

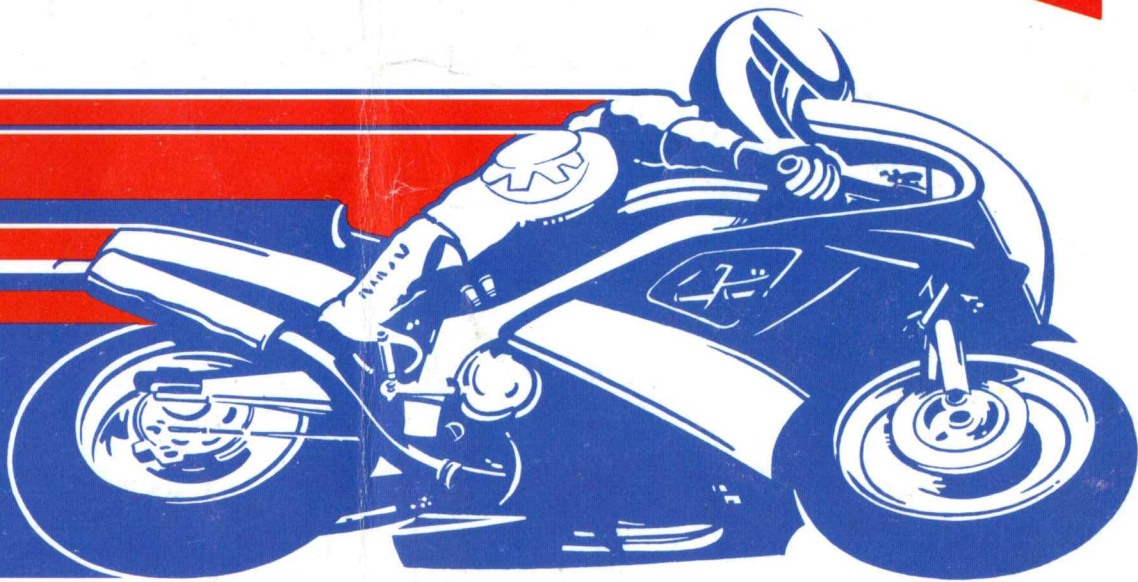


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Bud SUPERBIKE

for the
Castrol Cup



June 1, 2, 3, 1990 MOSPI*RT

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Diesel Jeans Superbike World Championship



Mosport Competition Magazine
Volume 16 Issue 2 June 1990 \$4.00

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AND ON THE
STREETS



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Mosport Competition Magazine

Volume 16 Issue 2 June 1990

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WARNING: Motor Racing is Dangerous

High speed racing of necessity has elements of danger. Officials are stationed around the circuit to reduce accident risk to the minimum but it must be understood that spectators are in attendance at this event

ENTIRELY AT THEIR OWN RISK

Spectators MUST remain behind the fences and MUST NOT in any circumstances attempt to cross the track.

**Wanna watch the race and have a cold brew?
Mosport Bavarian beer garden at the inside of corner one.
BE THERE!**

ATTENTION CAMPERS

In view of the many complaints from campers with regard to stereos playing loudly into the night and disturbing those trying to sleep, Mosport Management have decided that a ban on stereos playing after 1:00 A.M. be put into effect for this event. Our security staff and the Durham Regional Police will be circulating the grounds to ensure that this ban is observed.

We trust that we will have your co-operation. Thank you.

TURN YOUR RADIO DIAL TO 1590 AM
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**RADIO MOSPORT
CMOS - 1590 AM**

Bud SUPERBIKE

Schedule

FRIDAY, JUNE 1

10:00 am-10:30 am	Formula 2	Practice
11:00 am-11:45 am	Bud Superbike	Practice
	LUNCH	
2:00 pm- 2:30 pm	Formula 2	Practice
3:00 pm- 3:45 pm	Bud Superbike	Practice
4:00 pm- 4:30 pm	Vintage	Practice
4:45 pm- 5:15 pm	Sidecar	Practice

SATURDAY, JUNE 2

10:00 am-10:30 am	Formula 2	Qualifying
11:00 am-11:45 am	Bud Superbike	Qualifying
	LUNCH	
2:00 pm- 2:30 pm	Formula 2	Qualifying
3:00 pm- 3:45 pm	Bud Superbike	Qualifying
4:00 pm- 4:30 pm	Vintage	Qualifying
4:45 pm- 5:15 pm	Sidecar	Qualifying

SUNDAY, JUNE 3

9:30 am-10:00 am	Bud Superbike	Warm-up
10:15 am-10:30 am	Formula 2	Warm-up
12:00	BUD SUPERBIKE	1ST HEAT 25 LAPS
	LUNCH	
2:30 pm	FORMULA 2	RACE 10 LAPS
4:00 pm	BUD SUPERBIKE	2ND HEAT 25 LAPS
5:00 pm	VINTAGE RACE	RACE 8 LAPS
5:30 pm	SIDECAR	RACE 8 LAPS





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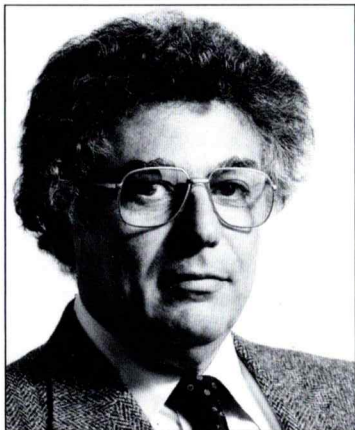
Mosport/CRDA Welcome

On behalf of Mosport Park and the Canadian Racing Drivers Association, welcome to the Bud Superbike Weekend for the Castrol Cup at Mosport Park, (part of the Diesel Jeans Superbike World Championship).

The Diesel Jeans Superbike World Championship is a world wide series drawing riders from many continents. The competitors, having raced all over the world have now made their way to the only Canadian stop, here at Mosport Park, where they will take on Canada's best riders, including Rueben McMurter, who had the fans on their feet, cheering, when he took the lead for a short time in one of last year's legs.

Last year's event was one of the highlights of our season. Seeing World Class riders of International calibre return to Mosport and take on the very challenging road course made us all feel very proud. The competition was excellent, and even the theatrics of "Fly'n Fred Merkel" brought some fun into the limelight when he captured the checkered flag after the first 25 lap heat and popped a big wheelie down the front straight to celebrate his win. It was exhilarating.

We know this years event will be just as exciting, and we hope you'll have a safe and enjoyable weekend here at Canada's Home of Motor Racing.



Harvey M. Hudes President, Mosport Park Ltd.



Tom Owen President, Canadian Racing Drivers Association

Labatt's Welcome



Welcome to the Bud Superbike Weekend for the Castrol Cup.

We're sure you'll enjoy the excitement of the racing this weekend at Mosport, and Budweiser is happy to be a part of it.

Our best wishes go to each of the competitors in the Bud Superbike Race and our thanks for what I'm sure will be great entertainment.

We'd also like to congratulate and thank each of the volunteers for their efforts. The dedication and time commitment of the marshalls, timers and officials is vital to the sport.

Enjoy the racing and have a great summer.

Bruce Peer
President
Labatt's Ontario Breweries

EXPORT "A" INC. FORMULA 2000 SERIES



1990 RACE SCHEDULE

RACE 1 May 19/20 Mosport
RACE 2 June 02/03 Mont-Tremblant
RACE 3 June 16/17 Shannonville
RACE 4 July 07/08 Sanair
RACE 5 July 28/29 Mont-Tremblant

RACE 6 August 10/11/12 Mosport
RACE 7 August 25/26 Shannonville
RACE 8 Sept. 08/09 Mosport
RACE 9 Sept. 29/30 Mont-Tremblant

Superbike Wars: The Series So Far!

By Bob Mitchell

(Bob Mitchell is the Editor in Chief of Performance Racing News, Canada's Motorsports authority and a news reporter for the Toronto Star)

The war between Honda and Ducati heats up this weekend when the World Superbike championship arrives at Mosport Park.

All of the major factories will be here to contest the Bud Superbike Race for the Castrol Cup. But so far this season the likes of Kawasaki, Yamaha and Suzuki have had to take a back seat to the fireworks supplied by the performance of Honda riders Freddie Merkel of the United States and Stephane Mertens of Belgium and Ducati racers Raymond Roche of France and Giancarlo Falappa of Italy.

These four talents have dominated the 1990 championship with Roche and Merkel each scoring three victories in the eight legs and Mertens and Falappa steering their factory four-stroke machines to one top podium spot apiece.

It was the Italian-built Ducati factory that fired the first shots in what promises to be a season-long duel for supremacy between the Japanese and Italian manufacturers when Roche captured the first two legs in Round 1 at Jerez Spain on March 18.

But the table has been turned, if only somewhat, as Honda now has the momentum as the world championship motorcycle series heads to Mosport Park for Canada's only World Superbike stop.

Roche has been hot but the current sizzle belongs to Merkel and his superbly-prepared Honda RC 30.

With two straight World Superbike championships under his belt, the 29-year-old rider from California is beginning to look more and more like he's on his way to an unprecedented third global Superbike crown.

Honda has earned victories in three of the last four legs and Merkel has scored first-leg triumphs in Hungary and Germany to go along with his first victory of the season at Donnington, England on April 16.

Roche was leading the championship by 14 points after Round 3 in Hungary on April 29 but Merkel has now moved in front and enters the Canadian round with a slim four-point lead over Roche.

Merkel has 132 points with Roche at 128. The always-dangerous Mertens of Belgium is third with 96 points while Falappa stands fourth with 94 points. Italian Fabrizio Pirovano on a Yamaha is fifth with 82 points.



Very heavy traffic at last year's Mosport World Superbike round, as Fred Merkel leads the pack at the start of the first leg, and went on to win it.

Rounding out the top-10 are on a Honda Rob McElnea of Great Britain in sixth with 82 points, Kawasaki rider Rob Phillis of Australia in seventh with 52 points, British Yamaha rider Terry Rymer in eighth with 46 points, Swedish Yamaha racer Anders Andersson in ninth with 40 points and Australian Honda rider Malcolm Campbell in 10th with 37 points.

Certainly, a double triumph here at Mosport Park will provide Merkel with some room at the top of the standing and if he can pull out all the stops again next weekend at Brainerd, Minn., the rest of the challengers can all but kiss their 1990 title hopes away.

Racing enthusiasts can expect to see most of the top-15 riders in the series battling this weekend and several Canadians, including Rueben McMurter, and Miguel Duhamel, should provide plenty of dark horse competition for the Europeans.

And don't think the only war on the track will be between factories. There should also be lots of dicing among factory teammates as well if the action from early rounds is any indication of what fans can expect this weekend.

On more than one occasion, Falappa and Roche have swapped leads in bar-to-bar action while Mertens and Merkel have actually clashed fairings and touched wheels.

Mosport was to be the sixth round of the series but the fifth round, scheduled for Brazil on May 13, was cancelled.

But even though Merkel and the Honda RC30 appears to be an unbeatable combination right now, don't sell the Ducatis short.

The large Italian population in southern Ontario will undoubtedly be pulling for Roche

and Falappa this weekend and Team manager Mario Lucchinelli could well have a big grin on his face by the time all of the on-track dicing is over.

Lucchinelli was in seventh heaven earlier in the season, especially at Jerez, Spain when Roche roared to victories in both legs and his teammate Falappa added a fifth and second.

The way the Ducatis and Roche performed in the season-opener, it looked as if Merkel and Honda would have their work cut out to repeat their championship efforts of the past two seasons.

Each round consists of two points races which count equally to the overall championship. And in Spain, the Ducatis showed awesome speed and power.

Roche had the pole for first race, but fell behind because of a poor start and had to play catch-up. He dropped to 20th but it took him only three laps to move to the front of the pack. He wasn't challenged but there was a major scrap behind him for placings.

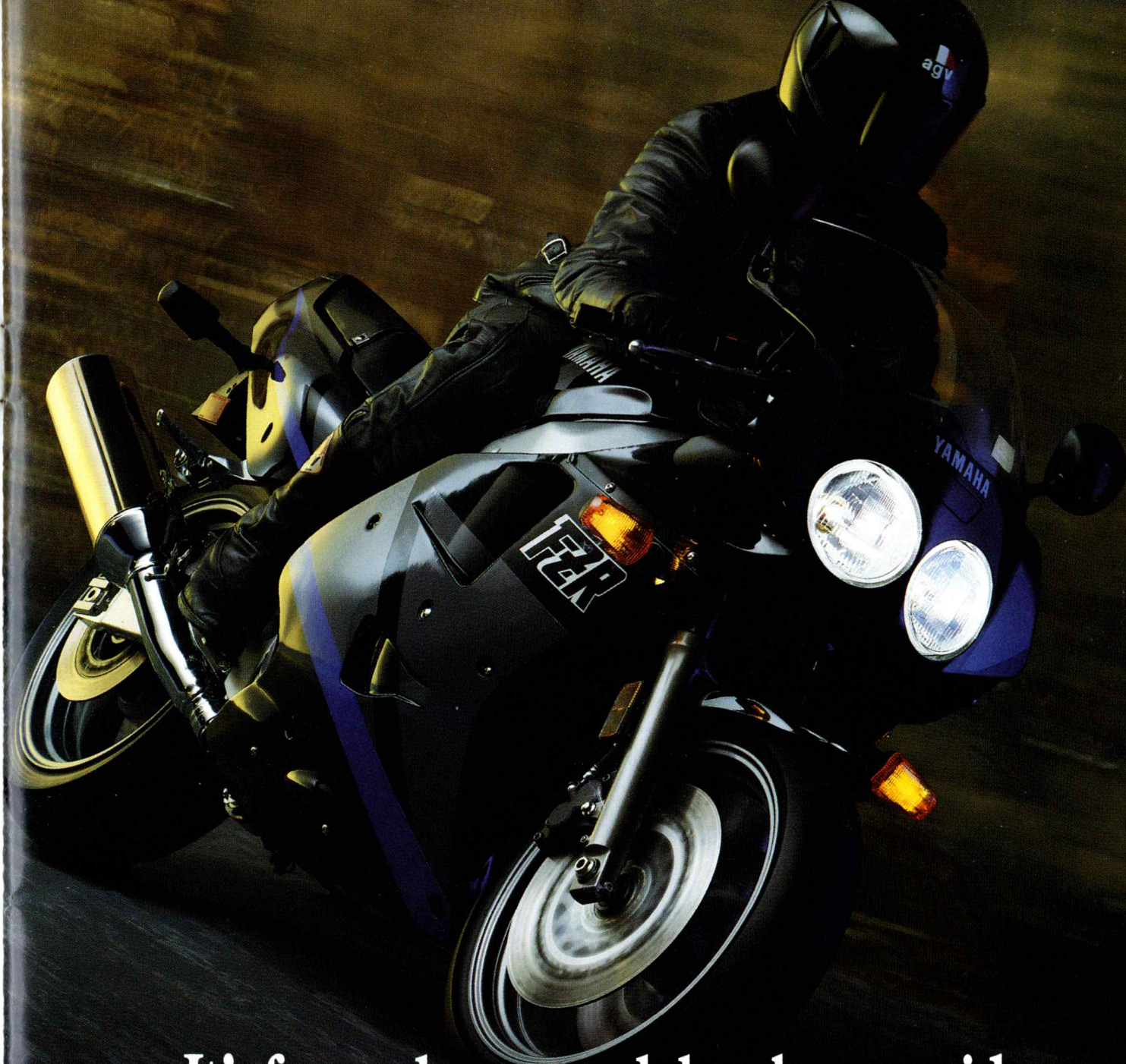
Mertens, Phillis and Merkel diced. Merkel first got by Phillis and then caught Mertens just two laps from the end. It was a hairy last lap as both bikes touched but both managed to stay aboard. Mertens went wide and Merkel held on to take second by just a blink of an eye.

Phillis moved out in front at the start of the second race. Merkel made a terrible start and was 12th at the end of the first lap.

But Roche and Falappa fought for the front with some incredible passing that left fans wondering whatever happened to team orders.

Roche eventually beat his teammate by

continued on page 8



It's funny how much has been said about a machine that leaves you speechless.

"..it just happens to be the finest-handling open class street bike ever mass-produced." *MOTORCYCLIST on the FZR 1000. SEPTEMBER '89*

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"..there is little doubt that the FZR 600 is the new class leader.."

CYCLE 1 on the FZR 600. JANUARY '89

"..it's the absolute, kick-ass-best big sportbike of this or any other year."

CYCLE WORLD on the FZR 1000. JUNE '89

"By far the best-handling production motorcycle I have ever ridden."

Steve Crevier R.A.C.E #1 plate holder

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Merkel leads McMurter in hot action in last year's race.

more than seven seconds with Merkel settling for third.

In England, fans were treated to some exceptional racing, especially in the second leg where a superb three-race dice was waged among Falappa, Roche and Merkel. Falappa eventually stole the win on the very last lap on the final turn of the circuit. Merkel managed his first triumph of 1990 in the first leg but Roche still held the points lead as the series headed to continental Europe for stops in Hungary and Germany.

The British round also provided some Canadian interest as McMurter rode a Honda RC30 supplied by Honda of Great Britain. Unfortunately, the British fans didn't get to see

McMurter at his best as the bike was down on power. Without the motor behind him, McMurter had no chance of riding with the big boys and had to settle for an extremely disappointing 21st and 19th finishes in the two legs.

McMurter, however, vows things will be different this weekend and his long-time mechanic Rick Tomicic has prepared a special engine, just for this outing.

At the Hungaroring on April 29, officials had to use the aggregate total of both legs to determine points after the second leg was shortened following a crash by Suzuki rider Ernst Geschwender of Germany. The rider wasn't seriously injured but he did suffer a concus-

sion and was through for the day.

Merkel has had a habit of winning first leg races and he continued that record in this one when he gained his second triumph of the season. This was one of his best rides of the season as he fell behind early in the leg and then rode his Honda like a man possessed, winning the leg over Roche by six seconds.

Yamaha's Pirovano showed signs of brilliance and finished third.

Roche won the shortened second race and his combined finishes of a second and win in the two legs gave him first place for the round. The second leg also provided the Honda-riding Campbell with a chance to show what he was made of and in fact, he led the field early in the leg. He eventually held second in front of Mertens.

It was an all-Honda show on May 6 at Hockenheim. In the first race, Merkel had no rival as his Pirelli-shod Honda RC30 took advantage of Roche's early retirement when his Ducati suffered a blown engine and Honda rival Mertens went for a slide.

With those two out of contention, Merkel was able to handle the rest of the field with ease but there was a tremendous battle for second place in the closing laps among McElnea on a Yamaha and the Kawasaki-riding Phillis and Honda-mounted Campbell.

But on the last lap, Phillis and Campbell, fell as they entered the Motodrom and that enabled Falappa to virtually steal third place and some valuable world championship points. McElnea emerged with second spot, his best finish of the season.

Phillis broke his arm and was unable to start the second leg, where an even bigger battle developed with six riders — Mertens, Falappa, Merkel, Pirovano, McElnea and Roche — challenged for the lead.

But that fierce battle broke up by the midway point at Mertens and Roche pulled away from the pack. Roche seemed to have the edge as his Ducati was dialed in perfectly but he was suddenly overtaken by Mertens on the last lap and the Belgian hung on to score his first triumph of the season. Merkel held third.

And with his win and third-place finish in Round 4, Merkel finally overtook Roche for the series lead.

So that's the way the 1990 series is shaping up as the championship approaches the halfway mark of the season.

In just three seasons, the World Superbike series has made great strides and is becoming a tremendous companion series to the 500cc Grand Prix world championship circuit.

Factories are taking a keen interest in this series around the world and with the signing of a major new sponsor in Diesel Jeans, the future, indeed, looks extremely promising.

The official name of the championship is now the Diesel Jeans World Superbike Championship, Diesel, being an Italian clothing company that has expanded its international presence to 32 countries and more than 3,000 outlets.

MOSPIRT



Giancarlo Falappa scores a win during last years second leg here at Mosport Park.

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ZX-11



Tengai



KX 250



Lap Charts

POS.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
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DR350L



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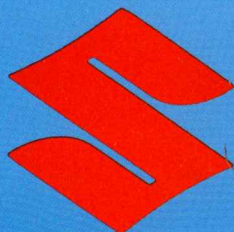
And they did it with the latest technology and racing expertise available. If you're riding into the nineties on, or off the road, Suzuki continues to lead the way.

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Bud SUPERBIKE



Riders



Raymond Roche



Fred Merkel



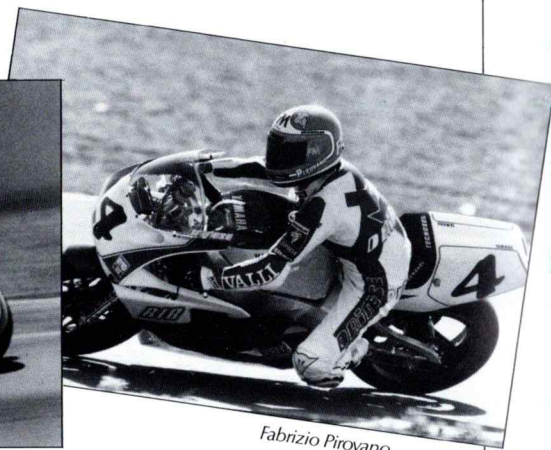
Anders Andersson



Rob Phillis



Rueben McMurter



Fabrizio Pirovano



Stephane Mertens



Rob McElnea



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Rueben McMurter has the Right Stuff!



Rueben McMurter, who finished third in the first leg & second in the second leg, last year is ready to try and win this year's race.

By Bob Mitchell

(Bob Mitchell is the Editor in Chief of Performance Racing News, Canada's Motorsports authority and a news reporter for the Toronto Star)

Rueben McMurter is ready.

And that should be very, very bad news for the European riders who have come to Canada for the fifth round of the 1990 World Superbike championship.

Most of the top Superbike racers in the world will be at Mosport park for The Bud Superbike Weekend for the Castrol Cup but the 34-year-old McMurter is confident of making a big dent in the European racing armor.

He certainly has the wheels, the brains, the talent and the power behind him to make some noise.

And he will be riding a superbly-prepared Honda RC 30 machine, powered by a special engine that long-time mechanic Rick Tomicic has been keeping under wraps just for this weekend.

And he has a good memory.

He knows how close he came last year to pulling off one of the biggest upsets in world championship motorcycle racing. He's ready to finish the job this time around.

Indeed, McMurter has the right stuff, which he hopes will make a few of the factory men with the big wallets, take notice of his talents.

"I really would like to do the entire World Superbike series but you have to have some money behind you," said McMurter, arguably Canada's premier Superbike rider of the past decade. "Certainly a great showing at Mosport Park could help my career quite a bit.

"I'm certainly not in any hurry to retire. As long as I'm still capable of going fast, I will keep racing. And I'm extremely excited about this race. I'm ready to go for it."

Like all rounds of the world championship, the Mosport round consists of two separate races, each counting equally towards the overall championship.

Two-time Reigning Superbike World champion Fred Merkel enters the round atop the standings with 132 points, four more than French Ducati rider Raymond Roche. Belgian

Stephen Mertens, also a Honda RC30 racer, is third with 96 points.

They and the other series riders know key points are up for grabs in their quest for the 1990 crown but McMurter aims to spoil their party.

And there's really only one way for McMurter to top his stunning performance of last season.

He has to win it all!

Anyone who was on hand last season when the World Superbike series made its Canadian debut at the track will remember the exceptional ride McMurter rode en route to second and third-place finishes.

Using all of his experience, and determination, McMurter diced with the likes of Merkel, Mertens, Roche and Falappa throughout both 100 kilometre legs, losing out by only a few feet to win his first World Superbike race in the second leg.

McMurter finished third in the first leg behind Roche and winner Merkel. In the second leg, Merkel and Italian Giancarlo Falappa diced while McMurter bided his time in third for much of the race. Finally, he made his move

continued on page 16

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McMurter, aboard his Honda, expects plenty of exciting wheel to wheel action at this weekend's Bud Superbike race.

on Merkel and went on to score a brilliant second-place finish.

Afterwards, Merkel, who went on to win a second straight World Superbike crown had nothing but praise for him after the gut-wrenching performance.

"I gotta hand it to Rueben," Merkel said. "I've raced against him a lot but he's never ridden like this before."

"We were bar to bar in the last corner but he came out on top."

Indeed, McMurter remembers last year's outing. That performance and finishes in Brainerd, Minn. the week later, were good enough to earn him 18th-place in the overall world championship standings.

"Yeah, last year's race was a big thrill," said the multi-time Canadian champion. "Anytime you beat the world champion, it's a lot of fun. It's very gratifying."

"But I had beaten Fred on several occasions when he raced in the AMA series. But certainly, it was a different feeling beating him when he was a defending world champ. And riding in front of your home-country fans also helps you get pumped up."

Close battles have been waged in all four rounds to date and McMurter expects the same wheel-to-wheel action this weekend.

"I think this year's series is more competitive than last year," said McMurter, who will also be competing in next weekend's American World Superbike round in Brainerd, Minn. "Most of the same riders are running again but the depth of field is much larger."

"There are a lot of riders capable of running up front."

"But I don't think that means it will be tough-

er for me to repeat last year's performance. I know we have better equipment than we had last season. It's just a question of how much better equipment the rest of the guys have."

Without a doubt, McMurter is confident that he will be one of the ones to beat when the first leg gets underway, despite his rather uncharacteristic poor showing in his only World Superbike appearance this season in England.

He finished 21st and 19th in the two legs in Round 2 at Donnington. Certainly, nothing to write home about.

"I was riding a Honda provided by Great Britain and it was down on power," McMurter said. "It wasn't a true showing, for sure. The bike just wasn't up to scratch."

"It will be a different story this weekend."

"I'm confident I have what it takes to win. We have a second team. We have good equipment and we know what's needed."

"Some of the other riders will probably have better equipment. I know Fred will definitely have a better Honda RC 30 than I will have because he's got the full factory support. But we're ready for him."

"My motor man Rick Tomicic has done an exceptional job. He's been with me for 10 years. We're both ready to go out there and do the job that's needed."

McMurter is also undertaking one of the busiest campaigns of his career this season.

In addition to running the full Canadian national roadracing series, he's also competing on the full American Motorcyclists Association (AMA) road racing circuit.

His best finish in two AMA rounds so far was an eighth in Atlanta after a disastrous —

financially disastrous that is — crash at Daytona.

"I should have done much better at Atlanta but it was a very competitive race," said McMurter, winner of the CMA and RACE National No. 1 plates in 1988. "If you haven't got it altogether, you can go pretty quick from first to 10th."

"As for Daytona, well, it was very disappointing. I was looking for a really good effort. I qualified second and the bike was extremely fast. But I just lost it on the second lap of the race."

"I broke my left foot but it wasn't a serious injury. The results hurt more. But there are a lot of disappointments in racing. You just have to put them out of your mind and get ready for the next race."

McMurter is convinced there will be no such disappointments this weekend.

Certainly racing at Mosport Park, a track that McMurter has enjoyed many successes at throughout his career, should count for something.

But McMurter doesn't think fans should put too much emphasis in it being his home track.

"There's a big advantage, yes and no," McMurter said. "I know the track pretty well but I still only race there once a year like everybody else. It's not like I'm there practicing all the time."

"The riders who are doing the full circuit have an advantage on me in the sense that they know each other pretty well. But we're all equal when the race begins. Fred may be the world champion but to me, he's just another racer that I have to beat. When I line up on the grid, I know that I can beat him or any of the other riders. I just have to use my head and play it smart."

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Bud SUPERBIKE



PROVISIONAL ENTRIES

Bike No.	Rider	Country	Bike	Team
1	Fred Merkel	Italy	Honda	Team Rumi/R.C.M.
2	Stéphane Mertens	Belgium	Honda	Total Bel-Ray/Stéphane Mertens Racing
3	Raymond Roche	France	Ducati	Raymond Roche Ducati
4	Fabrizio Pirovano	Italy	Yamaha	Pirovano Racing Team
5	Anders Andersson	Sweden	Yamaha	Team Yamaha, Sweden
7	Terry Rymer	G. Britain	Yamaha	Team Loctite Yamaha
8	Monti Baldassarre	Italy	Honda	Team Rumi/R.C.M.
11	Rob Phillis	Australia	Kawasaki	Team Shin Etsu Kawasaki
18	Rueben McMurter	London, Ont.	Honda	Honda Canada/Action Accessories/ McMurter Racing
19	Rob McElnea	G. Britain	Yamaha	Steve Parrish Racing
27	Mauro Ricci	Italy	Kawasaki	Moto Club Bologna (Ruggeri)
28	Daniel Amatriain Vila	Spain	Honda	Gabi Competicion
29	Antonio Merino Garcia	Spain	Yamaha	Moto Accion
30	René Delaby	Luxembourg	Honda	Team Wanty
31	Johan Van Vaerenbergh	Belgium	Kawasaki	Motor Road Racing Team Leuven
32	Bruno Bonhuil	France	Honda	M.T.D.
33	Dale Robinson	G. Britain	Honda	Self
34	Jamie James	Prairieville, La, USA	Ducati	Ferracci Ducati, USA
35	Tom Kipp	Kirtland Hills, O, USA	Yamaha	Self
36	Dale Quarterly	Rockland, Ma, USA	Honda	Self
37	Toni Sharpless	Unionville, Ont.	Yamaha	Russ Bigley/Arai Helmets
38	Linnley Clarke	Barrie, Ont.	Kawasaki	Pro-Racer
39	James Adamo	Glen Cove, NY, USA	Ducati	GIO CA Moto USA
40	Benoit Pilon	St-Jerome, Qué.	Yamaha	Self
41	Michel Mercier	Belleville, Ont.	Yamaha	Self
42	Jon Cornwell	Georgetown, Ont.	Suzuki	Self
49	Mike T. Walsh	Willowdale, Ont.	Suzuki	Walsh Racing
57	Don Vance	Ottawa, Ont.	Suzuki	Self
62	Derrick Medaglia	Vernon, Ont.	Suzuki	Mexicali Rosa's Restaurant/Hindle Exhaust System
66	Aldo Prescuitti	Italy	Yamaha	Self
80	Adriano Narducci	Italy	Yamaha	Pirovano Racing Team
91	David Kieffer	Laramie, Wy. USA	Honda	Rough Stock Racing
97	Miguel Duhamel	Verdun, Qué.	Suzuki	Self
109	Clyde MacDonald	Windsor Jct.	NS	Self
121	Oldrich Schmuttermeier Jr.	Mississauga, Ont.	Suzuki	Self
127	Oldrich Schmuttermeier Sr.	Mississauga, Ont.	Suzuki	Self
247	Mark Green	Halifax, NS	Honda	Self
999	Jacques Guenette Jr.	Laval, Qué.	Yamaha	Self

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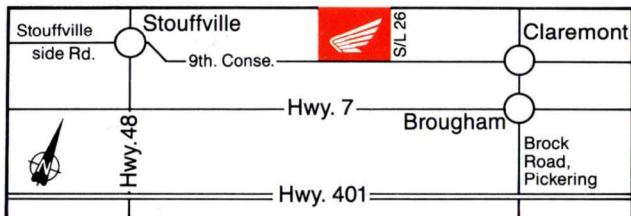
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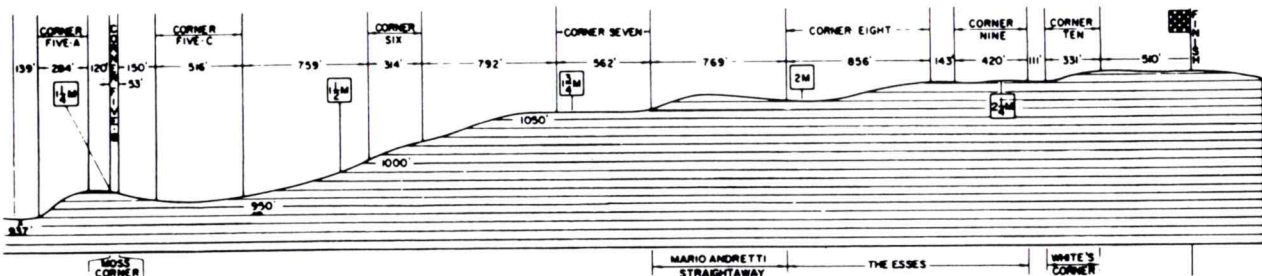
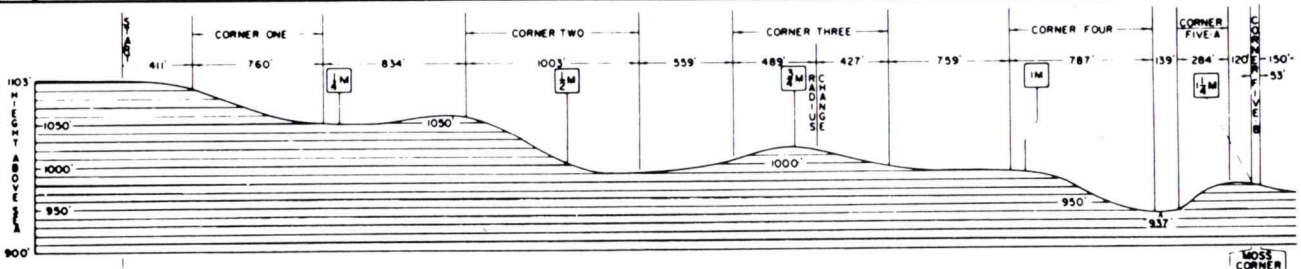
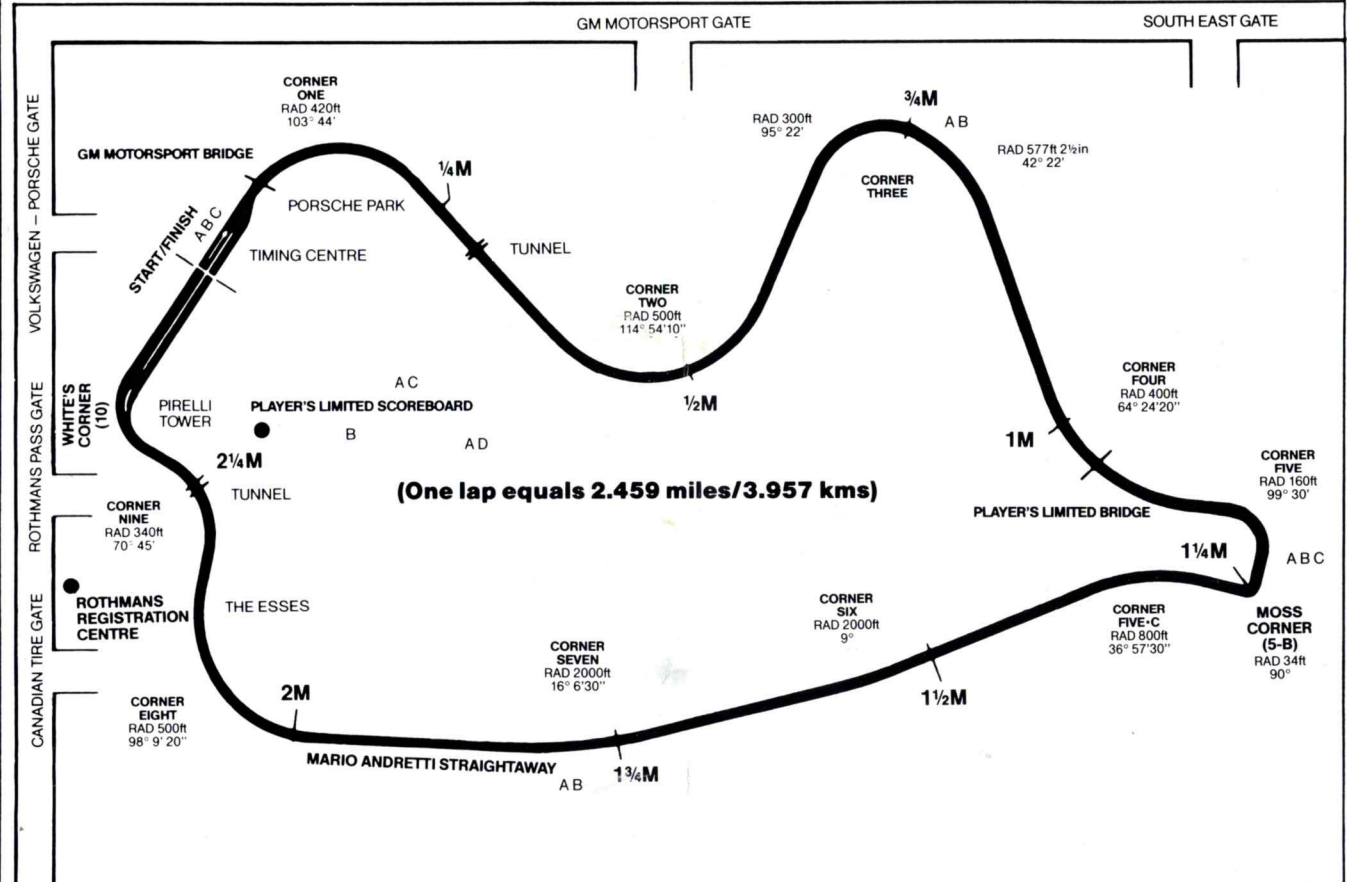
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PERFORMANCE

PROVISIONAL

VINTAGE

Bike No.	Name/Hometown	Bike	Sponsor
5	James Wood /Burlington	Norton	RNJ Tire Sales, Prestige Auto Body, Ontario Honda, Yamaha, Doug May
6	Garth Perry /Scarborough	Yamaha	Bickle MFG.
7	Frank Mrazek /Mississauga	Honda Tri	
8	Gary McKinnon /Truro, NS	Kawasaki	R&B Blair Kawasaki, Bardahl
10	Pat Moroney /Newburgh, NY	Harley D.	Team Obsolete, Bell, Spectro, Arai, RK
17	Yvon Duhamel /Lasalle, Que.	BSA	Team Obsolete, Arai, Castrol
22	Bill Peretti /Ramsey, NJ	Matchless	Team Obsolete, Bell, Castrol, Lou's Leathers
25	Peter Sheppard /North Bay	Honda	Team Boracic Classic, North Bay Cycle & Sports
29	Andrew Beresford /Guelph		Self
42	George Pedzinski /Toronto	Honda	Intersim Cycle
47	Dave Jones /Rexdale	Dresdan/ Honda	Sundown Performance
53	John Davis /Scarborough	Yamaha	Monor Recording Service, Champion, Castrol, Community Cycle
54	David Trant /Wellington	Honda	Zdeno Cycle
60	Jim Baker /Hilton, NY	Yamaha	Lakeshore Racing
64	Jim Garrett /Ancaster	Aermacchi	Presto Racing, Brutune
71	David Roper /Hicksville, NY	AJS	Team Obsolete, Bell, Castrol, Lou's Leathers
74	Marc St. Pierre /Pierrefonds, Que.	Norton	Presto Racing
75	Robin Bennett /Cambridge	Triumph	Central Ont. Cycle, Flexfab Niagara Ltd.
76	Jerry Kinzl /Burlington	Yamaha	Self
77	Glenn McKinnon /Truro, NS	Honda	Truro Cycle Salvage
92	Francis McDermott /Shawville, Que	Ducati	McDermott Bros. Racing, BCM Motorsports
117	Toivo Madrus /Thornill	Yamaha	Moto Mad.
133	John Carasso /St. Lambert, Que.	Ducati	McDermott Bros. Racing, Moto Lemoyne, Forza Italia Corse
139	Donald Georger /Alden, NY	Yamaha	Buffalo Harley Davidson
143	Bob Vaeth /Bloomfield, CT	Ducati-Yetman	Self
192	Richard Covello /St. Catharines, Ont.	Ducati	Road Kill Pizzeria
291	Stuart Pilkington /Oshawa	Honda	Self
293	Bob Wickeler /Richmond Hill	Norton	R.H. Cycle
352	James Broad /Toronto	Honda	Thought Police Racing
511	Steve Charron /Chatham	Yamaha	
720	Dermot Walshe		

AL ENTRIES

SIDECAR

Bike No.	Name/Hometown	Bike	Sponsors
1	Jeff Millard /Mt. Clements, MI Jack Hart	Yamaha	Insulate Ind., Marushin Helmets
2	Mike Orchard /Oshawa Steve Cornwell	Kawasaki	Odyssey Racing, Durmack, Bernies Cameras, Plastic Letter & Signs, Castrol, NGK
3	Ian Fillery /Hillsburgh Steve Earnshaw	Yamaha	Self
4	Ed Jeffery /Davison, MI Tom Bamard	Yamaha	Blair MFG., All American Racing, Nicholson Ent.
6	Bob Louick /New Westminster, BC Larry Louick	Suzuki	Self
7	Ron Thorne /Oakville Simon Fraser	Kawasaki	Self
8	Kevin Gale /North York Barry Mitchell	Yamaha	M&G Racing, Castrol
11	Dan Harrietha /Downsview Gary Smith	Suzuki	Rocket Racing
12	Steve Sunderland /London Karen Sunderland	Suzuki	Spencer Steel Ltd., Sunderland Steel, Compressor Eng., South Western Ont., Welding Suppl.
23	Christopher Bush /Brampton Christine Wodchis	Suzuki	Paintex, Cycle Mississauga, War Pig Racing
26	Christopher Wells /Campbellville Gail Fenwick	Yamaha	Cycle Improvements, Belray, 5100
44	Hector Gaitan /Philadelphia, PA Robert Lauraano	Yamaha	Self
45	Dennis Gale /Downsview George Stuart	Kawasaki	Self
57	Sean Kitchener /Hamilton Ian McCrory	Kawasaki	Suzuki Plus, Amsoil, Trim-Line
59	Kurt Dillman /Canandaigua, NY Mark Wulf	Kawasaki	Ontario Cycle Centre, Barnett, Spectrol Oil, Karen

FORMULA 2

Bike No.	Name/Hometown	Bike	Sponsors
8	David Monahan /Ottawa	Yamaha	Hurst Yamaha
10	Mark White /Etobicoke	Honda	Brampton Cycle, Shoei, Bain Machine
15	Chris Ellis /Conestogo	Rotax/Spondan	Central Ontario Cycle
19	Jim Struke /Plattsville	Honda	Central Ontario Cycle, Castrol
20	Jim Beattie /Scarborough	Honda	J.B. Trvek Repair & Paint Service
22	Doug Hnat /Mississauga	Yamaha	Ontario Honda, Yamaha Ltd.
23	Jack Patterson /Bramalea	Can-Arm/Rotax	Bain Machine Ltd.
29	Andrew Beresford /Guelph	Bultaco	Renaissance Racing
36	Larry Johnston /Port Hope	Honda	Lakeshore Powersports
55	John Bickle /Oshawa	Honda	Self. Bickle MFG. Inc.
71	Ken Hodge /Georgetown	Spondon/Rotax	Hodge Bros. Racing
77	Keith Quade /Peterborough	Honda	H.B. Cycle
139	Donald Georger /Alden, NY	Yamaha	Buffalo Harley Davidson
173	Richard Inman /Mississauga	Yamaha	Central Ontario Cycle, Mototech Imports, Shoei Helmets
216	James Nisbett /Peterborough	Honda	H.B. Cycle

"Fly'n Fred," the Wheelie Man!



Fred Merkel returns to Mosport this weekend to defend his win here last year.

By Bob Mitchell

(Bob Mitchell is the Editor in Chief of Performance Racing News, Canada's Motorsports authority and a news reporter for the Toronto Star)

He's known as "Fly'n Fred." Anybody who has ever seen the talented American roadracer perform will certainly know why.

You see, Merkel has this uncanny habit of doing wheelies down the front straightaway when he wins.

He's done a lot of wheelies throughout his career.

That should tell you something about his record.

Indeed, Merkel has been a winner throughout his career and he enters this weekend's World Superbike round at Mosport Park as the leading rider on the highly-competitive Diesel Jeans World Superbike Championship.

It's a familiar place for the blonde, blue-eyed, muscular rider who grew up surfing in California and who now spends his time riding his superbly-prepared factory-backed Honda RC30 around some of the toughest roadracing tracks in the world.

Eight races and four rounds of competition have already been waged on the 1990 World Superbike circuit, and Merkel has a four-point lead over Ducati racing star Raymond Roche of France.

Each has won three legs this season and you can bet Merkel will be geared up to put some distance between himself and his French rival this weekend.

He has scored first leg triumphs in Donnington, England on April 16, at the Hungaroring in Hungary on April 29 and at Hockenheim, West Germany on May 6. But he has yet to sweep a round, something he will be determined to do this weekend here at Mosport Park and next weekend when the series runs at Brainerd International Raceway in Minnesota.

The two North American rounds will undoubtedly go a long way to deciding whether Merkel can best his rivals and win a third consecutive World Superbike crown.

Merkel is certainly a showman. He likes appreciative crowds. But don't take his penchant for doing wheelies as showing off, boasting and shoving his nose at his competitors.

He does it because it's his way of celebrating his latest triumph and he's proud of adding another laurel to the long line of accomplishments earned by Honda machines around

the world.

His Pirelli-shod Honda has been dialed in throughout the season and while every leg counts equally towards the championship, Merkel has already claimed the overall championship at two of the four rounds so far, clinching titles at Donnington and in Hockenheim where he also broke the track record for the class with a scintillating lap of two minutes, 07.30 seconds.

But that was earlier this month. Merkel's main thoughts are now centered around Mosport Park, a track that brings him fond memories.

Not only did last year's race in Canada mark his home coming to the North American racing scene, but it also was the first time in the previous two years that his parents, Pat and Gary, had a chance to see him race.

They flew in from California and joined their son.

And he certainly didn't disappoint them.

It wasn't easy but Merkel scored a first and third-place finish, good enough for the overall win for the weekend and shattered the track record for motorcycles by two seconds with a clocking of one minutes, 26.120 seconds to earn the pole position for the round.

continued on page 26

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Merkel hopes to duplicate his performance here this weekend. But one memory that remains from last year's battle was the tough competition provided by Canadian star Superbike rider Rueben McMurger of London, Ont.

McMurger rode the race of his life and actually beat Merkel in the second leg.

"One thing for sure, we won't be taking the Canadian riders too lightly this year," Merkel said recently from his home base in Italy where he and his new bride Lorraine live in a massive four-storey country villa set in the hills above Bergamo.

"Rueben (McMurger) made me painfully aware of that at the finish line in the second race and I also recall that Miguel DuHamel pulled a fantastic hole shot and ran hard at Mosport last year.

"It will also be very interesting if Steve Crevier races (he was injured at Daytona in March and his contract with Yoshimura Suzuki may prevent him from competing at Mosport as they want him to concentrate on the American Motorcyclist Association (AMA) road racing series in 1990). Crevier definitely showed he had talent at Mexico last December."



"Fly'n Fred Merkel" pops a wheelie heading for the win at last year's event.



Merkel celebrates in the victory circle.

Merkel is also anxious to get a look at the new safety measures that Mosport Park implemented for this race.

"I've heard through our rider rep, Anders Andersson, that extensive safety measures have been completed by the track promoter," Merkel said. "It is greatly appreciated by all of the riders when a track management implements safe conditions."

Well-known in North America as a result of his three consecutive AMA national Superbike titles, Merkel took a major gamble when he left sunny California and the safe confines of North American racing to seek fame and fortune in Europe at the end of the 1986 season. He found both.

Corporate politics resulted in Merkel not having factory support for him to defend his

Superbike No. 1 plate in 1987. He decided to head to Europe to look for a ride. It was new territory for him. Sure, he had been across the seas before, including 1985 when he won two rounds of the annual TransAtlantic Match Races between North American riders and British racers.

But that was a one-shot affair. This time, he was looking for a career ride.

He found it in Italy.

He entered several Formula One races. His results were nothing to plan parades around. But his travels took him to Italy where the turning point in his career came during a race in Milano.

His riding style caught the eye of Oscar Rumi, whose uncle owned the Rumi motorcycle company of the 1940s and 50s.

With Rumi's help, Merkel gained support from Honda's Research and Development base of operations in Italy, and a full team of mechanics and expertise.

Everything was in place. Now, it was up to Merkel to show what he was capable of doing. He didn't disappoint anybody.

He overcame early-season problems and won the inaugural World Superbike championship with stunning performances in the final two races of the season.

For an encore, Merkel did it again — providing more cardiac tests for his mentor, manager and Italian friend, by winning his second straight World Superbike crown in the final race of the season in 1989.

Flashy and flamboyant, Merkel has always been a man to go for whatever he believes in. He certainly is once again going after a third global crown with awesome determination.

But he wouldn't have it any other way.

Merkel grew up in Stockton, Calif. and began racing 60cc Yamahas at the tender age of 6. By the time he was 12, Merkel had tasted the sweet success of winning championships.

It was a taste that he would enjoy many

more times throughout his growing years and into the world of high-speed professional two-wheeled racing.

By 1976, Merkel was racing in several different forms of motorcycle racing, including scrambles, short track and TT.

But his road racing career began in earnest when his father, who had been a dirt track racer himself, brought home a 125cc Honda in the back of his pick-up truck in 1977.

Dirt racing was his first love but he quickly learned to love the pavement war when he won in only his third outing.

By 1982, Merkel had become a force to be reckoned with in American road racing, finishing second overall in the championship with four wins in the 250cc class aboard a Yamaha TZ-250.

His performance earned him a tryout at the wheel of a Yoshimira Suzuki 1025cc at Willow Springs. But not only did he win that race but he went on to also break Eddie Lawson's, the current reigning 500cc Grand Prix champion's lap record at Riverside in only his second Superbike race of his career.

To those in Superbike racing, it was very clear that Merkel was destined for stardom.

As a support rider for Honda U.S., Merkel went on to become AMA "Rookie-of-the-Year" in 1983 and finished third overall aboard the first of the VF 750 Interceptors.

By 1984, he was teaming with Mike Baldwin in Japan where they won the prestigious Suzuki 8-Hour world championship endurance race.

That same season, Merkel won 10 of 13 AMA Superbike races and from there went to become the only rider to ever win three straight AMA Superbike national beating the likes of world-beaters Kevin Schwantz and Wayne Rainey.

Indeed, Merkel's rise to stardom seems like the basis for a good Hollywood script.

Who knows, one day, the story might just be told on the silver screen. **MOSPHIRT**

MOSPORT PARK MAY 20 - 21
AUG 11 - 12 SEPT 8 - 9



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Timing The Races

MIN:SEC	AVERAGE SPEED (MPH)									
	.0	.1	.2	.3	.4	.5	.6	.7	.8	.9
1:21	109.29	109.15	109.02	108.88	108.75	108.62	108.49	108.35	108.22	108.09
1:22	107.95	107.82	107.69	107.56	107.43	107.31	107.17	107.04	106.91	106.78
1:23	106.65	106.52	106.39	106.27	106.14	106.01	105.88	105.76	105.63	105.51
1:24	105.38	105.26	105.13	105.01	104.88	104.76	104.63	104.51	104.39	104.26
1:25	104.15	104.02	103.90	103.78	103.66	103.54	103.42	103.29	103.17	103.15
1:26	102.93	102.81	102.69	102.58	102.46	102.34	102.22	103.10	101.98	101.87
1:27	101.75	101.63	101.52	101.40	101.28	101.27	101.05	100.94	100.82	100.71
1:28	100.60	100.48	100.37	100.25	100.14	100.03	99.91	99.80	99.69	99.58
1:29	99.36	99.35	99.24	99.13	99.02	98.91	98.80	98.69	98.58	98.47
1:30	98.36	98.25	98.14	98.03	97.92	97.82	97.71	97.60	97.49	97.39
1:31	97.28	97.17	97.06	96.96	96.85	96.75	96.64	96.54	96.43	96.33
1:32	96.22	96.12	96.01	95.91	95.81	95.70	95.59	95.49	95.39	95.29
1:33	95.18	95.09	94.98	94.88	94.78	94.68	94.58	94.48	94.38	94.27
1:34	94.17	94.07	93.97	93.87	93.78	93.68	93.58	93.48	93.38	93.28
1:35	93.18	93.09	92.99	92.89	92.79	92.70	92.60	92.50	92.40	92.30
1:36	92.21	92.12	92.02	91.93	91.83	91.73	91.64	91.55	91.45	91.36
1:37	91.26	91.17	91.07	90.98	90.89	90.79	90.70	90.61	90.52	90.43
1:38	90.33	90.24	90.15	90.15	89.96	89.78	89.78	89.60	89.60	89.51
1:39	89.32	89.33	89.24	89.15	89.06	88.97	88.88	88.79	88.70	88.61
1:40	88.52	88.44	88.35	88.26	88.17	88.08	88.00	87.91	87.82	87.73
1:41	87.65	87.56	87.47	87.39	87.30	87.21	87.13	87.04	86.96	86.87
1:42	86.79	86.70	86.62	86.53	86.45	86.36	86.28	86.20	86.11	86.03
1:43	85.94	85.86	85.78	85.69	85.61	85.53	85.45	85.36	85.28	85.20
1:44	85.12	85.04	84.96	84.87	84.79	84.71	84.63	84.55	84.50	84.39
1:45	84.31	84.23	84.15	84.07	83.99	83.91	83.83	83.75	83.67	83.59
1:46	83.51	83.43	83.36	83.28	83.20	83.12	83.04	82.96	82.89	82.81
1:47	82.73	82.65	82.59	82.50	82.42	82.35	82.27	82.19	82.12	82.04
1:48	81.97	81.89	81.81	81.73	81.66	81.59	81.51	81.44	81.36	81.29
1:49	81.21	81.14	81.06	80.99	80.91	80.84	80.77	80.69	80.62	80.55
1:50	80.48	80.40	80.33	80.26	80.18	80.11	80.03	79.97	79.89	79.82
1:51	79.75	79.68	79.61	79.57	79.46	79.39	79.32	79.25	79.18	79.11
1:52	79.04	78.97	78.90	78.83	78.76	78.69	78.62	78.55	78.48	78.41
1:53	78.34	78.27	78.20	78.13	78.06	77.99	77.93	77.86	77.79	77.72
1:54	77.65	77.58	77.56	77.45	77.38	77.31	77.24	77.18	77.11	77.04
1:55	76.98	76.91	76.84	76.77	76.71	76.64	76.58	76.51	76.45	76.38
1:56	76.31	76.25	76.18	76.16	76.05	75.99	75.92	75.86	75.79	75.72
1:57	75.66	75.59	75.53	75.47	75.40	75.34	75.28	75.21	75.15	75.08
1:58	75.02	74.96	74.89	74.83	74.77	74.70	74.64	74.58	74.52	74.45
1:59	74.39	74.33	74.26	74.20	74.14	74.08	74.02	73.95	73.89	73.83
2:00	73.77	73.71	73.65	73.59	73.52	73.46	73.40	73.34	73.28	73.22

Motorcycle Records

SUPERBIKE

QUALIFYING: 1 min. 26.120 sec

(102.791 MPH/

165.411 KPH)

FRED MERKEL (HONDA)

JUNE 1989

RACE:

1 min. 26.408 sec

(102.448 MPH/

164.859 KPH)

FRED MERKEL (HONDA)

JUNE 1989

VINTAGE

QUALIFYING: 1 min. 36.957 sec

(91.302 MPH/

146.922 KPH)

PAUL MACMILLAN

(HONDA)

JUNE 1989

RACE:

1 min. 36.763 sec

(91.485 MPH/

147.217 KPH)

PAUL MACMILLAN

(HONDA)

JUNE 1989

Winners of World Championship Motorcycle Races at Mosport Park (1967-1989)

World Championship GP

1967	125 cc	Bill Ivy	UK	Yamaha 125
	250 cc	Mike Hailwood	UK	Honda 250
	500 cc	Mike Hailwood	UK	Honda 500

750 GP of Canada

1977	Greg Hansford	Australia	Kawasaki 750
1978	Michael Baldwin	USA	Yamaha TZ 750
1979	Patrick Pons	France	Yamaha TZ 750

Motocross World Championship

1976	500 cc	Gerrit Wolsink	Holland	Suzuki 500
1977	125 cc	Andre Massant	Belgium	Yamaha 125
1979	500 cc	Gerrit Wolsink	Holland	Suzuki

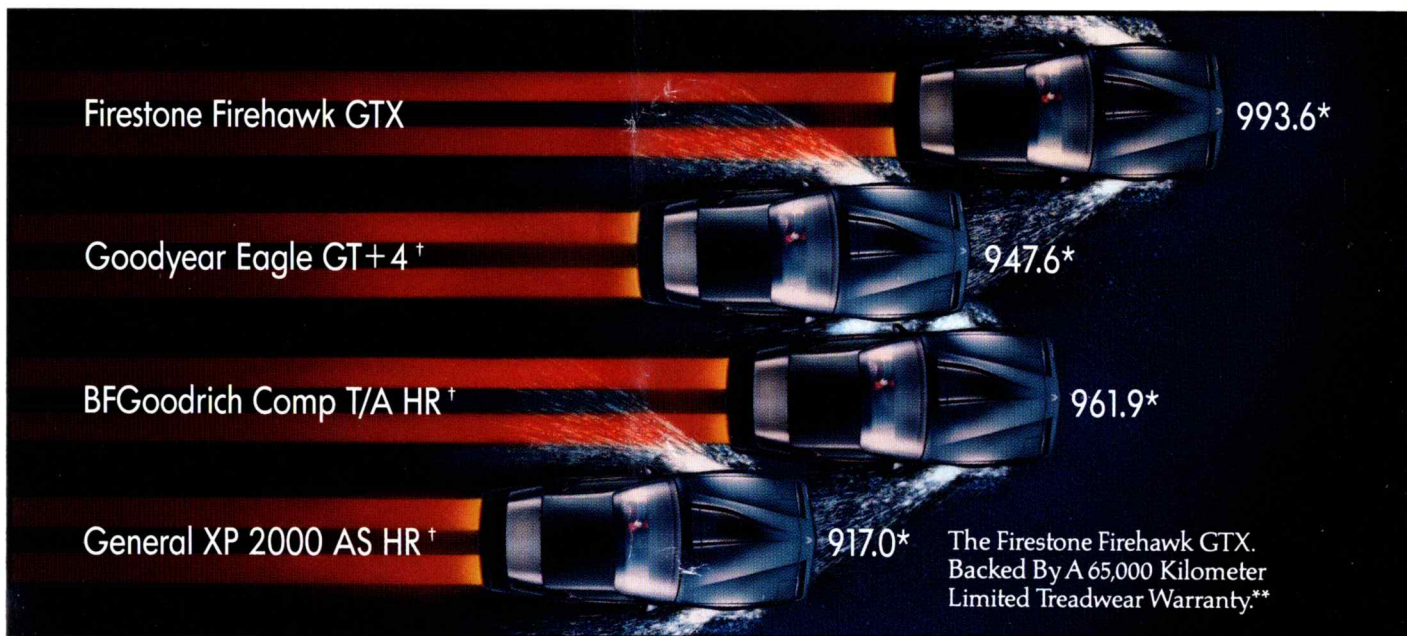
24-Hour Motorcycle Race

1973	Yvon Duhamel	Cdn.	
	Frank Mrazek	Cdn.	Kawasaki 900
	Ted Redford	Cdn.	

FIM World Superbike Championship

1989	Fred Merkel	Italy	Honda
------	-------------	-------	-------

After Rigorous Testing, The Competition Put Our New All-Season Performance Radial In Its Place. First.



To show you how our new H-speed rated Firestone Firehawk GTX® all-season performance radial performs, Firestone engineers put it to the toughest test they could. In direct competition against the H-rated Goodyear Eagle GT + 4, BFGoodrich Comp T/A HR, and General XP 2000 AS HR.

And our Firehawk GTX beat them overall in combined scoring for dry and wet performance, rolling resistance, tire mileage, and ride quiet. With an impressive 993.6 points out of a possible 1,000—that's winning.

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Firestone

Performance You Can Trust

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GTX *atement!*

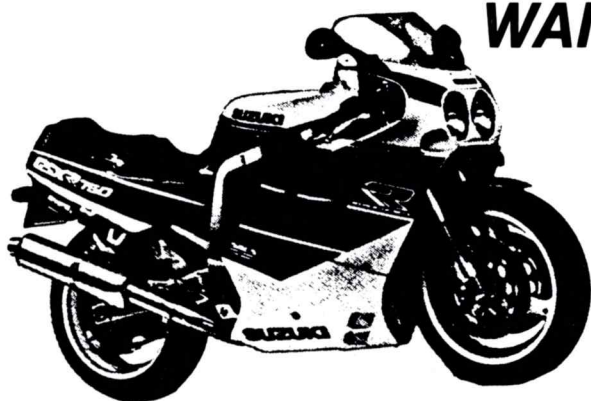
Total test score for dry and wet roadholding, dry and wet braking, dry and wet maneuverability, road course, tire mileage, ride quiet, and rolling resistance based on indexing top score in each test to 100 and remaining scores ranked proportionally. Tests conducted in 1989 with P215/65R15 tires. For test details, write Firehawk GTX Test Results, 1200 Firestone Parkway, Akron, OH 44317. (In Canada: 120 King St. W., Hamilton, Ont. L8N 4C6.) See your Firestone retailer for our free brochure on tire safety, including necessary care-and-use information and an explanation of tire speed ratings. †Eagle GT + 4, Comp T/A* and XP 2000 AS* are registered trademarks of The Goodyear Tire & Rubber Co., The Uniroyal Goodrich Tire Co., and General Tire, Inc. respectively. **Your tires may or may not reach warranted mileage. If not, your Firestone retailer will replace them on a pro-rated basis according to warranty terms. See your retailer for full details.



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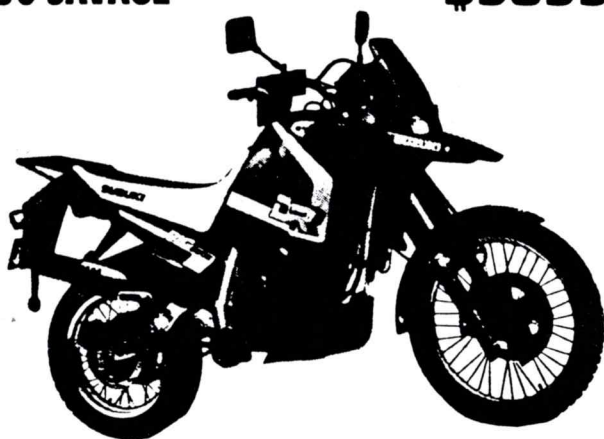
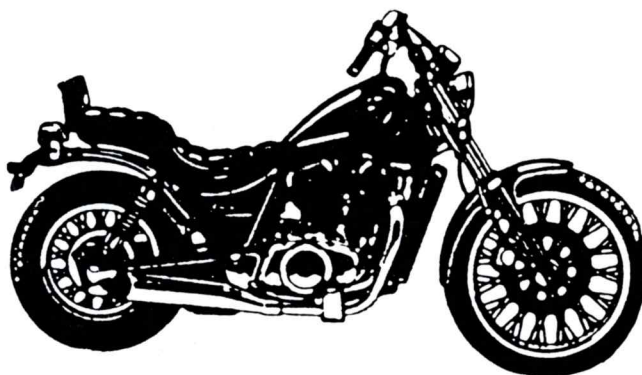
SPORT



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89 GSXR 750K	\$6899.00
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88 INTRUDER 750	\$4999.00
89 INTRUDER 750	\$5449.00
90 SAVAGE	\$3899.00



DIRT

88 DR BIG 750	\$3499.00
88 RM 125J	\$2999.00
90 DR 100L	\$1799.00
90 RM 250L	\$3989.00

TOURING

89 KATANA 1100	\$7999.00
88 KATANA 1100 (DEMO)	\$6699.00
89 KATANA 750	\$5949.00
90 KATANA 750	\$6999.00

QUADRUNNERS

87 LT80	\$1799.00
88 LT300EJ	\$3699.00
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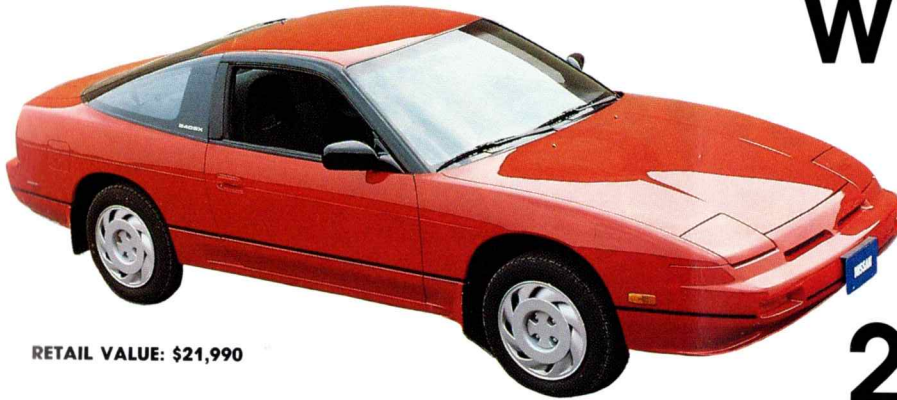
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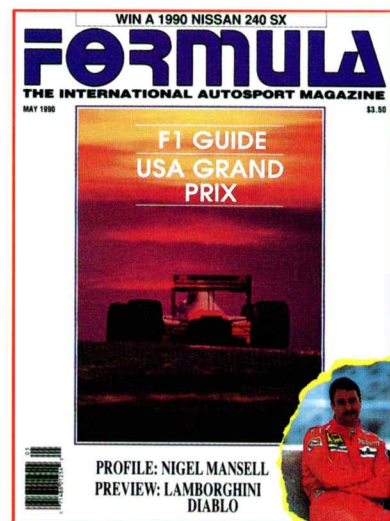
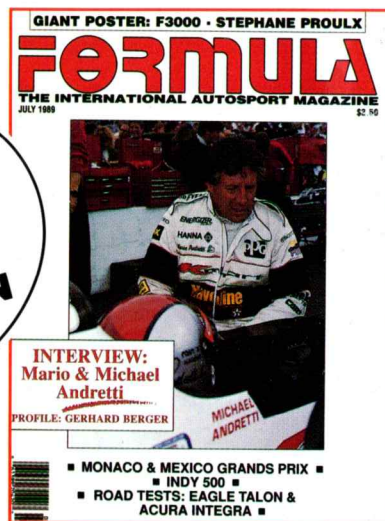
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Rules & Regulations

1. There will be one prize awarded.
2. Entries must be received no later than Friday, September 7, 1990 at 5595 Côte de Liesse, suite 311, Montreal, Quebec, H4M 1V2, Canada.
3. The draw will take place at 5 pm September 10 at 5595 Côte de Liesse, suite 311, Montreal, Quebec, H4M 1V2, Canada.
4. The winner will be notified by phone and telegram and will have his or her name and photo published in the November issue of FORMULA Magazine.
5. Participants of this contest must be 18 years of age or older.
6. There will be no cash prize alternative to be awarded for the winners.
7. The winner must answer a skill-testing question.
8. The winner will be responsible for all provincial and federal taxes.
9. Any litigation regarding the conduct and awarding of the prize in the publicity contest may be submitted to the Régie des loteries et courses du Québec.
10. This contest is not open to U.S. residents.
11. This contest is not open to employees, representatives or anyone affiliated directly or indirectly with FORMULA Magazine.

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- I am already a subscriber. Please add one year to my current subscription.
- Yes!. Along with my subscription, please enter my name in the draw for a 1990 Nissan 240SX! (Not open to U.S. residents.)
- Cheque
- Money Order
- Bill Me (Subscription will commence upon receipt of payment)
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- Address _____ Apt. _____
- City _____ Prov. / State _____
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1990 Mosport Park Season Schedule

Bud Superbike Weekend	June 1, 2, 3
NISSAN Grand Prix	June 22, 23, 24
Becker's/Canada Dry President's Trophy Races	June 30, July 1, 2
Toronto Star 24 Hour World Challenge	August 10, 11, 12
SCCA Labour Day Nationals	Sept. 1, 2, 3
SCCA Trans-Am Weekend	Sept. 7, 8, 9

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Questionnaire

Again this year we're asking you for your assistance in making Mosport Park a better racing facility. Your comments on past surveys of this nature have been of great help to us, and we certainly would appreciate your help in this regard once again.

In appreciation of your assistance, if you return your completed questionnaire to us, post-marked no later than June 14, 1990: you'll be eligible to participate in a draw for the following prizes:

FIRST

2 Supertickets to the Nissan Grand Prix in June 1990.

SECOND

2 Race Day tickets to the Nissan Grand Prix in June 1990.

Please send your completed questionnaire to:

MOSPORT PARK LIMITED
73 Alness Street, Unit 6A
Downsview, Ontario, Canada
M3J 2H2

Please indicate the answer that best fits your situation

1. Sex: Male Female
2. Age: Under 17 30-34
 18-24 35-44
 21-24 45-55
 25-29 Over 55
3. Marital Status: Single Married
4. No. of children: None One
 Two Three
5. I am a: Homeowner Tenant
6. I reside in the following area: Within 40 Miles of Mosport
 Within 100 Miles of Mosport
 Within 160 Miles of Mosport
 Within 200 Miles of Mosport
 More than 200 Miles from Mosport
7. My level of education is: Elementary or Public School
 High School
 Some University or College
 Completed University or College
8. I am presently a full-time student Yes No
9. My total personal annual income is:
 Under \$5,000
 \$ 5,000 - \$ 9,999
 \$10,000 - \$14,999
 \$15,000 - \$19,999
 \$20,000 - \$29,999
 \$30,000 - \$39,999
 \$40,000 - \$49,999
 \$50,000 and over
10. My family's total annual household income is:
 Under \$5,000
 \$ 5,000 - \$ 9,999
 \$10,000 - \$14,999
 \$15,000 - \$19,999
 \$20,000 - \$29,000
 \$30,000 - \$39,000
 \$40,000 - \$49,000
 \$50,000 and over
11. I have attended Mosport: First time
 2-5 times
 More than 5 times
 Will come back Yes No
 If no, please state why: _____

12. I first heard of the Bud Superbike Race
 Newspaper Ad Newspaper Story
 Radio Ad Radio Story
 A friend Television Story
 TV Ad

Other (Please specify) _____

13. Were you aware of the advanced ticket offers:
 Superticket Yes No
 Race Day Yes No

14. Which ticket did you purchase:

- Superticket
 Race Day - in advance
 Race Day - at the track

- 14a. Please state where you purchased your ticket:

- Becker's Track
 Ticketmaster
 Mosport Office

Other _____

15. Which ticket will you purchase for future Mosport events:

- Superticket
 General Admission - in advance
 General Admission - at the track

16. Where do you prefer to watch the racing at Mosport:

- Walk about
 Start/Finish Grandstand
 Corner 1
 Corner 2
 Corner 2A
 Corner 3
 Between Corners 3-4
 Moss Corner (No. 5)
 Andretti Straight Grandstand
 Corner 9
 Corner 10

Other (Please specify) _____

17. Did you camp at this event? Yes No

18. Will you camp at future events? Yes No

19. What I enjoy most about Mosport is:

What I dislike most about Mosport is:

20. How much beer do you usually drink in a week?

- None 13-24 Bottles
 1-6 Bottles More than 24 Bottles
 6-12 Bottles

21. What one brand of beer is your regular brand, that is the brand you drink most often?

- | | | |
|--|--|--|
| <input type="checkbox"/> Labatt's Blue | <input type="checkbox"/> Molson Export | <input type="checkbox"/> Old Vienna |
| <input type="checkbox"/> Labatt's Blue Light | <input type="checkbox"/> Molson Canadian | <input type="checkbox"/> Carlsberg |
| <input type="checkbox"/> Labatt's 50 | <input type="checkbox"/> Molson Golden | <input type="checkbox"/> Carlsberg Light |
| <input type="checkbox"/> Budweiser | <input type="checkbox"/> Molson Light | <input type="checkbox"/> Fosters |

Other (Please specify) _____

22. Do you smoke cigarettes? Yes No

Which brand do you smoke most often?

- | | | |
|---|---|---|
| <input type="checkbox"/> Player's Light | <input type="checkbox"/> Rothmans Light | <input type="checkbox"/> Benson & Hedges |
| <input type="checkbox"/> Player's | <input type="checkbox"/> Rothmans Special | <input type="checkbox"/> Export "A" Light |
| <input type="checkbox"/> Macdonald Sp. Mild | <input type="checkbox"/> Rothmans | <input type="checkbox"/> Export "A" |
| <input type="checkbox"/> Peter Jackson | <input type="checkbox"/> Craven A | <input type="checkbox"/> Number Seven |
| <input type="checkbox"/> du Maurier | <input type="checkbox"/> Belvedere | <input type="checkbox"/> Vantage |

23. Describe the composition of the travel party in your car this weekend

No. of persons 18 years and over _____ Male _____ Female _____

No. of persons 12-17 years _____ Male _____ Female _____

No. of persons under 12 years _____

24. My favourite racing sport is _____

(Please rate your answers from 1 to 10)

1 = favorite 10 = least favorite

Indy Cars _____ Trans-Am _____

Motorcycles _____ Formula Atlantic _____

IMSA GT _____ Grand Prix Formula One _____

Super Vee _____ Showroom Stock Endurance _____

NASCAR Winston Cup _____ Stock Cars _____

Sprint Cars _____ World Endurance Sports Cars _____

25. My favourite driver is _____

26. Other tracks I visit _____

27. I am interested in the following other sports:

- | | | |
|--------------------------------------|--------------------------------------|-----------------------------------|
| <input type="checkbox"/> Skiing | <input type="checkbox"/> Tennis | <input type="checkbox"/> Golf |
| <input type="checkbox"/> Baseball | <input type="checkbox"/> Hockey | <input type="checkbox"/> Football |
| <input type="checkbox"/> Windsurfing | <input type="checkbox"/> Boat Racing | |

Other _____

28. My vehicle is:

1st Year: _____ Manufacturer: _____ Model/Type: _____

2nd Year: _____ Manufacturer: _____ Model/Type: _____

Please specify what vehicle you plan to purchase next and when:

29. I usually pay for my gasoline and oil purchases by:

- Cash Credit Card

30. The estimated mileage I drive each year is:

- Under 12,000 miles
 12,001 - 18,000
 18,001 - 24,000
 24,001 - 30,000
 Over 30,000

31. Do you do your own maintenance on your car?

- Yes No

32. Do you do your own oil changes?

- Yes No

33. What brand of motor oil do you use?

- | | |
|-------------------------------------|---------------------------------------|
| <input type="checkbox"/> Cam-2 | <input type="checkbox"/> Quaker State |
| <input type="checkbox"/> Castrol | <input type="checkbox"/> Shell |
| <input type="checkbox"/> Esso | <input type="checkbox"/> Sunoco |
| <input type="checkbox"/> Gulf | <input type="checkbox"/> Valvoline |
| <input type="checkbox"/> Motomaster | <input type="checkbox"/> Other |

34. Where do you usually buy your auto parts and supplies:

- | | |
|---|--|
| <input type="checkbox"/> Canadian Tire | <input type="checkbox"/> Auto Dealership |
| <input type="checkbox"/> Garage/Service Station | |
| <input type="checkbox"/> Sears | <input type="checkbox"/> Woolco |
| <input type="checkbox"/> K-Mart | |

Other (Please specify) _____

35. The television station I most often watch is:

36. The radio station I most often listen to is:

37. The newspaper I most often read is:

38. Why did you come to Mosport? _____

39. Any other comments would be appreciated. _____

NAME _____

ADDRESS IN FULL _____

CITY _____

PROVINCE _____ POSTAL CODE _____



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