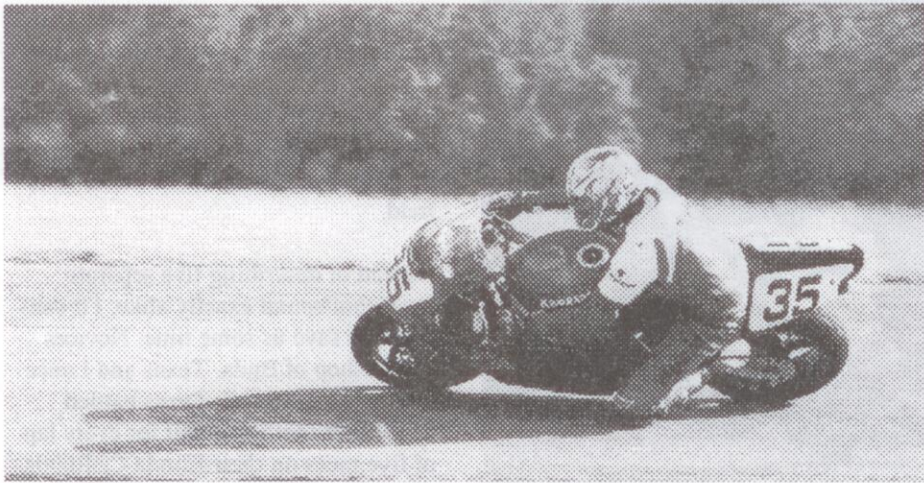
Ten-year YSR veteran Barbie Spears won the Mediumweight Mini contest, placing seventh overall in the 22 bike field.

Instead of describing five separate races that sound exactly alike, I'll condense to save us some time. Novices Jim Bishop of Buda, Texas and Lance Orr of Friendswood, Texas battled each other tooth and nail for every lap of five races on their Honda CBR600s. Each rider would lead at one point or another leaving the trailer trying every conceivable piece of pavement at his disposal to attempt passing. In Mediumweight Superstock Bishop snuck by at the line after trailing Orr for eight laps. Bishop repeated the trick, much to Orr's displeasure in the six-lap Heavyweight Superbike event. In Heavyweight Superstock and Mediumweight Superbike, Orr returned the favor by passing Bishop on the last lap of each race for the win. Orr sat out the Heavyweight GP leaving Bishop to win by 11 seconds. Bishop and Orr were clearly the creme de la novice.

Arclight Suzuki's Joe Prussiano ripped



Marcus McBain overcame a wet track to win round 1 of the Red River Challenge on his TL1000. *Photo by Nancy Adams*



When Ty Howard gets in his zone, he's totally awesome. He was there on Sunday.

Photo by Nancy Adams

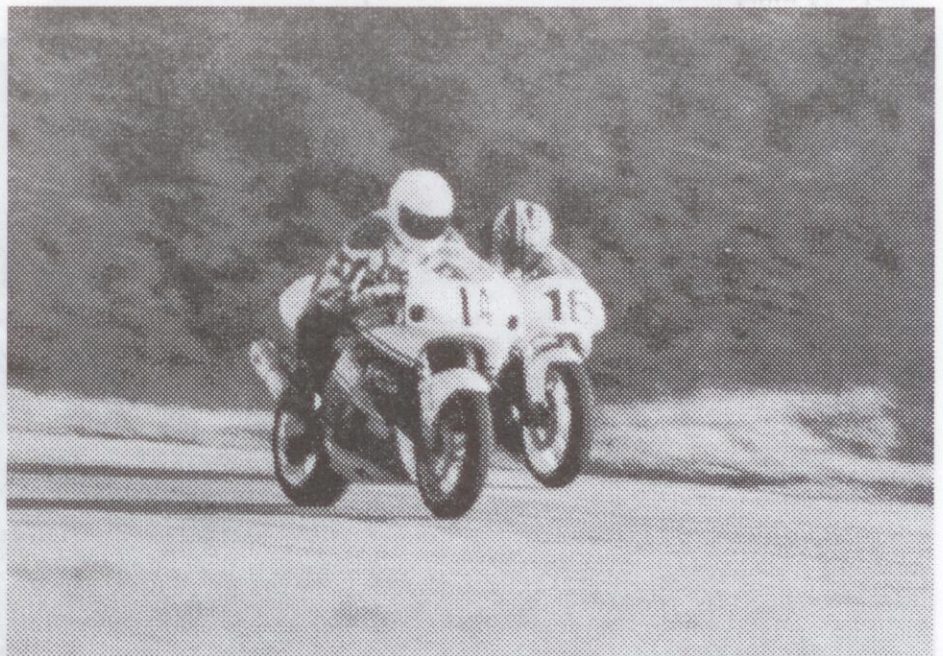
weight Superstock Expert coming from the third row, around the inside of turn one, and into the lead by turn two. As anyone familiar with Oak Hill knows, if you can get a good start and lead through turn two, you will have a better lead as the field sorts itself out single file through turn two. Being the CMRA Riders' School instructor, Prussiano displayed his track knowledge by taking advantage of this little fact. Running 1:28s on his personal GSX-R600, the multi-WERA National Champion Prussiano quickly built up a lead of three seconds over some novice-plated Kawasaki ZX-6R. On lap three it became obvious that the rider wearing brand new leathers on the Kawasaki was closing on Prussiano fast. In the corner of the paddock, the hundreds of spectators wondered who this novice was. The Kawasaki latched onto Prussiano's tail section for laps four and five of six, until Prussiano admitted that he made a mistake. The ZX-6R rider squeezed by the Metzeler-backed Prussiano with his right knee dragging through the dirt of turn four. With a tire-spinning wheelie at the exit of turn seven, it became obvious that the mystery rider that had come from row six of the grid, passed every one of the 27 other expert racer's in six short laps including Prussiano, was none other than Oak Hill track record holder (at the time) and 1998 CMRA Overall Champion Ty Howard. Howard said that he borrowed Provisional Novice

Jeff Keifer's bike because Howard's '99 Kawasaki wasn't ready and his '98 ZX-6R was temporarily illegal for Superstock.

Howard returned for the Mediumweight Superbike Expert race on his own '98 machine winning by 11 seconds over Dalton Hamilton and Scott Crawford. Behind Howard in the Mediumweight Superstock affair, Eric Falt took the Heavyweight Twins victory, his first win of the day, placing

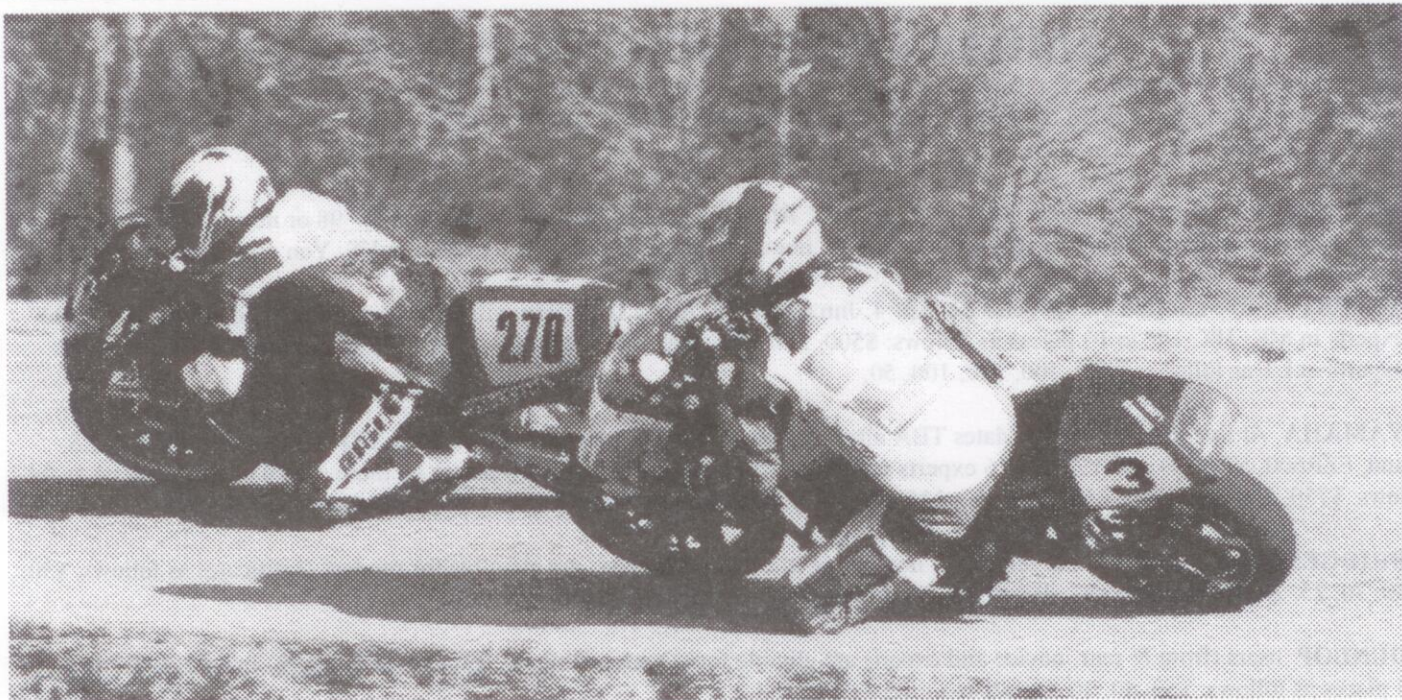
ninth overall, ahead of Matt Bonasera and Robert Bradlaw, on his Action Suzuki TL1000-R. Falt jumped off of his TL1000-R and onto his virgin Suzuki SV650 for the very next contest, Lightweight Superstock/Unlimited Superstock. Equipped with steering damper, clubman bars, a prototype exhaust system from M4, and Michelin DOT tires, Falt took to the track not really knowing what to expect from the little twin. Multi-champion Falt not only won his race, thought to be the first race win anywhere for the new Suzuki, Falt went one full second faster per lap than on his TL1000-R and battled with the lead pack of GSX-R 750, Ducati 916, and TL1000-R Unlimited Superbikes. Falt said that the SV650's lightweight allowed him to throw the bike into the corners harder and that the smooth power curve allowed him to get onto the throttle earlier. The SV650's faster lap times are no doubt a product of Oak Hill's tight, short layout but a fact none-the-less. Falt would go on to add wins in Lightweight Twins and Lightweight Superbike on the SV650 and Heavyweight Sportsman on a Rotax 600.

John Haner would follow Falt's history



Of all the impressive rookie experts, Scott Foster made the biggest splash, winning Unlimited Superstock plus three seconds. Here he battles Ben Spies (who won all three of his races) in Heavyweight Grand Prix.

Photo by Nancy Adams.



Eric Falt recorded 5 wins on Sunday. Here he is on the Rotax slipping inside of Riad Freijy.

Photo by Nancy Adams.

with some of his own. Dalton Hamilton took the early lead but Haner ended his rule in turn three. By turn five Haner led by two seconds over Hamilton. On his first flying lap, Haner lowered the track record from 1:25.98 (Ty Howard, ZX-6R, 1998) to 1:25.1 on his Richard Haner-tuned 1997 Suzuki GSX-R 750 with Dunlop D207 DOT-labeled tires.

On lap two, Haner lowered the record to 1:25.01. At the halfway point, Haner was receiving pit signals from his father about the lap times and his 15 second lead over Ball in second. On lap five the new record was set at 1:24.98 according to CMRA hand-held stop watches. Haner won the six-lap race by 25 seconds over Ball and Prusiano's 600. Haner said that in practice the weekend prior that he had done lower 1:24s and that on a perfect (warmer) day that 23s are possible. Haner said that his work with J.M. Racing Suspension really made the difference. Planning a full AMA Supersport season, Haner added, "If you're not gonna go all out, don't go out at all." Later Haner added a victory in the Unlimited Superbike race but couldn't better his track record as the lowered temperature and visibility due

to the setting sun held him to consistent 1:25.3s.

Keith Cherry Racing's Ben Spies won the Mediumweight GP on his Johnny Hodgkiss-tuned '96 Yamaha TZ250 by 13.6 seconds over his Honda RS125-mounted teammate Ryan Smith. Spies and Smith had recently attended Danny Walker's American Supercamp and were raving about the benefits that training on Honda XR100s give to their racing. In fact, Walker took a special interest in the Keith Cherry Racing program working closely with Spies on his TZ250 during the Oak Hill weekend. Spies and Smith didn't disappoint. Spies and Smith once again finished one-two in the Lightweight GP on board their Michelin-shod, Howell-fueled Honda RS125s. Spies had an extra hurdle thrown in his way for the Heavyweight GP event. As daylight is in short supply in the winter month of February, it was important that the CMRA race schedule run like clockwork in order to run the full twenty race sprint schedule on Sunday. Due to over enthusiastic novices in practice and fluid-spilling crashes during the races, Race Director Charles Brothers was facing a tough decision. Either he cut the already-

shortened six lap sprints to four laps, or risk losing the last two or three races entirely. Brothers made the cut to four laps and the entire schedule was run including some six and a full eight laps for the last few threatened races. However, Spies was faced with competing his difficult-to-launch two-stroke TZ250 against the big bikes of the Heavyweight GP. Jeremy Keller's GSX-R 750 came out of turn one with the lead. Scott Foster led after one lap on his Suzuki 750 with Keller second, and Spies third. Giving up a huge horsepower advantage, Spies was going to have to make up his ground under braking or by railing through the pitted, bumpy corners a little faster. While Foster led lap two with a 1:31 lap, Spies made his way around Keller. To get past Foster, Spies used a move only the locals would have the guts to try. Fourteen-year-old Spies went around the outside Foster in the tight, first-gear, decreasing-radius turn seven. Spies held tight to the inside going into turn eight and maintained the lead through the fast turn one section. Spies kept the hammer down for the last lap and won by 2.77 seconds to the delight of a throng of fans.

CMRA CONTINGENCY INFORMATION

To be eligible for contingencies, racers must use and list the products on their tech form. Also, most companies (except Dunlop) require claim forms to be filled out and returned to registration AT THE EVENT. Unless specifically listed, only Sunday sprint races are eligible.

KAWASAKI At four selected events (Apr 25, Jun 20, Aug 22, and Oct 24), Kawasaki will pay '98 or newer ZX6 expert riders down to five places in MK or MS (one finish per VIN number). Same deal for ZX7 or ZX9 in US. You must retain stock logos.

SUZUKI At five selected events (Mar 21, Apr 4, Jun 6, Jun 20, Aug 22) Suzuki will pay '98 or newer GSXR600, 750, 1100 experts in MK, HK, UK to 10 places as follows: \$500, 300, 250, 200, 150, 125, 100, 75, 50, 25. Suzuki will also pay SV650 experts in LT as follows: \$250, 200, 150, 100, 50.

YAMAHA At five selected events (dates TBA after Daytona) Yamaha will pay '98 or newer YZF-R1 experts in UK & US, and, FZR600, YZF600 and YZF600R6 experts in MK & MS. Payout is down to 10 places (if there are 10 or more riders) as follows: \$750, 500, 350, 300, 250, 200, 150, 125, 75, 50. If there are less than 10 riders, the payout stops at 5 places.

BRIDGESTONE users (front & rear, both novice and expert in any class) are eligible for product certificates as follows: \$50, 40, 30, 25, 20. Decals on both sides are required.

DUNLOP users (front & rear, novice and expert) are eligible for "Dunlop Dollars" (product certificates) in MK & HK down to 3 places as follows: \$50, 40, 30. Decals required on both sides.

ICE MOTORSPORTS/DUNLOP users (front & rear, novice and expert) are eligible for ICE Certificates in MS & HS down to 3 places as follows: \$50, 40, 30. Decals from ICE M/S and Dunlop are required. Riders must fill out a claim form at every race. Certificates are redeemable for slicks or rains only.

MICHELIN users (front & rear, any class except Sportsman, Prov Nov, & Mini) are eligible for "Bib Bucks" as follows: Experts \$125, 75, 50, 25, 25. Novices \$50, 40, 30, 20, 10. Also in Big Bike Endurance (all five classes): \$125, 75, 50, 25, 25. Patches and decals required.

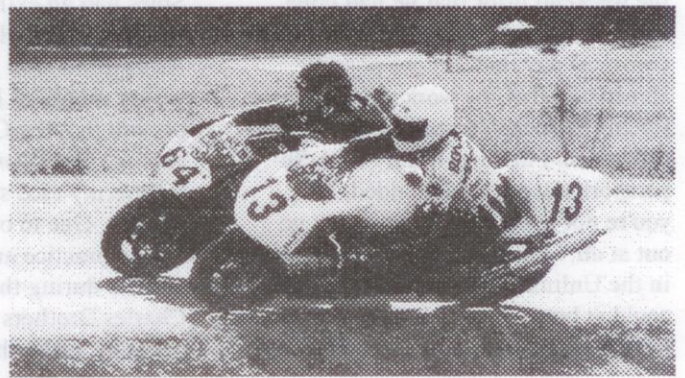
PIRELLI users (front & rear) are eligible for product certificates as follows: \$100, 75, 50. Classes eligible are Expert F1, MK, HK, UK and Novice HK, CK, F1. Decals and listing of Pirelli as a sponsor are required.

EBC Brake pad users are eligible for certificates as follows: \$40, 20, 10. Eligible classes include MK, HK, UK, MS, HS, & US. Decals and listing of EBC as a sponsor are required.

SILKOLENE oil users are eligible for certificates as follows: \$40, 20, 10. Eligible classes include MK, HK, UK, MS, HS, & US. Decals and listing of Silkolene as a sponsor are required.

PRO-TEK users (both Novice & Expert, in all Superstock & Superbike classes) are eligible for certificates (pay-out TBA). Decals and listing of Protek rear sets and/or sprockets as a sponsor are required.

BELL HELMETS and **AVON** have programs in the works. Details TBA.



CMRA Schedule for 1999

Feb	6	Oak Hill Raceway	Work Day
	7	Henderson, Texas	Practice and Rider School
Feb	27	Oak Hill Raceway	Mini-Enduro, Rider School, Red River Challenge
	28	Henderson, Texas	CMRA Sprint Series
March	19	Texas World Speedway	Practice / Red River Challenge
	20	(The Long Track)	6 Hour CMRA Endurance
	21	College Station, Texas	CMRA Sprint Series
April	2	Heartland Park	Practice / Riders School / Red River Challenge
	3	Three Day Event	4 Hr CMRA Endurance
	4	Topeka Kansas	CMRA Sprint Series
April	24	Texas World Speedway	8 Hr CMRA Endurance
	25	College Station Texas	CMRA Sprint Series
June	4	Hallett Motor Racing Circuit	Rider School, Red River Challenge
	5	Green Country Days	6 Hour CMRA Endurance
	6	Hallett Oklahoma	CMRA Sprint Series
June	19	Oak Hill Raceway	3Hr Mini / Riders School / Red River Challenge
	20	Henderson Texas	CMRA Sprint Series
July	17	Texas World Speedway	2 Hr Mini Enduro / 4 Hr CMRA Endurance
	18	College Station Texas	CMRA Sprint Series
Aug	21	Hallett Motor Racing Circuit	Red River Challenge, 4 Hr CMRA Endurance
	22	Hallett, OK	CMRA Sprint Series
Sept	17	Texas World Speedway	Team Suzuki School / Practice
	18	Three Day Event	2 Hr Mini-Enduro / 5 Hr CMRA Endurance
	19	College Station, Texas	CMRA Sprint Series
Oct	22	Heartland Park	Practice / Red River Challenge
	23	Great Plains Championships	4 Hr CMRA Endurance
	24	Topeka Kansas	CMRA Sprint Series
Nov	13	CMRA Awards Banquet – San Antonio Tx – Exact Location TBA	

This Schedule is tentative. Call to confirm dates and locations before departure. 1-800-423-8736

CHAPLAINS CORNER

by Freddy Haltom (915) 694-3806
freddyh@juno.com

Winning horsepower is an accumulation of performance modifications, not just one item casually bolted on when you are being out run and then unbolted when you think you can win without it. Maybe it's a pipe or a new air filter or timing or even a different kind of chain or fuel or oil. Many things ad up to make a total package, with room for more as they become available. The same is true if you are going to have a powerful life. We each have set backs and trips back to the drawing board. But the continued desire to attain the little pieces that ad up to the most abundant life is a good thing. The Bible is full of little pieces that come at just the right time. But you won't find them if you're not looking. In 2 Peter chapter 1 there is a part that talks about what to do to keep from being ineffective and unproductive. Don't you just hate it when you feel that way. All the answers are in the Book. If you need some advice on how to study the Bible call me. There are certain ways to study. You don't always start at the front. I don't spend a lot of time reading wiring diagrams in my service manuals or how the seat comes apart, but occasionally I do need some information out of those sections. Don't tell on me for saying this, but I will bet you that if you will spend 10 minutes a day in God's word, anywhere in the New Testament, you will start to have a new understanding of some things. Mostly you.

WANTADS

SIZE 52 AGV RAGE LEATHERS \$200. 91 YAMAHA FZR600 STREET BIKE \$2500. 90 YAMAHA FZR600 RACE BIKE, WIESCO 630, MEGA-CYCLE CAMS, RACE WHEELS, OTHER EXTRAS. 11.74 SEC. 1/4 MILE \$2500 Freddy Haltom (915)6943806 freddyh@juno.com

CMRA Weekend Schedule of Events Texas World Speedway – College Station

Friday, March 19, 1999

- 7:00 Gate Opens
- 8:00 Registration & Tech Open
- 9:00 Group Practice (Novice & Expert)
- 11:00 Lunch
- 12:00 Practice resumes – 2:20 Riders Meeting
- 3:00 **Red River Challenge – Round 2**
- 5:00 Awards

Saturday, March 20, 1999

- 6:30 Gate Opens (6:00 for workers)
- 7:00 Registration & Tech Open
- 8:00 Group Practice (Novice, Expert, Transponder only)
- 10:30 Riders Meeting (Tech area)
- 11:15 Opening Ceremonies
- 11:30 **CMRA Endurance Series– Round 1 – 6 Hours**
- 6:00 Awards

Sunday, March 21, 1999

- 6:30 Gate Opens (6:30 for workers)
- 7:00 Registration & Tech Open
- 8:00 Group Practice: (Minis use 1.8 mile track)
Mini, Sm Nov, Sm Exp, Big Nov, Big Exp
- 10:30 Minibike Races (1.8 mile track)
 - 1 Lightweight Mini
 - 2 Heavy Mini / Medium Mini
- 11:00 Lunch
- 11:30 Riders Meeting
- 12:00 **CMRA Sprint Series – Round 2**
 - 3 Heavy Prov Nov / Light Prov Nov
 - 4 Mediumweight Prov Nov
 - 5 Lightweight Superbike / Lightweight Vintage
 - 6 Mediumweight Superstock Novice
 - 7 Med Superstock Ex / Hvy Twins Ex
 - 8 Unlimited Superstock / Lightweight Superstock
 - 9 Heavyweight Superstock Novice
 - 10 Heavyweight Superstock Expert
 - 11 Mediumweight Grand Prix
 - 12 Hvy Superbike Novice / Hvy Sportsman
 - 13 Heavyweight Superbike Expert
 - 14 Hvy Twins Nv / Med Twins / Med Vintage
 - 15 Mediumweight Superbike Novice
 - 16 Mediumweight Superbike Expert
 - 17 Light Grand Prix / Light Twins
 - 18 Heavy GP Expert / Heavy Vintage
 - 19 Heavy GP Novice / Light Sportsman
 - 20 Classic – Heavy / Medium / Light
 - 21 Unlimited Superbike
- 6:15 Awards

This schedule is tentative (subject to change)

CLUB NEWS

by Charles Brothers

Well, we made it through our first race as an independent club, and for the most part, everything went pretty well. Some of the new classes were lightly attended while some (like Lightweight Classic) did very well. Riders in the 600cc Novice classes might want to consider entering Unlimited instead of Heavyweight for an extra class. Its not that much faster and not nearly as crowded.

At Texas World on Friday March 19, we will try the long track configuration for the first time. If it works without any major problems, this is what we'll use for the rest of the season. The Mini class will continue to use the 1.8 mile track, both for their practice sessions and their races. The long track will take an estimated 45 seconds more per lap, so Sprints will be scheduled for 6 laps. For ALL practice sessions, the checkered flag will continue to be given in turn 7. For Red River Challenge and Endurance, it will happen near turn 11. For Sprints, the checkered flag is shown on the front straight. To save from having a 3 mile cool off lap,

THERE MIGHT BE A DIFFERENT EXIT PROCEDURE FOR THE SUNDAY SPRINTS AT TEXAS WORLD. BE SURE TO ATTEND THE RIDERS MEETING AND BE SURE OF THE TRACK EXIT PROCEDURE FOR THE SUNDAY SPRINTS.

There was some confusion about practice groups at Oak Hill and it wasn't helped by the poor P.A. system. Most of the time, practice is split between Novice and Expert, except on Sunday when it is split again between big bike and small bike. Mediumweight bikes are usually given the option of which tech sticker they want - big or small. Please pay attention in tech and be sure you know which sticker you want and what your getting.

Attention Endurance Owners: Use caution in filling out your entry forms. Be consistent with your Team name. There is a five rider limit. Any rider listed becomes an un-removable part of the team for the year. Endurance machines will also get a numbered yellow sticker, indicating which frame it is. Endurance machines will not get through tech without a padded nylon pouch to house the transponder, securely mounted lengthwise (not across) on top of the tailsection. No Exceptions. Endurance machines will also be required to have fluid catching lower fairings, if available for your model.

There will be a full Trophy Presentation at Texas World all three days. This ceremony has been on the decline for some time and that is partly my fault. Let's see what we can do to restore this rite to its former glory. For some of us, its the only time we get to see you without your helmet on. Trophies will still be available for those who have to leave early, but be sure and check with Claire or Sherry first. Under no circumstances should you take a

trophy without an official handing it to you.

There are quite a few number plates that will need work before they will pass tech at Texas World. You can fix them now, or fix them later (while your competition practices).

Contingency Information is included in this issue. Be sure and thank our contingency sponsors for supporting the CMRA during this difficult transition period.

As announced at the riders meeting at Oak Hill, there have been several addendum's added to the rulebook:

- * Heavyweight Sportsman machines and "Superstock" or "Challenge Cup" spec 250 GP Replicas are allowed in Lightweight Superbike and Twins.
- * Endurance Machines must be equipped with fluid catching lower fairings, if available.
- * Aftermarket triple clamps will be tolerated in Superstock for the purpose of mounting a steering damper.

If you have any ideas about how we could improve our rulebook, let us know.

And now, from our good friend Suzanne Cross

Dear CMRA Members,

I'm sorry that I missed seeing you at this past week-end in Henderson. January and February are the busiest months for travel shows. I have been gone most of January and February promoting our great city of Henderson.

I'm looking forward to seeing each of you on June 20th.

The Chamber of Commerce is very proud to have a picture of your organization on the front cover of their 1999 magazine! Drive safely!!!

Suzanne Cross, Tourism Main Street Director, Henderson Texas



Now you know why he's known as "Mr. Excitement". Actually, Steve Wright was one of several to get off hard at Oak Hill and we hope he's well enough to laugh at this.

Photo by Nancy Adams.

The President's Corner

By Harry Tomlinson

With the increased number of competitors at our events garage spaces have become scarce. To help alleviate this, there will be a new procedure for reserving garage space.

There are 32 spaces available (see grid). Each space will be available for \$25 per weekend. You can reserve space(s) with a credit card along with your pre-entries. When reserving space indicate a first and second choice. Garages will be on a first come first served basis and like pre-entries, must be pre-paid.

When you arrive at the track your reserved space will be indicated (probably with duct tape on the front edge of the space). If you wish to rent a space after you arrive at the track you will need to see Connie in registration. Connie will check availability and assign accordingly. Please do not move into spaces prior to rental.

Any un-rented spaces will be cordoned off and unavailable for use.

Monies generated from these rentals will be used as follows:

50% for new equipment (canopies for corner workers, additional transponders, etc). The other 50% will be used to help fund the points fund.

Attention YSR racers: At this time we do not have plans to run YSR's at either of our Topeka events. However we have had a fair amount of interest from Kansas area racers to include them. We would like input from YSR racers on this subject.

Speaking of Topeka, we have our final championship event scheduled for October 22,23,24 at Heartland Park. We are presently talking to the MRA (Mountain Roadracing Association) and GLRRA (Great Plains Roadracing

Association) about joining forces to make this event a Great Plains Championship Event. Please look for more information to come on this.

A Reminder. On another topic, we want CMRA events to be fun, exciting, and safe for competitors as well as friends and families. With this in mind we must be reminded that physical and verbal abuse in any form will not be tolerated. Anyone violating this will be immediately removed from the premises and risk losing their CMRA license.

If you attended the Oak Hill event or checked out the CMRA web page lately you have seen the structure for the points fund. If not, here it is:

POINTS FUND: After much deliberation, the Board has finalized the points fund programs for 1999.

SPRINT: This program is for Experts only. Points will be kept for each riders three best sprint finishes per weekend (sprints only, no endurance or RRC). At the awards banquet, the top 15 will be awarded checks.

ENDURANCE: This program is for the Big Bike Series (not YSR). The top 3 in class, as well as the top 5 overall, will be awarded checks, made out to the Team Owner.

See Payout table on opposite page =>

TWS Pit Space Reservation Map 32 Spaces – \$25 per Weekend

Rest rooms	1A	1	2A	2	Tech	Regis- tration
Phone	3A	3	4A	4	Garage	Storage

5A	5	6A	6	7A	7
8A	8	9A	9	10A	10

11A	11	12A	12	13A	13
14A	14	15A	15	16A	16

NORTH SIDE

CMRA SPRINT POINT PAYOUT

1ST	\$1800
2ND	\$1500
3RD	\$1200
4TH	\$1000
5TH	\$750
6TH	\$600
7TH	\$500
8TH	\$450
9TH	\$400
10TH	\$350
11TH	\$300
12TH	\$250
13TH	\$200
14TH	\$140
15TH	\$120

CMRA ENDURANCE POINT PAYOUT

OVERALL	
1ST	\$1500
2ND	\$1000
3RD	\$800
4TH	\$700
5TH	\$500

CLASS (All five)

1ST	\$750
2ND	\$500
3RD	\$350

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