

THE INSIDE LINE

Newsletter of the Central Road Racing Club, Inc.

September 30, 1989

WOW! WHAT A WEEKEND

September 16-17, 1989
Henderson, TX

A near record number of entries and a host of national racers competing for national points and contingency money should have translated into a long, frustrating weekend for racers and officials alike. But the next-to-last race of the season, and the final race at Oak Hill Raceway this year, was one of the smoothest races of the year. In addition, the weatherman provided near-perfect racing conditions. The track was also in the best shape seen in years, with all of the infield mowed, and the runoff areas outside of turns one, two and five graded and smoothed. An additional forty feet of culvert had been installed in the creek between turns one and two, increasing the runoff area exiting the fast turn one sweeper.

The two hour YSR50 endurance race on Saturday was further evidence of the difficulties of keeping 50cc superbikes on the track. Charles Ertle on the Team Squid LWS YSR50 grabbed the early lead, only to succumb to mechanical problems early in the race. West Side Racing, with Paul Gaudin and Jay Deaton riding, inherited the lead and held it to the finish. West Side finished two laps up on Team Wheezer, who finished second overall. One lap down to Wheezer, with fifty-three laps, were three teams, Team Too Nice, Rebel Racing and Bill Lesueur. Rebel Racing, with Randy Herrington and Randy French riding, won the LWS class.

Provisional novices cannot compete in National points paying races. Therefore, on Sunday, a separate race for riders with provisional novice licenses was held. All five classes, from Heavyweight

Superbike to Lightweight Superbike, were gridded together, making for some interesting racing. Steve Groves put his GSX-R750 into the lead on the first lap, followed by Michael Hollek on another GSX-R750. Behind the two leaders was Kelly Moody on a 500 Interceptor, entered in the LWS class. Groves had a full straightaway lead by the second lap and went on to the overall win. Moody held on to third overall to win the LWS class. Jeff Allendorf put his FZR600 across the line in fourth overall to win the MWS class.

Novice Paul Gaudin led the Mini-50 production race from wire to wire. Behind the leader was a three-way battle for the second spot between Timothy Royer, Barbie Spears and Mike Carter. Royer and Spears traded places several times throughout the race, with Royer able to hold the position each time the group crossed the start-finish line. Carter joined the fray on the last lap.



Britt Turkington had the track to himself in C Superstock. -photo by Mike Matisse

Spears passed Royer in the fast turn one sweeper on the white flag lap. She was pushed back to third by Royer in turn two, however, and was relegated to fourth by Carter in turn six. Long after Gaudin had taken the checkers for the win, the trio fighting it out for the second through fourth spot exited turn eight, once again side-by-side. After the short sprint to the wire it was Royer edging out Spears and Carter for the second spot. Spears finished third overall, second place novice.

Britt Turkington finished in front of the three bike C Superstock field on his Team Hammer, Dunlop, Arai, Fox, Tsubaki, SBS and RES sponsored Katana. Behind Turkington was Bryan Hanson and Oliver Billingsley. The C Superstock race was run combined with C Production again, and novice Joe Prussiano led the C Production field throughout the race. Expert James Deister finished behind Prussiano for the top expert spot, followed by Ronnie LeBleu and Von Bursey for the second

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THE CENTRAL ROAD RACING CLUB, 9050 EMNORA, SUITE A, HOUSTON, TEXAS 77080, 713-464-8545

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RACE DIRECTOR'S REPORT

-by Dennie Spears-

As you probably noticed, I was not working very hard at Oak Hill. John Hodgkiss was race director for the weekend and he did an excellent job. I was free to visit with racers and to sort of, kind of, semi, be a racer. Going to the races without the responsibility of being "in charge" is a completely different experience than what I have been used to feeling. It's great, but I will be back in my old position at the next race.

FINES-I hate them! Even when someone else is paying, I still hate them. I have used them in the past to control racers that place other racers in danger, to punish racers for serious rules infractions (those that endanger the very existence of the CRRRC), and to punish racers for unsportsmanlike conduct. I propose an alternative. We need help at specific times of the day, primarily in the early morning and after the races are over. If you owe the club a fine now, contact me if you would rather work out the fine. In the future, the choice is going to be mine rather than yours. I will try to make the work fit the crime. Example: You are late to pregrid and take a hot lap even after the official has told you to go directly to your grid position. You are judged to be an inconvenience to the other racers. At the next race you have to come in at 6:30 AM to help set up the track so that practice can begin on time.

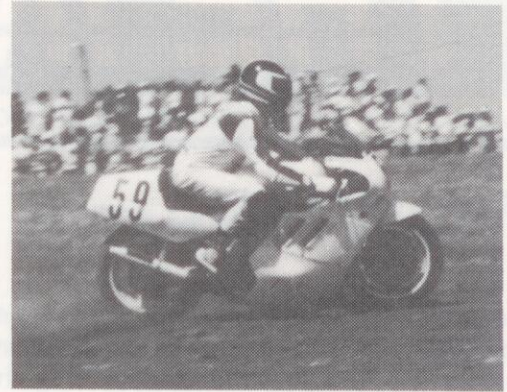
HALLETT-At this time we do not have corner workers for Hallett. Call me if you would like to volunteer. We may require each endurance team to have a corner worker so come prepared. If you have not been to Hallett before, you are in for a treat. It is a fun track with hills, fast turns, SLOW turns and lots of runoff area. Remember, be there early because the entry road crosses the track and you will have to wait at the gate until there is a break in practice. During the endurance race there will be no crossing of the track. Camping is available. If you have friends from the Hallett Racing Association, let them know that they will have to have a WERA license in order to race. Riders school will be excused with an AMA license.

PROTEST-I had already selected C Production Novice as the class that

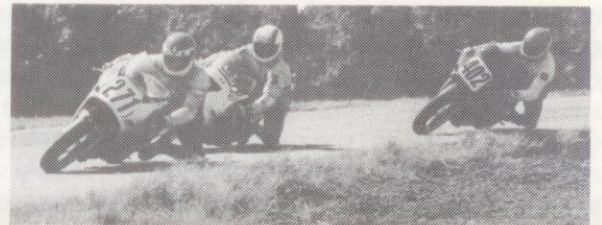
would have the mandatory CRRRC teardown and since Joe Prussiano won, I was going to check his air box and carbs. However, someone else beat me to the draw and filed an engine protest down to the heads. Results-Everyone agreed that Joe needs to do a little more maintenance on his motorcycle. Protest denied. All parties involved left on friendly terms.

RIDER OF THE DAY-Many!! Greg Abbott was nominated by Joe Avant. Greg and another racer crashed and Greg helped the other rider off the track and out of harms way before re-entering the race. After the race he went back to the corner and gave the other rider a ride back to the pits. Nice guy. David Mitchell, Joe Prussiano, and James Deister were nominated for the manner in which they handled the teardown on Joe's bike. Joe's attitude was check what you want and let me know if you find anything. We checked everything. No yelling, no cussing. Very pleasant. Accolades also to Andre and Ian Vandenberg for their professional work and advice during the teardown.

OAK HILL DIRT (DIRTY) WORK-Turns 1,2,3, and 5 were all made safer by smoothing the run off areas. Thanks again to the "Shreveport Gang"- John



"Ohhh...., S _ _ _!!!" Brad Peterson, from Topeka, Kansas, tries out the new runoff area outside turn five. -photos by Mike Matise



Craig Gleason (271) made a rare appearance at Oak Hill, eventually finishing behind Mike Harth and Rick Kirk (402) in B Superstock.

Hodgkiss, Jay Deaton and Joe Prussiano- and to Ken Harvey for their many hours of work.

CLASS CHAMPION JACKETS-We will not have the jackets at Hallett. Several of the classes will be decided at the last race so we don't know what sizes or how many to buy. The jackets will be distributed in Austin, Houston, Dallas or by mail.

CENTRAL ROAD RACING CLUB 1989 SCHEDULE

October 7-8

Hallett Raceway

Hallett ,OK

Saturday

4 Hr. Endurance

Sunday

Regional Sprints

Suz

Call CRRC Office to Confirm Race Dates and Locations

The Central Road Racing Club, Inc.

9050 Emnora, Suite A, Houston, Tx 77080

(713) 464-8545

Bits and Pieces

Quote- "Good advice usually works best when preceded by a bad scare." -Al Bat, in Readers' Digest.

Cards and letters:

Bruce Nicholson, #285 (n), 1500 W. 1st, Mt. Pleasant, TX, 75455, 214-572-0285, Broken Collarbone.

Charles Martin, #824 (n), 3011 Turner, Ponca City, OK, 74604, 405-765-3875, Broken Collarbone.

Congratulations:

- to CRRC member Robert Nikell (#475). He graduated from East Texas State University with a Masters in Physics - with honors, no less.

- to the following riders for their finishes at the September 3rd Memphis, TN, crossover national. (We ain't talking 'bout no parking-lot race, either!)

Novices:

Rick Guy- 1st C Production, 3rd B Production.

Joe Prussiano- 2nd C Superbike, 3rd A Production, 4th B Production.

Rob Roy Godwin- 4th B Superbike, 3rd A Superbike.

Von Bursey- 3rd C Production.

Experts:

Andre Vandenberg- 1st Formula 3

John Hodgkiss- 2nd Formula 3

Eric Falt- 3rd Formula 3, 3rd Clubman.

Laroy Montgomery- 1st Clubman.

Michael Martin- 1st C Superbike, 3rd B Superbike.

Rick Delgado- 2nd B Superbike, 3rd A Superbike.

Eddie Haldeman- 2nd A Production.

(If you have any news or an ad you'd like to see in this column, please send it to: Ken Harvey, The Inside Line, 1701 White Street, Kilgore, Tx, 75662, (214) 984-0947)

CLASSIFIEDS

FOR SALE: 1979 Yamaha SR500. New tires, chain, brake pads, sidecovers, seat, battery, K&N filter, YZ250N carburetor (completely rejettied, with stock parts, plus spare needles), intake manifold, throttle plus cable, DG Pipe, TT500 piston, rebuilt transmission and oil cooler. Runs great, needs minor cosmetic clean-up. Never dropped or raced. \$800 cash (a steal!). 713-623-0160 (work), 785-0752 (home), Chuck Ergle.

HALLETT MOTOR RACING CIRCUIT OCTOBER 7-8, 1989 SCHEDULE OF EVENTS

SATURDAY:

6:00 AM GATES OPEN
7:30 AM REG. & TECH OPEN
8:00 AM OPEN PRACTICE
12:00 PM PRACTICE CLOSES
1:00 PM 4 HR. ENDR. STARTS
5:00 PM RACE ENDS

SUNDAY:

GATES OPEN ALL
SATURDAY NIGHT
7:30 AM REG. & TECH. OPEN
8:00 AM PRACTICE OPENS
10:20 AM YSR PRACTICE
10:40 AM PRACTICE CLOSES
11:30 AM RACES BEGIN

ORDER OF RACES

(TENTATIVE)

50cc SUPER MINI
FORMULA 2
C SUPERBIKE
CLUBMAN 1 / VINTAGE 2 & 4
A PROD / A SUPERSTOCK
D PROD / CLUBMAN 2
A SUPERBIKE
50cc PRODUCTION
C PROD / C SUPERSTOCK
FORMULA 3
B PROD / B SUPERSTOCK
B.O.T.T.
B SUPERBIKE EXPERTS
B SUPERBIKE NOVICES
D SUPERBIKE/VINTAGE 3 & 5
FORMULA USA (OPEN)

Oak Hill (continued from page 1)

and third novice trophy positions. Expert Deister wanted to see how novice Prussiano could go so fast on a stock Hurricane, so he put up part of the \$200 protest fee for a full teardown of Prussiano's motor. The protest had to be filed by someone in the same class as Prussiano, so novice David Mitchell actually filed the protest and put some of his money in the pot. The Hurricane's engine was sealed by officials so he could compete in his remaining events, but Prussiano just smiled.

Formula 3 was up next and there were battles for both the novice and expert classes. David Townsend was the novice class leader coming into today, but a first lap crash may have cost him the championship. Novice Kevin Webb on his Kawasaki 125 two stroke, second in points for the season, had his hands full with the 250 Interceptor of Chris Milam. Webb, sponsored by M&M Machine, Benoit Machine and Nemesis Racing, applied constant pressure throughout the race, with Milam able to hold him off through the white flag. On the last lap, however, Webb slipped by in turn two and went on to the win. Chris Watson on his CBR250 took home the win for the experts, but only after putting away early leader Eric Falt and holding off a hard-charging Andre Van Den Berg.

Watson also won the D Production race held later in the day, followed by Ronnie Lundsford. Gene Zirger took
(continued next page)

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home the top honors in D Production for the novices.

B Production novice was off to an exciting start when John Pollard wheeled his GSX-R750 off the start and brought the front end down with the wheel cocked. The near catastrophe on the start allowed Prussiano and his 600 Hurricane to break away. Class leader Bruce Nicholson fell on the first lap in turn three, but Prussiano, second in points to Nicholson, returned the favor by falling in turn four while holding a big lead the next time around. Pollard survived his start to take over the lead after Prussiano's fall and held it to the end. Kurt Hocker finished in second, with Rick Guy in third.

Rick Kirk looked like a sure winner in the B Superstock race after passing Mike Harth on the third lap to take over the lead. Harth remained on Kirk's tail, but Kirk's lead looked secure over the next three laps. The two riders closed on slower riders on the next-to-last lap, and when one of the back-markers hung Kirk out to dry on the outside of turn six, Harth was able to take over the lead. Harth went on to the win on his Suzuki of Corpus Christi, Michelin, Arai, Fox, Tsubaki, Bel-Ray and Fieldsheer Leathers sponsored GSX-R750, with a frustrated Kirk in second and Craig Gleason in third. B Production was run with the Superstock race, and James Deister rode his ZX-7 Kawasaki to the win.

Eric Falt extended his lead in the Battle of the Twins class this weekend with another win on his EX500. Second went

to Andre Van Den Berg on his Ducati Paso and third to Ronnie Lundsford on his Honda CB-1. Philip Davies was the highest finishing novice in fourth overall on his Suzuki 500.

Michael Martin, on his RES, D&D Pipes, Nicholson Yamaha FZR600, pulled away on the first lap of the B Superbike race and after the halfway point had a full straightaway lead. Behind the leader, Team Mad Dog riders Jim Sabin and Jeff Harder, both on GSX-R750's, squared off in a battle for the second spot. Behind the leaders, Rick Delgado, Ronco Villarreal and Doug Carmichael were also going at it a little further back. Martin breezed to the win running low 1:28's, with Sabin and his Mad Dog, Lockhart, On Track Supply, International Motorcycle Supply Suzuki able to hold off Harder for the second spot. Delgado and his FZR750 held off Ronco's GSX-R and Carmichael's FZR600 for the fourth spot.

Larry Locklear held the early lead in the B Superbike Novice race, competing in only his first race as a novice. Locklear and his GSX-R750 held the lead through the fourth lap running 1:34's, followed by Pollard's GSX-R750. Locklear's lead lasted through the fifth lap, when Pollard took over the lead. Tony Felber caught the lead duo with three laps to go and Felber passed Locklear on the sixth lap. Felber, on his FZR600, put pressure on the leader Pollard the next two laps, but Felber waited until the two riders entered turn six of the last lap to take over the lead. Felber held on to first to the checkers, with Rob Roy Godwin also passing Locklear, who complained of a problem with fading brakes after the race.

Michael Martin put a borrowed FZ400 on the grid of the D Superbike race in place of his still-ailing 400. Even with a stock 400, instead of his superbike, he was able to run away from the combined D Superbike-Vintage III and V field. Eric Falt and his quick EX500 might have been able to put some pressure on Martin had Falt not have run out of brakes heading into turn two on the first lap. Falt was able to remount and re-enter the race, finishing in fifth place. Second place overall was traded back-and-forth between Chris Watson, Javier Martinez and Timothy Royer. Javier



held down second on his 250 Kawasaki through the fourth lap after taking over the position from Watson. Royer and his FZR400 took over for Martinez at that point and held second to the end. Rob Toluie and his Norton was the highest finishing Vintage rider, taking home the top honors in Vintage V. David Hirsh finished first in Vintage III on his Suzuki.

Sabin and Harder hooked up again in the Formula USA race, with Sabin taking the early lead and Harder shadowing

Do you want to know more? For information, or to join the C.R.R.C., call (713) 464-8545, or (214) 984-0947.

him until the last lap. Harder's Suzuki chose that lap to throw the chain and he sat helplessly on the outside of turn two as Mike Harth inherited second. Harth had been forced to work his way up through the field after starting at the back of the grid, passing Dewayne Davis on the last lap, pushing Davis back to third. Locklear was able to hold off Pollard this time to take the top novice honors, even though Pollard pressured him throughout the race. Novice Leland Lujan finished in third place, with all of the novices on Suzukis.

The 50cc Superminis were up next, providing a little contrast to the Formula USA machinery. Expert Brad Kindhart had no competition in this race, and by the second lap he was almost out of sight of the rest of the field. Novice Charles Ergle worked his way up to

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second overall by the finish, followed by fellow novice George Hipsher. Jay Deaton finished fourth overall for the second place expert trophy, while Lance Ferry was the first place provisional novice.

Brad Sawyer put his TZ250-U back in the winner's circle in Formula 2. The G.P. based series has witnessed a resurgence of two stroke entries this year, and this time out Brad had to contend with the Honda RS250's of George Wallace and Jessie Daniels. Wallace went to the front at the green flag and opened up an early lead. Sawyer, circulating in second place, began his charge to the front on the third lap, trying to get around Wallace in the fast turn one sweeper. Sawyer had to wait until the crossed flags to take over the top spot, however, passing Wallace on the short straight between turns two and three. Daniels, meanwhile, had his hands full dealing with the FZR400 of Timothy Royer for the first three laps. Daniels passed Royer to move into third on the fourth of eight laps, only to fall exiting turn eight for the start-finish straight the next time around. Wallace held on to second, with Royer finishing in third. Novice Rene Martinez rode his Kawasaki to the Formula 2 Novice win, followed by Wade Benkendorfer and Kevin LeGrande.

Martin's season-long win streak on his Yamaha FZR600 in C Superbike continued. Britt Turkington, fresh from the 24 hour race at Willow Springs where he rode for Team Suzuki, made his second trip of the season to Oak Hill, but he finished a distant second to Martin on his Suzuki Katana. Gregg Abbott rode his Suzuki RG500 to a third place finish. For the novices it was Rob Roy Godwin

taking home another win, followed throughout the race by Ronnie LeBleu and Tony Felber, all FZR600 mounted.

In what has been the best season long battle, Laroy Montgomery and his XL600 took home the first place trophy in Clubman, with Eric Falt in second. Montgomery actually enjoyed a rare uncontested lead for most of the race. Jeff
(continued on page 8)



Teammates Jim Sabin (211) and Jeff Harder (87) did not cut each other any slack. Sabin won Formula One after Harder broke. -photo by Mike Matise

RES

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OAK HILL RACEWAY HENDERSON, TEXAS NATIONAL SPRINTS SEPTEMBER 17, 1989

Class: Provisional Novices

No. Name	Bike	O/A	Ex	Nov	Cls
26 GROVES, STEVE	SUZUKI	1			HWS
222 HOLLEK, MICHAEL	SUZUKI	2			HWS
305 MOODY, KELLY	HONDA	3			LWS
390 ALLENDORF, JEFF	YAMAHA	4			MWS
202 JORDAN, KEVIN	YAMAHA	5			HWP
156 WAGUESPACK, KEVIN	HONDA	6			MWS
414 LONGHENRY, KEN	HONDA	7			LWS
999 MAHER, DENISE	MORINI	8			MWP
125 KELLY, MARK	KAWASAKI	9			HWP
107 MAXWELL, JACKSON	KAWASAKI	10			MWP

Class: Mini 50cc Prod

No. Name	Bike	O/A	Ex	Nov	Cls
199 GAUDIN, PAUL	YAMAHA	1			1
919 ROYER, TIMOTHY	YAMAHA	2	1		
250 SPEARS, BARBIE	YAMAHA	3		2	
32 CARTER, MIKE A.	YAMAHA	4	2		
427 MC BRIDE, DENNIS	YAMAHA	5	3		
767 MARTINEZ, JR., JOSE	YAMAHA	6		3	
56 HIPSHER, GUY	YAMAHA	7		4	
115 MENDELSON, JEFF	YAMAHA	8		5	
417 CERVANTES, DAGOBERTO	YAMAHA	9		6	
33 ERGLE, CHARLES	YAMAHA	10		7	
290 HICKMAN, THOMAS	YAMAHA	11		8	
821 LE SUEUR, BILL	YAMAHA	12		9	
120 MCCLELLAN, RUSS	YAMAHA	13		10	
123 MENARIK, AUDREY	NA	14		11	
310 HUTCHINSON, GARY	NA	15		12	
232 HOWSE, G. SCOTT	YAMAHA	16		13	
20 DENTON, JAMES	YAMAHA	17		14	
218 RANTALA, JIM	YAMAHA	18		15	
185 WRIGHT, TONY	YAMAHA				Did Not Finish
109 SIMMONS, DOUG	YAMAHA				Did Not Finish

Class: C Production

No. Name	Bike	O/A	Ex	Nov	Cls
486 PRUSSIANO II, JOSEPH B	HONDA	1		1	
652 DEISTER, JAMES	KAWASAKI	2	1		
717 LEBLEU, RONNIE	YAMAHA	3		2	
344 BURSEY, VON E.	YAMAHA	4		3	
420 GUY, RICK	YAMAHA	5		4	
221 MITCHELL, DAVID	YAMAHA	6		5	
292 LOWMAN, LUTHER	HONDA	7		2	
407 BRIDGEMAN, JEB	HONDA	8		6	
329 LUJAN, LELAND	HONDA	9		7	
401 FULLER, MARCO P.	HONDA	10		8	
291 ANDREWS, VINCE	HONDA	11		9	
771 BUCE, BOBBY	YAMAHA	12		3	
442 BATES, ROBERT	HONDA	13		10	
836 BLOCH, DAVID	YAMAHA	14		11	
321 SEGLER, CHRIS P.	HONDA	15		12	
249 TEER, KENNY	YAMAHA	16		13	
146 JENNEY, KEVIN	HONDA	17		14	
735 SILVER, RICHARD	HONDA	18		15	
188 ALLBRITTON, MIKE	KAWASAKI	19		16	
50 FISHER, PHILLIP	YAMAHA				Did Not Finish

Class: Formula 3

No. Name	Bike	O/A	Ex	Nov	Cls
53 WATSON, CHRIS	HONDA	1		1	
357 VANDENBERG, ANDRE	KAWASAKI	2		2	
930 FALT, ERIC	HONDA	3		3	
129 HODGKISS, JOHN	YAMAHA	4		4	
149 WEBB, KEVIN	KAWASAKI	5		1	
322 MILAM, CHRIS	HONDA	6		2	
199 GAUDIN, PAUL	KAWASAKI	7		3	
734 HUBBARD, JERRY	MORINI	8		4	
664 HERRINGTON, RANDY	KAWASAKI	9		5	
410 STEPHENSON, MICHAEL	KAWASAKI	10		6	
164 FRENCH, RANDY	HONDA	11		7	
220 GUYNES, BERT	HONDA	12		8	
637 TOWNSEND, DAVID	KAWASAKI				Did Not Finish

Class: B Production-Novices

No. Name	Bike	O/A	Ex	Nov	Cls
117 POLLARD, JOHN	SUZUKI	1		1	
687 HOCKER, KURT	SUZUKI	2		2	
420 GUY, RICK	YAMAHA	3		3	
344 BURSEY, VON E.	YAMAHA	4		4	
696 STEINMAN, MICHAEL	SUZUKI	5		5	
311 HIPSHER, GEORGE	SUZUKI	6		6	
131 SZOSTAK, GLENN P.	SUZUKI	7		7	
121 ARRIOLA, WILLIAM	SUZUKI	8		8	
407 BRIDGEMAN, JEB	HONDA	9		9	
401 FULLER, MARCO P.	HONDA	10		10	
255 CREWS, SCOTT	SUZUKI	11		11	
120 MCCLELLAN, RUSS	SUZUKI	12		12	
997 LEARD, LINDSEY	YAMAHA	13		13	
321 SEGLER, CHRIS P.	HONDA	14		14	

442 BATES, ROBERT	HONDA	15		15	
291 ANDREWS, VINCE	HONDA	16		16	
417 CERVANTES, DAGOBERTO	SUZUKI	17		17	
249 TEER, KENNY	YAMAHA	18		18	
188 ALLBRITTON, MIKE	KAWASAKI	19		19	
486 PRUSSIANO II, JOSEPH B	HONDA				Did Not Finish
824 MARTIN, CHARLES	SUZUKI				Did Not Finish
285 NICHOLSON, BRUCE	SUZUKI				Did Not Finish

Class: B Production-Experts

No. Name	Bike	O/A	Ex	Nov	Cls
652 DEISTER, JAMES	KAWASAKI	1		1	
97 HALDEMAN, EDDIE	SUZUKI	2		2	
292 LOWMAN, LUTHER	HONDA	3		3	
200 POTTER, CLAYTON	SUZUKI	4		4	
50 FISHER, PHILLIP	YAMAHA				Did Not Finish
771 BUCE, BOBBY	YAMAHA				Did Not Start

Class: B.O.T.T.

No. Name	Bike	O/A	Ex	Nov	Cls
930 FALT, ERIC	KAWASAKI	1		1	
357 VANDENBERG, ANDRE	DUCATI	2		2	
377 LUNSFORD, RONNIE	HONDA	3		3	
26 DAVIES, PHILIP	SUZUKI	4		1	
196 SCHULTZE, KARL R.	KAWASAKI	5		2	
20 WHITELEY, MIKE	YAMAHA	6		4	
637 TOWNSEND, DAVID	KAWASAKI	7		3	
513 STRINGER, MICHELLE	KAWASAKI	8		4	
734 HUBBARD, JERRY	MORINI	9		5	
159 POINDEXTER, GUY H.	YAMAHA	10		6	
110 WUKASCH, BRYAN E.	HONDA	11		7	
410 STEPHENSON, MICHAEL	KAWASAKI	12		8	
111 BOUCHET, ROBERT	DUCATI	13		9	
164 FRENCH, RANDY	HONDA	14		10	
664 HERRINGTON, RANDY	KAWASAKI				Did Not Finish

Class: B Superbike-Experts

No. Name	Bike	O/A	Ex	Nov	Cls
96 MARTIN, MICHAEL	YAMAHA	1		1	
211 SABIN, JIM	SUZUKI	2		2	
87 HARDER, JEFF	SUZUKI	3		3	
90 DELGADO, RICK	YAMAHA	4		4	
6 VILLARREAL, GUILLERMO	NA	5		5	
178 CARMICHAEL, DOUG	YAMAHA	6		6	
501 HANSON, BRYAN	YAMAHA	7		7	
31 ABBOTT, D. GREG	SUZUKI	8		8	
80 MARTINS, PETE	SUZUKI	9		9	
914 TUNTLAND, DAVID	SUZUKI	10		10	
43 LOVAS, DONALD M.	YAMAHA	11		11	
294 ROSS, JR., JOHN W.	SUZUKI	12		12	
82 KLEMENTICH, FRANK	YAMAHA	13		13	
45 HARVEY, KENNETH	HONDA	14		14	
543 HAVER, JOHN B.	YAMAHA	15		15	
391 JENSEN, TODD	HONDA	16		16	
59 PETERSON, BRADLEY	SUZUKI	17		17	
7 MARTINEZ, JAVIER	KAWASAKI				Did Not Start
484 PROVIS, FRED	HONDA				Did Not Start
68 DAVIS, DEWAYNE	SUZUKI				Did Not Start

Class: B Superbike-Novices

No. Name	Bike	O/A	Ex	Nov	Cls
16 FELBER, TONY	YAMAHA	1		1	
117 POLLARD, JOHN	SUZUKI	2		2	
460 GODWIN, ROB ROY	YAMAHA	3		3	
280 LOCKLEAR, LARRY	SUZUKI	4		4	
696 STEINMAN, MICHAEL	SUZUKI	5		5	
329 LUJAN, LELAND	SUZUKI	6		6	
295 MC BAIN, MARCUS	YAMAHA	7		7	
13 BROUSSARD II, JERRY S	SUZUKI	8		8	
121 ARRIOLA, WILLIAM	SUZUKI	9		9	
49 SCHAFFER, JAMES	SUZUKI	10		10	
65 SWEARINGIN, JIMMY	SUZUKI	11		11	
240 SULLIVAN, MICHAEL	YAMAHA	12		12	
407 BRIDGEMAN, JEB	HONDA	13		13	
120 MCCLELLAN, RUSS	SUZUKI	14		14	
307 VALDEZ, RICHARD	SUZUKI	15		15	
255 CREWS, SCOTT	SUZUKI	16		16	
477 WHITE, JOHN	YAMAHA	17		17	
74 BLAIR, ALAN R.	YAMAHA	18		18	
332 CHANCE, JOHN	SUZUKI	19		19	
417 CERVANTES, DAGOBERTO	SUZUKI	20		20	
263 BONNER, BILLY R.	HONDA	21		21	
801 MICHAEL, SMITH	YAMAHA	22		22	
836 BLOCH, DAVID	YAMAHA	23		23	
131 HIPSHER, GUY	SUZUKI	24		24	
122 SMITH, JIM	SUZUKI	25		25	
482 DARRAH, CURTIS	SUZUKI	26		26	
285 NICHOLSON, BRUCE	SUZUKI				Did Not Start
824 MARTIN, CHARLES	SUZUKI				Did Not Start

Class: D Superbike

No. Name	Bike	O/A	Ex	Nov	Cls
20 MARTIN, MICHAEL	YAMAHA	1		1	
919 ROYER, TIMOTHY	YAMAHA	2		2	
7 MARTINEZ, JAVIER	KAWASAKI	3		3	
53 WATSON, CHRIS	HONDA	4		4	
930 FALT, ERIC	KAWASAKI	5		5	
212 RAYBORN, JOEY	HONDA	6		1	
143 ZIRGER, GENE	YAMAHA	7		2	
377 LUNSFORD, RONNIE	HONDA	8		6	
58 SPEARS, GARY	YAMAHA	9		7	

77 MARTINEZ, RENE	KAWASAKI	10		3	
160 BENKENDORFER, WADE	YAMAHA	11		4	
989 LEGRANDE, KEVIN	HONDA	12		5	
196 SCHULTZE, KARL R.	KAWASAKI	13		6	
831 STERMAT, ROBERT	YAMAHA	14		8	
606 DIKE, TERRY D.	YAMAHA	15		7	
332 CHANCE, JOHN	YAMAHA	16		8	
372 GODDARD, BART	HONDA	17		9	
666 LEGAN, DAVID	YAMAHA	18		10	
197 BLANKENSHIP, JACK R.	KAWASAKI	19		11	
262 WHITLEY, JAMES	HONDA	20		12	
232 HOWSE, G. SCOTT	YAMAHA	21		13	
513 STRINGER, MICHELLE	KAWASAKI	22		14	
374 BUTLER, HENRY	YAMAHA	23		15	
442 BATES, ROBERT	HONDA				Did Not Start

Class: Formula 1

No. Name	Bike	O/A	Ex	Nov	Cls
211 SABIN, JIM	SUZUKI	1		1	
17 HARTH, MIKE	SUZUKI	2		2	
68 DAVIS, DEWAYNE	SUZUKI	3		3	
96 MARTIN, MICHAEL	YAMAHA	4		4	
178 CARMICHAEL, DOUG	YAMAHA	5		5	
6 VILLARREAL, GUILLERMO	NA	6		6	
31 ABBOTT, D. GREG	SUZUKI	7		7	
38 HEINTSCHEL, JR, GLENN	SUZUKI	8		8	
90 DELGADO, RICK	YAMAHA	9		9	
44 SAWYER, BRAD	YAMAHA	10		10	
43 LOVAS, DONALD M.	YAMAHA	11		11	
45 HARVEY, KENNETH	HONDA	12		12	
59 PETERSON, BRADLEY	SUZUKI	13		13	
66 WALLACE, GEORGE	HONDA	14		14	
123 FILLINGHAM, FRANK	YAMAHA	15		15	
280 LOCKLEAR, LARRY	SUZUKI	16		1	
117 POLLARD, JOHN	SUZUKI	17		2	
294 ROSS, JR., JOHN W.	SUZUKI	18		16	
386 ALLEN, RUSTY	KAWASAKI	19		17	
329 LUJAN, LELAND	SUZUKI	20		3	
86 RUSSELL, JIM	SUZUKI	21		18	
687 HOCKER, KURT	SUZUKI	22		4	
13 BROUSSARD II, JERRY S	SUZUKI	23		5	
65 SWEARINGIN, JIMMY	SUZUKI	24		6	
295 MC BAIN, MARCUS	YAMAHA	25		7	
120 MCCLELLAN, RUSS	SUZUKI	26		8	
152 THARP, PAT	SUZUKI	27		19	
997 LEARD, LINDSEY	YAMAHA	28		9	
482 DARRAH, CURTIS	SUZUKI	29		10	
25 SPEARS, R. ALAN	YAMAHA				Did Not Finish
87 HARDER, JEFF	SUZUKI				Did Not Finish
263 BONNER, BILLY R.	HONDA				Did Not Start
101 BILLINGSLEY, OLIVER	NA				Did Not Start

Class: 50cc Supermini

No. Name	Bike	O/A	Ex	Nov	Cls
73 KINDHART, BRAD	YAMAHA	1		1	
33 ERGLE, CHARLES	YAMAHA	2		1	
311 HIPSHER, GEORGE	YAMAHA	3		2	
776 DEATON, JAY	YAMAHA	4		2	
919 ROYER, TIMOTHY	YAMAHA	5		3	
32 CARTER, MIKE A.	YAMAHA	6		4	
821 LE SUEUR, BILL	YAMAHA	7		3	
767 MARTINEZ, JR., JO					

YSR 2 HOUR ENDURANCE RESULTS

SEPTEMBER 16, 1989

Class: C Superbike			
No. Name	Bike	O/A	Ex Nov
96 MARTIN, MICHAEL	YAMAHA	1	1
28 TURKINGTON, BRITT	SUZUKI	2	2
31 ABBOTT, D. GREG	SUZUKI	3	3
501 HANSON, BRYAN	YAMAHA	4	4
45 HARVEY, KENNETH	HONDA	5	5
82 KLEMENTICH, FRANK	YAMAHA	6	6
543 HAVER, JOHN B.	YAMAHA	7	7
460 GODWIN, ROB ROY	YAMAHA	8	1
717 LEBLEU, RONNIE	YAMAHA	9	2
16 FELBER, TONY	YAMAHA	10	3
486 PRUSSIONO II, JOSEPH B	HONDA	11	4
147 JACQUES, TELLES	YAMAHA	12	8
49 SCHAFER, JAMES	SUZUKI	13	5
391 JENSEN, TODD	HONDA	14	9
420 GUY, RICK	YAMAHA	15	6
295 MC BAIN, MARCUS	YAMAHA	16	7
240 SULLIVAN, MICHEAL	YAMAHA	17	8
344 BURSEY, VON E.	YAMAHA	18	9
221 MITCHELL, DAVID	YAMAHA	19	10
407 BRIDGEMAN, JEB	HONDA	20	11
477 WHITE, JOHN	YAMAHA	21	12
508 INMAN, CHARLES	HONDA	22	13
329 LUJAN, LELAND	HONDA	23	14
249 TEER, KENNY	YAMAHA	24	15
735 SILVER, RICHARD	HONDA	25	16
188 ALLBRITTON, MIKE	KAWASAKI	26	17
146 JENNEY, KEVIN	HONDA	Did Not Start	
652 DEISTER, JAMES	HONDA	Did Not Start	
178 CARMICHAEL, DOUG	YAMAHA	Did Not Start	
836 BLOCH, DAVID	YAMAHA	Did Not Start	
111 BOUCHET, ROBERT	DUCATI	Did Not Start	
50 FISHER, PHILLIP	YAMAHA	Did Not Start	
332 CHANCE, JOHN	SUZUKI	Did Not Start	
490 MARTINEZ, MARTY	KAWASAKI	Did Not Start	

Class: Clubman			
No. Name	Bike	O/A	Ex Nov
81 MONTGOMERY, LAROY	HONDA	1	1
930 FALT, ERIC	HONDA	2	2
212 RAYBORN, JOEY	HONDA	3	1
357 VANDENBERG, ANDRE	KAWASAKI	4	3
98 BERGLUND, JEFF	HONDA	5	4
40 BRADLAW, ROBERT	HONDA	6	5
322 MILAM, CHRIS	HONDA	7	2
372 GODDARD, BART	HONDA	8	3
637 TOWNSEND, DAVID	KAWASAKI	9	4
110 WUKASCH, BRYAN E.	HONDA	10	5
159 POINDEXTER, GUY H.	YAMAHA	11	6
410 STEPHENSON, MICHAEL	KAWASAKI	12	7
664 HERRINGTON, RANDY	KAWASAKI	13	8
220 GUYNES, BERT	HONDA	14	9
164 FRENCH, RANDY	HONDA	15	10
666 LEGAN, DAVID	YAMAHA	16	11
528 NAVARRO, JR., RALPH	HONDA	17	12
442 BATES, ROBERT	HONDA	Did Not Finish	
556 THOMAS, KEN	HONDA	Did Not Finish	

Class: A Production			
No. Name	Bike	O/A	Ex Nov
123 FILLINGHAM, FRANK	YAMAHA	1	1
420 GUY, RICK	YAMAHA	2	1
687 HOCKER, KURT	SUZUKI	3	2
696 STEINMAN, MICHAEL	SUZUKI	4	3
311 HIPSHER, GEORGE	SUZUKI	5	4
121 ARRIOLA, WILLIAM	SUZUKI	6	5
131 SZOSTAK, GLENN P.	SUZUKI	7	6
407 BRIDGEMAN, JEB	HONDA	8	7
307 VALDEZ, RICHARD	SUZUKI	9	8
120 MCCLELLAN, RUSS	SUZUKI	10	9
97 HALDEMAN, EDDIE	SUZUKI	11	2
255 CREWS, SCOTT	SUZUKI	12	10
321 SEGLER, CHRIS P.	HONDA	13	11
200 POTTER, CLAYTON	SUZUKI	14	3
486 PRUSSIONO II, JOSEPH B	HONDA	Did Not Finish	
117 POLLARD, JOHN	SUZUKI	Did Not Finish	
285 NICHOLSON, BRUCE	SUZUKI	Did Not Start	
652 DEISTER, JAMES	KAWASAKI	Did Not Start	
771 BUCE, BOBBY	YAMAHA	Did Not Start	
484 PROVVIS, FRED	HONDA	Did Not Start	

Class: D Production			
No. Name	Bike	O/A	Ex Nov
53 WATSON, CHRIS	HONDA	1	1
143 ZIRGER, GENE	YAMAHA	2	1
377 LUNSFORD, RONNIE	HONDA	3	2
160 BENKENDORFER, WADE	YAMAHA	4	2
58 SPEARS, GARY	YAMAHA	5	3
20 WHITELEY, MIKE	YAMAHA	6	4
196 SCHULTZE, KARL R.	KAWASAKI	7	3
26 DAVIES, PHILIP	SUZUKI	8	4
244 NANCE, TERRY T	YAMAHA	9	5
512 BEREZIN, ALAN	YAMAHA	10	6
232 HOWSE, G. SCOTT	YAMAHA	11	7
322 MILAM, CHRIS	HONDA	12	8
666 LEGAN, DAVID	YAMAHA	13	9
528 NAVARRO, JR., RALPH	HONDA	14	10
262 WHITLEY, JAMES	HONDA	15	11
197 BLANKENSHIP, JACK R.	KAWASAKI	16	12
999 MAHER, DENISE	MORINI	17	13
159 POINDEXTER, GUY H.	YAMAHA	Did Not Finish	

Pos	Cls	Bike	Laps	Name	Riders
1	LWP	99	56	WEST SIDE RACING	PAUL GAUDIN / JAY DEATON
2	LWP	76	54	TEAM WHEEZER	JOSE MARTINEZ / GEORGE HIPSHER
3	LWP	42	53	TEAM TOO NICE	DENNIS MCBRIDE / AUDREY MENARK
4	LWS	64	53	REBEL RACING	RANDY HERRINGTON / RANDY FRENCH
5	LWP	21	53	BILL LESUEUR	BILL LESUEUR / DENNIS MCBRIDE
6	LWP	2	53	S & I RACING	DINO IUSA / VINCE ANDREWS
7	LWP	29	51	STTA RACING	TOMMY HICKMAN / MICHAEL CARTER
8	LWS	56	51	HIPSTAK RACING	GUY HIPSHER / GLENN SZOSTAK
9	LWP	20	51	LAWN BOY RACING	JAMES DENTON / MIKE STEPHENSON
10	LWS	8	50	HOUSE OF WHEELS	SCOTT SCHAEFER / CHRIS SEGLER
11	LWS	5	49	TEAM TOPEKA	BRAD PETERSON / ROD PETERSON
12	LWP	31	47	JUST FOR FUN	GARY HUTCHINSON
13	LWP	63	45	PETERSON CYCLES	BRIAN JUPE / CYRILLE SLOWIK
14	LWS	30	44	A & M RACING	MIKE CARTER / LANCE FERRY
15	LWS	74	16	BAMBERG RACING	LARRY BAMBERG / JOEY RABORN
16	LWS	33	15	TEAM SQUID	CHUCK ERGLE / BARBIE SPEARS

Class: Clubman 2			
No. Name	Bike	O/A	Ex Nov
81 MONTGOMERY, LAROY	HONDA	1	1
98 BERGLUND, JEFF	HONDA	2	2
67 DAVIES, HOWARD	MORINI	3	3
220 GUYNES, BERT	HONDA	4	1
999 MAHER, DENISE	MORINI	5	2
372 GODDARD, BART	HONDA	Did Not Start	
556 THOMAS, KEN	HONDA	Did Not Start	
734 HUBBARD, JERRY	MORINI	Did Not Start	

Class: A Superbike			
No. Name	Bike	O/A	Ex Nov
68 DAVIS, DEWAYNE	SUZUKI	1	1
87 HARDER, JEFF	SUZUKI	2	2
38 HEINTSCHEL, JR. GLENN	SUZUKI	3	3
45 HARVEY, KENNETH	HONDA	4	4
294 ROSS, JR., JOHN W.	SUZUKI	5	5
43 LOVAS, DONALD M.	YAMAHA	6	6
25 SPEARS, R. ALAN	YAMAHA	7	7
543 HAVER, JOHN B.	YAMAHA	8	8
123 FILLINGHAM, FRANK	YAMAHA	9	9
687 HOCKER, KURT	SUZUKI	10	1
152 THARP, PAT	SUZUKI	11	10
280 LOCKLEAR, LARRY	SUZUKI	12	2
295 MC BAIN, MARCUS	YAMAHA	13	3
696 STEINMAN, MICHAEL	SUZUKI	14	4
86 RUSSELL, JIM	SUZUKI	15	11
121 ARRIOLA, WILLIAM	SUZUKI	16	5
13 BROUSSARD II, JERRY S	SUZUKI	17	6
65 SWEARINGIN, JIMMY	SUZUKI	18	7
240 SULLIVAN, MICHEAL	YAMAHA	19	8
120 MCCLELLAN, RUSS	SUZUKI	20	9
508 INMAN, CHARLES	HONDA	21	10
74 BLAIR, ALAN R.	YAMAHA	22	11
31 ABBOTT, D. GREG	SUZUKI	23	12
263 BONNER, BILLY R.	HONDA	24	12
997 LEARD, LINDSEY	YAMAHA	25	13
482 DARRAH, CURTIS	SUZUKI	26	14
211 SABIN, JIM	SUZUKI	Did Not Finish	
16 FELBER, TONY	YAMAHA	Did Not Start	
90 DELGADO, RICK	YAMAHA	Did Not Start	
6 VILLARREAL, GUILLERMO	N/A	Did Not Start	
117 POLLARD, JOHN	SUZUKI	Did Not Start	
484 PROVVIS, FRED	HONDA	Did Not Start	
391 JENSEN, TODD	HONDA	Did Not Start	
460 GODWIN, ROB ROY	YAMAHA	Did Not Start	

Class: A Superstock-Experts			
No. Name	Bike	O/A	Ex Nov
88 HARTH, MIKE	SUZUKI	1	1
28 TURKINGTON, BRITT	SUZUKI	2	2
271 GLEASON, CRAIG	SUZUKI	3	3
101 BILLINGSLEY, OLIVER	SUZUKI	4	4
38 HEINTSCHEL, JR. GLENN	SUZUKI	5	5
80 MARTINS, PETE	SUZUKI	6	6
914 TUNTLAND, DAVID	SUZUKI	7	7
35 DAVISON, STEVE	SUZUKI	8	8
402 KIRK, RICK	SUZUKI	Did Not Finish	
386 ALLEN, RUSTY	KAWASAKI	Did Not Start	
7 MARTINEZ, JAVIER	KAWASAKI	Did Not Start	

Class: B Superstock-Experts			
No. Name	Bike	O/A	Ex Nov
17 HARTH, MIKE	SUZUKI	1	1
402 KIRK, RICK	SUZUKI	2	2

271 GLEASON, CRAIG	SUZUKI	3	3
28 TURKINGTON, BRITT	SUZUKI	4	4
101 BILLINGSLEY, OLIVER	SUZUKI	5	5
68 DAVIS, DEWAYNE	SUZUKI	6	6
80 MARTINS, PETE	SUZUKI	7	7
914 TUNTLAND, DAVID	SUZUKI	8	8
59 PETERSON, BRADLEY	SUZUKI	9	9
82 KLEMENTICH, FRANK	SUZUKI	10	10
102 HARDER, JEFF	SUZUKI	11	11
386 ALLEN, RUSTY	KAWASAKI	12	12
35 DAVISON, STEVE	SUZUKI	13	13
484 PROVVIS, FRED	SUZUKI	14	14
7 MARTINEZ, JAVIER	KAWASAKI	15	15
285 NICHOLSON, BRAD	SUZUKI	16	16

Class: C Superstock-Experts			
No. Name	Bike	O/A	Ex Nov
28 TURKINGTON, BRITT	SUZUKI	1	1
101 BILLINGSLEY, OLIVER	SUZUKI	2	2
501 HANSON, BRYAN	YAMAHA	3	3

Class: Vintage II			
No. Name	Bike	O/A	Ex Nov
346 RITCHIE, JOEL	HONDA	1	1
228 MARTIN, KEITH	TRIUMPH	2	1

Class: Vintage III			
No. Name	Bike	O/A	Ex Nov
83 HIRSCH, DAVID	SUZUKI	1	1
206 DAVIS, KEVIN	SUZUKI	2	2

Class: Vintage IV			
No. Name	Bike	O/A	Ex Nov
83 HIRSCH, DAVID	SUZUKI	1	1
209 BRESLIN, JIM	YAMAHA	2	1
206 DAVIS, KEVIN	SUZUKI	3	2
111 BOUCHET, ROBERT	DUCATI	4	2
666 LEGAN, DAVID	YAMAHA	5	3

Class: Vintage V			
No. Name	Bike	O/A	Ex Nov
782 TULUIE, ROB	NORTON	1	1
40 BRADLAW, ROBERT	HONDA	2	2
228 MARTIN, KEITH	TRIUMPH	3	3
57 ROOT, R. N.	TRIUMPH	4	4
209 BRESLIN, JIM	YAMAHA	5	1
734 HUBBARD, JERRY	MORINI	6	2
159 POINDEXTER, GUY H.	YAMAHA	7	3
111 BOUCHET, ROBERT	DUCATI	8	4

Hallett Info.

Hallett Motor Racing Circuit is located 40 miles west of Tulsa, OK. The track is located south of Highway 64 on State Road 99. For information on hotels call 918-664-4131. Camping should be available at the track. There are limited services near the racetrack.

Oak Hill
(continued from page 5)

Berglund, also in the hunt for the series championship, led the first lap but slipped back with an oil leak from his thumper. A traffic jam caused by the leaders all entering turn six at the same time on the second lap allowed Montgomery to take the lead and open up the lead he needed for the win. Novice Joey Raborn fought it out with the experts to finish fourth overall, first novice. Chris Milam and Bart Goddard finished second and third, respectively, for the novices. David Hirsh took home another first place trophy in the Vintage IV class, and Joel Ritchie won the Vintage II class. Both vintage classes were run with Clubman. In the Clubman 2 race held later in the day, Montgomery again edged out Berglund for the win.

Mike Harth took another win in the A Superstock race. Harth's Suzuki GSX-R1100 was followed across the line by the GSX-R1100 of Turkington and the GSX-R750 of Craig Gleason. Rick Kirk had trouble once again in the tight, off camber, turn six. This time, the Claremore, Oklahoma, rider crashed there while working his way up through the field. Frank Fillingham, like Harth, led the A Production race from start to finish for first place expert. The top three novices finished right behind the A Production expert leader. Rick Guy finished out front for the novices on his FZR600. Kurt Hocker lost the second novice spot to Michael Steinman on the next-to-last

lap, but regained it after the white flag and held it to the finish.

The final race of the day, A Superbike, completed only one lap before the race was red-flagged, after two novice contenders, Felber and Godwin, came together exiting the barn turn. Both riders were back on their feet after the crash, but neither made the restart. Sabin's plans to grab the lead on the restart, as he had done on the first green flag, ended in turn two when he and Gregg Abbott collided. Both riders went down, but Abbott was able to continue in the race. Glen Heintschel held the early lead on his GSX-R1100, with Harder in hot pursuit. Harder was able to take the lead from Heintschel on the next lap but he, in turn, lost it to Dewayne Davis. Davis held on to his lead, with Harder also able to hold on to second through the finish. Kurt Hocker finished as the top novice in A Superbike. He led second place novice Larry Locklear throughout the race, with Marcus McBain finishing in third for the novices. After the race, Abbott motored around to turn two to pick up Sabin, giving him a ride back to the pits.

The trophy presentation was held up for several minutes while the tear-down of Prussiano's motor was completed. Joe's motor was found to be legal, and much like Doug Poland's tear-down in California a few years ago, the engine was in dire need of a rebuild. In fact, the motor was not completely re-assembled after the protest to allow just that. Prussiano pocketed the \$200 protest fee and stated that he was going to use the money for that purpose.

- K. Harvey

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9/16/89**

- #390 Jeff Allendorf
- #266 Steve Groves
- #276 Scott Harmon
- #222 Mike Hollek
- #310 Gary Hutchinson
- #997 Kevin Jordan
- #414 Ken Longhenry
- #999 Denise Maher
- #107 Jackson Maxwell
- #305 Kelly Moody
- #218 Jim Rantala
- #109 Doug Simmons
- #63 Cy Slowik
- #668 Len Waska

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The nominees for the Board of Directors were asked to write a brief explanation as to why they were running. The following nominees responded.

I sincerely appreciate the opportunity to serve as a Board Member of the Central Road Racing Club during the past two years. Also, serving as Race Controller has been a most pleasant, enlightening and rewarding experience, especially with the support and cooperation of the riders.

I am running again for Board Member to continue to represent the riders, work for the availability of more tracks, rider and track safety, greater public awareness of motorcycle road racing, increased spectator attendance and maximum rider benefits.

Thanks for your past and future support.

Joe Avant

I am running for the board again so that I can continue to use the same excuses for going slow on the racetrack that I have used for the last two years. Excuses like "I had to help out on the computer in registration right before my race, and it broke my concentration", or "I didn't have time to prep the bike because I spent all week dealing with (1) attorneys, (2) insurance people or (3) new track owners" sound a lot better than "My clutch was slipping", "I couldn't get new tires in time for this weekend" or "The sun was in my eyes." I would appreciate your vote in the upcoming election as I have become accustomed to dealing with the computer, the attorneys, the insurance people and new track owners-and going slow.

Ken Harvey

I would enjoy being a part of the CRRC by serving on the Board of Directors. I would help the club with new ideas, and since I am a racer, I feel I could relate to the problems of the other racers.

Although I have only been a racer for one season, I am eager to put forth the effort to help make the CRRC the best road racing club!

Barbie Spears

My name is **Jimmy Swearingin**, I'm 26, but you may know me better by my yellow dotted helmet or my "Get Ugly" Suzuki. I am team Captain and a rider of "Team Ironman", which is in 3rd place right now in HWS in the National Endurance Series behind the Human Race Team and Team Suzuki. But I feel my leadership qualities are much better suited for the position I am running for on the Board of Directors. I am now talking to different dealerships on sponsoring classes next year with gift certificates for the top three finishers. Also, I would like to expand on my writing in the newsletter. But most of all, I would love to serve in any way I could to make this club everything I know it can be. I am married, have two children and own my own business which lets me set my own schedule. Please vote for me.

Having accepted nomination for Board Member, I find myself in something of an awkward position as it seems expected of me to present my "Qualifications" for the position.....I have a little trouble with the "I this..." and the "me that..." aspect of "Running for office", so please bear with me.

This is my thirtieth year in the motorcycle industry, and with experience and success in Local, State, and National Level Marketing and Promotion, Sales, Service, and materials logistics with parts and accessories, I have learned what may be the most valuable lesson of all; and it is, simply, to remember to be excited and enthusiastic about what I'm doing....to never forget my first motorcycle ride and how excited I was when I got my first "Bike".....All the education, Experience, knowledge, and know-how in the motorcycle arena is like blowin' smoke.....without the commitment of consistency and enthusiasm, especially in our sport.

I see enthusiasm and excitement in our club. For two seasons now, I've been fortunate to be your race announcer and I thank you for your graciousness and hospitality toward me.....Now the opportunity to serve on the Board presents itself, and I welcome it.....with enthusiasm, excitement, consistency, and a sense of responsibility for a high level of community acceptance and good will for the Central Road Racing Club.

Thank you,
Jac Burke

As far as I'm concerned, the last two years' decisions, affecting the riders and the club, have been extremely beneficial to both. If you like the general direction that the club has been moving in the last couple of years, then I'm the candidate for you. But with that said, do not think that my thoughts are set in stone. I feel that a board member should always be open to suggestions, and ready to discuss members' ideas and opinions. After all, the CRRC is for the riders.

One of my ideas for the betterment of the club would be to have a greater variety of tracks for riders to participate at, and maybe more races-possibly 11 or twelve-but counting only the best nine races for year-end points.

If you are looking for a board member that makes decisions with your best interest in mind, one that has over twenty years of racing experience in both cars and bikes, then I'm your man.

Thank you,
Andre Van Den Berg

The ballots for the election were mailed out in this newsletter to all current members of the Central Road Racing Club. If you are a current member of the club and did not receive one, please contact the club immediately.

A Few Bad Apples...

-by Ken Harvey-

Chapter three, section 10, of the WERA rule book states: "An entry is defined as a specific rider/motorcycle combination. Any change in that combination will result in that combination being placed at the back of the starting grid....."

Our club has riders signing up on 1100 Suzukis for the A Superstock class when they are actually on 750's. Suzuki, for reasons of their own, will only pay prize money to riders on 1100's in A Superstock, but lying on your entry form is not a way around the problem. The club office has had to entertain phone calls from WERA and Suzuki asking why we have allowed this practice. WERA wants to know why some of our riders seem to think they can get away with this practice when they race outside the region, if we are not currently allowing it at our races. Consequently, the

actions of a few members has damaged the reputation of our club and threatened the Suzuki contingency program for us, as well.

I thought the problem had been remedied earlier in the year. The club has been correcting the result sheets sent to WERA and Suzuki for most of the season to accurately represent the bike size that the riders were seen riding in the race, but that action should have been unnecessary. At the last national race, some of "our" riders tried it again. We know who you are, WERA knows who you are, Suzuki knows who you are, and if we pull you off the grid (as we would have done at the last race if I had known the practice was continuing) everyone else will know who you are.

Do not mis-represent your equipment on the entry form in order to qualify for contingency money. It will end up costing us all a lot more than it is worth.

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The Inside Line is a newsletter for the members of the Central Road Racing Club, Inc., an amateur road racing club associated with the Western Eastern Roadracers' Association.

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