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MISSION RACEWAY PARK

SEPTEMBER 4, 5, 1999

C.M.D.R.A. SEASON FINALE

The 99 CMDRA season came to a grinding halt at Mission Raceway on the September 4, 1999. An outstanding day of qualifying on Saturday where Rick Dawson, Steve Hiedner and Rick Baldwin were the winners. Rains came on Sunday and washed out what would have been perhaps the quickest and most spectacular history.

The Mission Raceway staff and especially George, had the racing surface groomed and the tires set on kill as witnessed by 3 new records and records in all classes in jeeps. Records had been set in most classes as many of you know. In order to set a record a racer had to have a "back up" pass within 1% all at one race.

With eliminations being washed out Sunday by torrents of rains and no available rain to allow points by qualifying positions and call the season done. It seems hard to believe it became the sunniest on record, Murphy's Law I guess.

Saturday afternoon, "American Iron" magazine ran a "Flash" race in conjunction with Fastest Legal All Street Harley and has a plethora of strict rules to keep race bikes on track. Racers must complete a 50-mile ride without refueling and are roped off in the pits to ensure safety to the bikes.

After the dust settled Rick Baldwin of Bald-Butt Racing from Carver, Ore. Took home the Shovelhead. Yep, beat up all them fancy blockheads and twin cammers on an old Harley shovelhead riding race directors face.

Our "Class Glass" trophy series and "P.S.N." Street series probably took the worst hit. The "Q & Q Dealer challenge which Tony Cording of Mission Raceway at is run on Sunday also got washed out.

We did run our "King of the Hill" Saturday evening, which is a Winner take all, for our eliminations on Saturday and got down to the finals between Gary Whalen and J. Glenn Suzuki's. We decided to run the final on Sunday because of the time and guess what Glenn split the "prize". A real good show by these 2 guys cutting killer lights and running.

In Super Gas, our 10.20 index class, qualifying was led by Duane Lowrick with a 10.20, a 10.29 and Mo Coen with a 10.33

Super Bike had 17 bikes entered and put on a "race school" on how you qualify by r

#1 with a .413 light, #2 was Imperial Motorcycles, Gord McMartin at .414, Scott Sm .423. Out of 17 bikes, 13 were qualified in the 4/10's range. No napping on the star

Modified qualifying in the "Coen Motor Co. Series" had two 8-second bikes with Oreg and Greg Coen second with an 8.92.

Pro-Stock was up next and what a weekend for Yorktown, Sask's Baisley prepped 14 race director, predicted. Rick beat up his own Pro-Stock E.T. record, which now star Urich on the Jarz/Glen's Contracting 140 ci. Sportster qualified #2 at 8.41 and John handle on his 160 ci. And ran an 8.71.

Our Pro-Mod bikes had 3 bikes capable of breaking the Pro-Mod record as Brian Hud all ran quicker than our existing record. But never got a chance to back it up. Hudso #2 at 7.53, Smith #3 at 7.70 and Kevin Boyer out of Edmonton, rounded out the top

The carbureted Nitro-Bikes in the "West Coast Fiberglass Pro-Drag Series" were up r Panic Racing/Future Cycle bike and the only Pro-Drag bike in the 7's at 7.85. Next v and Seattle's Steve Huff.

The injected, high gear Nitro Harleys took to the tarmac next and Liberty Racing's St Bradahl backed 117 ci. Bike. Steve ran as straight as an arrow on the rear wheel 6.9 first racer to run a 6 on Canadian soil on a Pro-Fuel bike. Scott Clarke qualified #2 o Becker, who with husband Arlie sponsor our "North Coast Thunderbikes Pro-Fuel Ser field.

If Steve Hiedner put on a clinic in Pro-Fuel, Ron Houniet performed a lobotomy on th To Fuel series. Ron ran an out of the box 6.88 in the first round of qualifying at 200 i a Canadian best ever 205.33 mph and the first Top Fuel Harley to run a 6 second pa soil. So Ron's FastLane/Delkron/Dixie Frames #1 plate holder was #1, Ken Kent's F had a good day qualifying #2 at 7.21, and Robin Gauthier was #3 at 7.41 followed b Racing/Langley Metal Polishing 7.59.

It was a sad way to end the season but end it did. You can't control the weather so t I'd like to thank the fine staff at the best drag strip in Canada for all the hard work o

Rick Bryant and Bill Dixon for again helping out, Lynn Fenton from AIM for the fine b

The CMDRA and racers would like to thank our sponsors for their valuable support, E PENNZOIL, POWER TWINS, S&S PERFORMANCE PARTS, HARLEY DAVIDSON CANAD/ CANADA, SUZUKI CANADA, POWER SPORTS NEWS, FASTLANE CUSTOM CYCLE, NEI PERFORMANCE PRODUCTS, DENCO CYCLE, TREV DEELEY MOTORCYCLES, ASSOCIATI MOTORCYCLISTS, MAX MOTORS, BRITISH COLUMBIA COALITION OF MOTORCYCLIS STATIONERS LTD., ILLUSIONS AUDIO VIDEO AND MOTORSPORTS, MORTIMER ONLII CUSTOM DESIGNS, HI-WAY CHOPPERS, PRO PORTING, MCNENEY AND MCNENEY BA

O'HARAS HARLEY DAVIDISON, TROLL FARMS, WESTCOAST FIBERGLASS, NORTHCO,
COEN MOTOR CO.

WE'D FURTHER LIKE TO THANK THE TRACK AND STAFF IN MISSION, B. C.,

PRINCE GEORGE, B. C., EDMONTON, ALBERTA, AND ASHCROFT, B.C., AS WELL AS T
VOLUNTEERS, THE DIRECTORS OF THE CMDRA, AND ESPECIALLY THE FANS.

And finally from myself to the greatest racers and the finest human beings on the pl
allowing me to be a part of your race program and in many cases a part of your live:

Thank you,

Brian Healy
CMDRA Race Director