

Volume 17
Issue 2
JUNE
1991

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DIESEL  **Jeans**

FG
OFFICIAL
PROMOTER

SUPERBIKE
WORLD CHAMPIONSHIP

Budweiser



Q107
TORONTO'S BEST ROCK

PRESENTS

THE BUD SUPERBIKE WEEKEND
FOR THE CASTROL CUP

MAY 31, JUNE 1, 2 1991

MOSPIRT **ONTARIO**
CANADA

A full international field: Honda, Suzuki, Kawasaki, Ducati, Bimota, Yamaha

GENERAL MOTORS TAKING IT TO THE STREETS



GM Motorsport: one of the most gruelling auto challenges in the world today. And the breeding ground for the GM car you drive in the street.

We race to learn at the GM Motorsport National Stock Car Series and the Player's Ltd./GM Motorsport Series and use the knowledge gained to enhance the everyday performance of GM cars and trucks. Then we take on the competition and leave them eating our dust. General Motors powered 8 out of 9 GM Motorsport National Stock Car Series winners in 1990.

The Chevy Indy V8: high driving, hard working. A power performer that beats out the competition race after race, year after year. In fact, Chevrolet powered every CART race winner in 1990 and 43 of the last 46 Indy Car race winners.

Performance, durability and technology fuel our GM Motorsport winners. Advanced technology drives our success. Improvements we make on the track go into the GM car you drive on the street.

Winning. On the track and on the street.



WE PERFORM FOR YOU

Mosport Competition Magazine

Volume 17 Issue 2 June 1991

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General Motors of Canada is the official supplier of vehicles to Mosport Park.

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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 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
AND HEAR THE TRACK P.A. SYSTEM ON

**RADIO MOSPORT
CMOS - 1590 AM**

Bud SUPERBIKE

Schedule

FRIDAY, MAY 31

10:00 am-10:30 am	Formula 2	Practice
11:00 am-11:45 am	Bud Superbike	Practice
	LUNCH	
1:00 pm- 1:30 pm	Honda Supersport 600	Practice
2:00 pm- 2:30 pm	Formula 2	Practice
3:00 pm- 3:45 pm	Bud Superbike	Practice
4:00 pm- 4:30 pm	Honda Supersport 600	Practice
4:45 pm- 5:15 pm	Vintage	Practice

SATURDAY, JUNE 1

10:00 am-10:30 am	Formula 2	Timed Practice
11:00 am-11:45 am	Bud Superbike	Timed Practice
	LUNCH	
1:15 pm- 1:45 pm	Honda Supersport 600	Timed Practice
2:00 pm- 2:30 pm	Formula 2	Timed Practice
3:00 pm- 3:45 pm	Bud Superbike	Timed Practice
4:00 pm- 4:30 pm	Honda Supersport 600	Timed Practice
4:45 pm- 5:15 pm	Vintage	Qualification Heats

SUNDAY, JUNE 2

10:00 am-10:30 am	Bud Superbike	Warm-up
10:45 am-11:00 am	Honda Supersport 600	Warm-up
11:15 am-11:30 am	Formula 2	Warm-up
11:40 am	Bud Superbike — riders come onto track	
11:53 am	— start of warm-up lap	
12:00 pm	Bud Superbike	Race 25 laps
	LUNCH	
2:00 pm	Honda Supersport 600	Race 10 laps
2:45 pm	Formula 2	Race 10 laps
3:40 pm	Bud Superbike — riders come onto track	
3:53 pm	— start of warm-up lap	
4:00 pm	Bud Superbike	Race 25 laps
5:00 pm	Vintage	Race 8 laps



ONE-TRACK MIND



The headline making, track record breaking, Kawasaki Ninja ZX-7 has been re-engineered, restyled and specially tailored for the street. Behold, the 1991 Kawasaki Ninja ZX-7.

All new engine.

Powered by a completely revamped short-stroke in-line four, the Ninja ZX-7 is a street-bike with its heart on the track. Possessing such astonishing manoeuvrability that it seems you and the bike are one.



Ninja ZX-6



Ninja ZX-11

What else?

A lightweight diamond-type aluminum frame. Improved UNI-TRAK rear suspension with a super-stiff swingarm and newly designed upside-down forks. Ultimate rigidity. And a sleek new 3-piece slant nose full fairing that cuts through the air like lightning.

And more. Much more.

Get revved up on Kawasaki's hot new '91's: The nimble Ninja ZX-6, the electrifying ZX-11, the spirited EX500. They're waiting at your nearest Kawasaki dealership now. Check'em out. And make tracks.

Kawasaki

Let the good times roll.

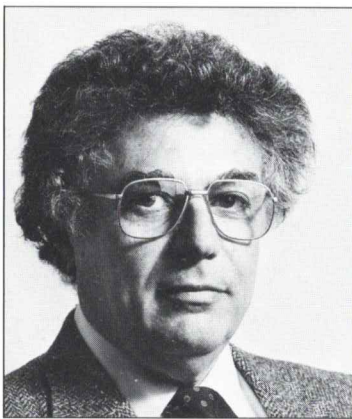
Kawasaki believes safety begins with us and ends with you. Take a Canadian Safety Council Training Course. See your Kawasaki dealer for details.



EX500



Welcome



Welcome to the Bud Superbike Weekend for the Castrol Cup. (Part of the Diesel Jeans Superbike World Championship.)

The Diesel Jeans Superbike World Championship brings us competitors from all over North America and Europe for the only CANADIAN stop in the series.

Some of Canada's best riders including Rueben McMurter and Steve Crevier are here this weekend to compete in this International race and hopefully win it for Canada.

As well, Michael Baldwin, Jim Adamo and Tom Kipp will be flying the colours of the U.S.A.

This weekend's schedule consists of the Bud Superbike race, along with a Formula 2 race, a Vintage race, and a Honda Supersport 600 race. All will be very exciting to watch.

Other activities this weekend include a Bavarian Garden in Corner One, and the regular Saturday Night stock car racing at Mosport International Speedway located in the Northwest corner of the park. If you've never seen this form of motorsport, why not wander over and see this new facility.

We hope everyone has a safe and enjoyable weekend here at Mosport Park, Canada's Home of Motor Racing.

Harvey M. Hudes
President

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.

H.G.L. Powell
President
Labatt's Ontario Breweries

Bud Superbike Weekend



Jamie James pole vaults off the Start/Finish line with a spectacular wheelie at last June's Bud Superbike Weekend at Mosport Park.

By Frank Orr

Frank Orr is the Motorsport writer for the Toronto Star.

The news from Spain caused a noticeable ripple in the world of motorcycle racing, the word that Spanish star Daniel Amatriain would ride a Honda prepared by Jean d'Hollander in the Diesel Jeans Superbike World Championship.

D'Hollander is the very successful tuner who prepared the Hondas which Stephane Mertens of Belgium took to third place in the 1990 Superbike world championship standing.

The talented Amatriain competed in Grand Prix racing's 250 cc division, then moved to the four-stroke competition of Superbike racing in '90 riding a privately entered Honda.

Amatriain does more than add a top competitor to a very strong 50-bike field. The d'Hollander

involvement with the Spanish team is a head-turner, a strong demonstration of the growing importance of the Superbike championship in Spain, a country where motorcycle racing is a major game.

When the Superbikes visit Mosport Park for the Bud Superbike Weekend for the Castrol Cup on May 31, June 1-2, the series will show a large international cast with teams and riders from Europe, the U.S.A. and Canada. Thus, from a modest start as a U.S. idea and small domestic competition, the series made large strides forward in three years.

And, while the auto division of motorsport is divided in two isolated camps, U.S. and the remainder of the planet, at the top level and never do the twain meet, notably the Indy-cars of North American and Formula One, the superbikers are global thinkers.

"We've always had bike races at the track with a very large contingent of very good Americans plus the occasional guest appearance by a few

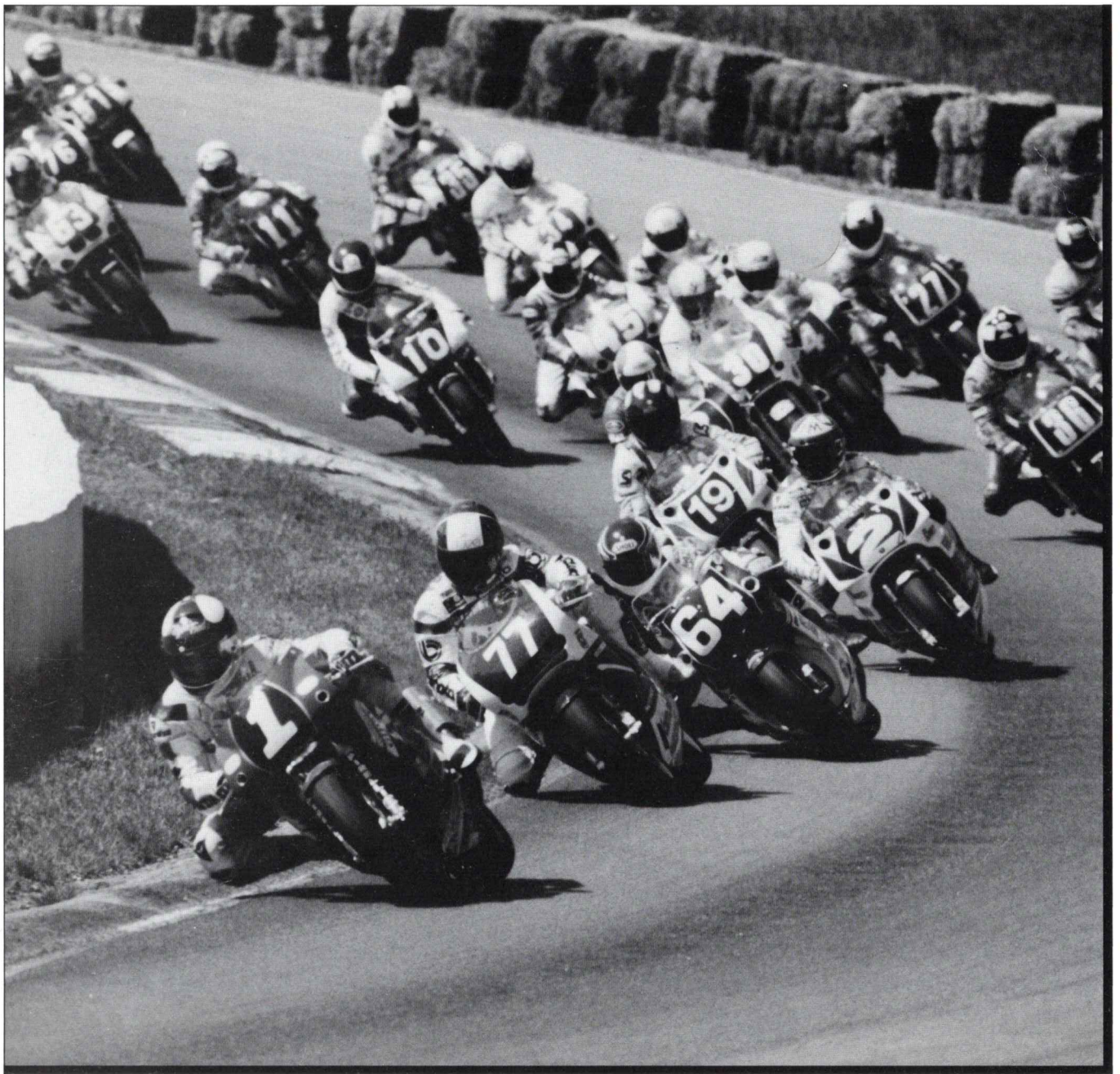
Europeans to go against the best Canadians," said Mosport president Harvey Hudes.

"Now the Superbike series is a world championship, it gives the people a chance to see the best riders from Europe and North America compete on a top-level track."

Then there's the Spaniards — Amatriain and Luis Carlos Maurel on the Team Moto Accion Yamaha.

The Superbike competition was inspired by the need for a top-level U.S. series that was priced well below the skyrocketing costs of competing in the Grand Prix world championship. The ideal was one that could duplicate for two-wheeled motorsport what NASCAR stock car racing did for the four-wheel variety — competitive racing in/on vehicles with which the public could identify.

The top machines of GP racing became the pinnacle of technology, affordable only to a few factory teams that could spend the enormous amounts of loot — as much as \$1.5 million per



Heavy motorcycle traffic at last year's Bud Superbike Race at Mosport Park.

bike per season — with the machines trashed after the last race to prevent the opposition's discovery of the development secrets.

"Another factor that makes Grand Prix bike racing a very elite game is that the sophistication of the machinery has outstripped the ability of all but very few top level drivers to drive them," Hudes said. "They're just too fast and responsive for anything but extraordinary human reflexes to control.

"With Superbikes, you can go into a showroom and buy one, pick up a kit to convert it into a racer and be ready for the track at approximately \$30,000. That's not a lot when you consider the reports that in 500 cc GP, Honda spent \$15 million on its bikes."

Superbike was the early 1980s brainchild of Steve McLaughlin, an AMA official who had the

idea for a series accessible to many more competitors than ultra-expensive world championship racing.

"McLaughlin approached me to see if we were interested in his concept for what became the Superbike series," Hudes said. "I told him I was interested — I didn't sign up for a race, just showed some interest in his idea — and he touched base with us occasionally for three years, nothing solid just an idea he was trying to turn into reality.

"Then a New Zealand sports marketing outfit got involved and nailed the rights for a superbike series from FIM (International Motorcycle Federation). I helped them set a race in the U.S.A. and signed up for a race myself.

"I had sponsorship and advertising space bought for a June event and in March, the New Zealand company went bankrupt. We got assur-

ances from the FIM that a race would be staged and the first try was good, an artistic success and financially okay."

Flammini Racing of Italy, a livewire marketing and promotion company, took over, landed Diesel Jeans as a series sponsor and the Superbike World Championship has done nothing but gain momentum.

"There will be up to 36 bikes start our race and they run like a train," Hudes said. "Last year, I went to turn eight to watch them through the S-turns. A pack came through and on one turn, the lead changed three times — pass, re-pass and pass again — and the race was that way much of the way."

That's why more than 40,000 fans were on hand at Mosport for the race weekend.

MOSPI-RT

Streetfighter.



Firestone Firehawk performance radials perform on the track in the toughest test possible - the Firestone Firehawk Endurance Championship for showroom stock cars. You can get the same performance for your street car at your local Firestone retailer.

Firestone

Watch for us at Mosport on the following dates:

JUNE 29 - S.V.R.A. Can-Am Reunion • AUGUST 10-11 - Toronto Star 24 Hour
SEPTEMBER 7 - SCCA Trans Am • OCTOBER 13 - The GM Motorsport/Firestone Nationals



Lap Charts

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TALES OF MODERN ROMANCE.



"Embodying one of the most synergistic blends of economy and sportiness to be found anywhere, the jaunty Civic Si provides the perfect solution for enthusiast drivers in the market for a single car that can do double duty at the turn of a key."

Civic Si (Motor Trend, November 1990)

"You simply won't find a Sports Coupe that's easier to live with."

Prelude (Car and Driver, July 1989)

"This car is one of the most entertaining twisty-road demons we've ever experienced."

Civic CRX (Motor Trend, November 1990)

"The Accord Sedan has a kind of European instinct for arrowing straight down the road. Drive one and you'll find your fellow car-pool passengers asking why you keep nailing apexes and raising little tornadoes of dust on the way to the office."

Accord Sedan (Car and Driver, December 1990)

H O N D A

Remember your seat belt. It's a simple fact of life.

PROVISIONAL

SUPERBIKE

Bike No.	Name/Hometown	Bike	Team
7	Frank Mrazek/Mississauga, Ont.	Ducati	Self
12	Pascal Picotte/Granby, Que.	Yamaha	Self
13	Yves Brisson/Ste-Catherine, Que.	Honda	Self
16	Tom Kipp/Kirtland Hill, Ohio, USA	Yamaha	Self
24	Rueben McMurter/London, Ont.	Honda	McMurter Racing/Honda Canada
26	Linnley Clarke/Barrie, Ont.	Yamaha	Self
28	René Delaby/Luxembourg	Honda	Team Wanty
29	Luis C. Maurell/Spain	Yamaha	Accion Yamaha
30	Fabio Biliotti/Italy	Kawasaki	
31	Meklau Andreas/Austria	Honda	ARC/Austrian Racing Company
32	James Adamo/Glen Cove, NY, USA	Ducati	Gio. Ca. Moto USA
33	Robert Franklin/Arlington Hts. Ill, USA	Suzuki	Self
35	Christian Gardner/MidVale, Utah, USA	Yamaha	Gold Hill Racing
36	Ray Yoder Jr./Streamwood, Ill, USA	Suzuki	Self
37	Mike Baldwin/Darien, CT., USA	Bimota/Ducati	Bimota S.P.A.
38	Tom Etherington/Bowmanville, Ont.	Yamaha	Self
41	Phil Kress/Concord, C.A., USA	Kawasaki	New York Motorcycle Ltd.
45	Mike Walsh/Willowdale, Ont.	Yamaha	Walsh Racing
48	Vila Amatriain/Daniel, Spain	Honda	Team Dholda-Honda
51	Bruno Bonhuil/France	Yamaha	M.T.D. Bonhuil
57	Don Vance/Ottawa, Ont.	Suzuki	Self
63	Benoit Pilon/St. Jérôme, Que.	Yamaha	Self
64	Adriano Narducci/Italy	Ducati	Self
73	Steve Crevier/Pt. Coquitlam, BC	Kawasaki	Self
75	Michael Taylor/Toronto, Ont.	Kawasaki	Canadian Kawasaki Motors
78	Oldrich Schmuttermeier/Mississauga, Ont.	Suzuki	Self
88	Clyde MacDonald/Halifax, NS	Suzuki	Self
98	John Hopperstad/Edgewater, Co, USA	Yamaha	Self



AL ENTRIES

VINTAGE

Bike No.	Name/Hometown	Bike	Sponsors
10	Chris McDermott /Rideau Ferry, Ont.	Ducati	BCM Motorsports/McDermott Racing
11	Garth Perry /Scarborough, Ont.	Yamaha	Self
17	Toivo Madrus /Thornhill, Ont.	Honda	Moto Mad
20	E. George Oiegar /Brampton, Ont.	Yamaha	Ont. Comp. Fuels/Castrol/Champion
25	Peter Sheppard /North Bay, Ont.	Triumph	North Bay Cycle/Aquasphere Distributors
29	Andrew Beresford /Guelph, Ont.	Ducati	Renaissance Racing
42	George Pedzinski /Toronto, Ont.	Honda	Self
53	John Davis /Scarborough, Ont.	Yamaha	M.R.S. Racing/Castrol/Community Cycle
54	David Trant /Toronto, Ont.	Honda	Zdeno Cycle
64	Jim Garrett /Ancaster, Ont.	Aermacchi	Presto Racing/Niagara Val/Liburdi Engineering
67	Dan Sorensen /Arthur, Ont.	Norton	Team Mastodon
71	David Roper /Hicksville, NY, USA	Kawasaki	Self
74	Marc St-Pierre /Pierrefonds, Qué.	Norton	Presto Racing
75	Frank Smith /Milltown, NJ, USA	Honda/BSA	CKS Racing
81	James Wood /Burlington, Ont.	Norton	Rebecca Manson/RNJ Tires/Golfway Motors/ Ont. Honda/Prestige Autobody/Precision Machining
92	Francis McDermott /Shawville, Qué.	Ducati	BCM Motorsports/McDermott Racing
96	Larry Strung /Scarborough, Ont.	Laverda	Continental Motorcycles
119	Charles Seymour /Limerick, Me., USA	Ducati	
133	John Carasso /St. Lambert, Qué.	Ducati	BCM Motorsports/Bro Racing/McDermott/ Moto Lemoyne/AG Eorza Italia Corse
175	Jerry Kinzl /Burlington, Ont.	Yamaha	Crescendo Classic Racing
291	Stuart Pilkington /Oshawa, Ont.	Honda	Self
352	James Broad /Toronto, Ont.	Honda	Thought Police Racing
444	Charles Lutraan /Stoney Creek, Ont.	Honda	Self
511	Steve Charron /Chatham, Ont.	Yamaha	Self
691	Wm. (Sandy) Cocksedge /Orleans, Ont.	Jawa/Norton	Darotune/Castrol
750	Michael Gregg /Toronto, Ont.	Honda	Ont. Honda/Continental
912	Albert T. Delaney /Hollid, Me., USA	Yamaha	Phoenix Automotive
	Peter Kogut /Farmington, NH, USA	Norton	Leo Goff Racing/Collier Cycles/Vanson Leathers



Have you seen

If you haven't, the first place to start looking is out front. Way out front of the competition.

Because, just as the first generation CBR600F1 changed the face of sportbikes forever, the totally redesigned, second generation CBR600F2 will again have all other

600-class sportbikes playing catch-up.

For 1991, the CBR600F2 packs the most powerful 600-class, Honda engine ever. And that includes a mid-range punch that's normally reserved for 750cc or bigger machines. At the same time our engineers have cut the engine's weight by utilizing

a one-piece crankcase/cylinder assembly. You get the best of both worlds. More power and a lighter, more nimble machine.

To translate power into performance, the CBR's chassis geometry has been tuned for tighter, more rigid handling. You'll glide as easily

RIDE SMART. RIDE SAFELY. Always wear a helmet, proper clothing and eye protection when you ride your Honda motorcycle. Remember,

 **RACE PROVEN**
#1 AT DAYTONA! 
ALSO WE MIGHT ADD # 3, 4, 5, 6, 7, 8 & 9.
600 SUPERSPORT CLASS, DAYTONA, FLORIDA, SUN. MARCH 10, 1991.

the new CBR?

through the corners as you do down the straightaways.

We've wrapped the CBR600F2 in wicked new graphics and colours that'll draw stares when you're moving, and even more when you're standing still. An all-new, wind-cheating fairing is as good at deflect-

ing the elements as it is good looking.

To see the bike that's going to rule the streets and the track in 1991 stop by your Honda dealer.

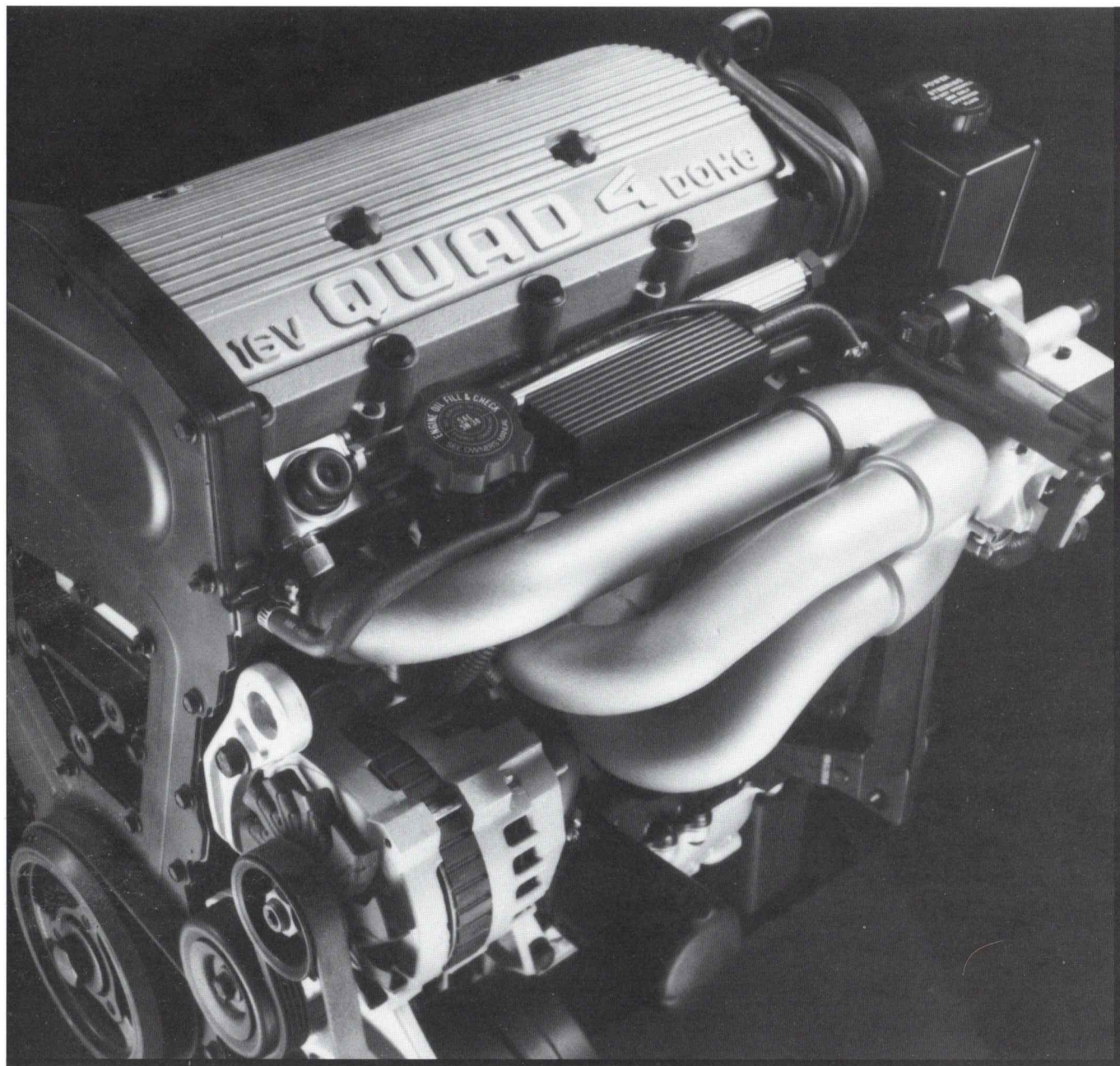
And make sure you take a long, hard look. Because unless you're riding one, that's the only good view you're going to get.

To find out about how you can test ride the new Honda CBR600F2 and the name and number of your local Honda dealer, call 1-800-263-2866.

 **HONDA**
Come ride with us.

the way you ride reflects upon all riders. Don't drink and ride. Be a specialist. Take a Canada Safety Council Motorcycle Rider Training Course.

Quad 4



The Quad 4 engine is available on Oldsmobile Calais, Buick Skylark, Chevrolet Beretta GTZ and Pontiac Grand Am.

By Paul Marshak

One of the hottest, high tech engines offered on General Motors cars, is a four cylinder double overhead cam-shaft, 16 valve, fuel injected weapon called the Quad 4. This 2.3 litre (138 cu. in.) engine utilizes the most modern product and process techniques to obtain maximum performance and excellent fuel efficiency, while achieving World Class quality, reliability, and durability.

Used on Oldsmobile Calais, Pontiac Grand Am,

Buick Skylark, and Chevrolet Beretta GTZ, the Quad 4 pumps out 160 horsepower at 5200 RPM and 155 lb/ft of torque at 4000 RPM. Maximum engine speed is 7000 RPM. Transmission availability is either a 5-speed manual with overdrive or a 3-speed automatic.

An integrated distributorless direct fire ignition system is used to provide spark. The system is mounted between the cam carriers and uses a crankshaft sensor to fire the coils which in turn fire the spark plugs. There are no plug wires.

A multi-port fuel injection system with tuned

inlet runners, delivers fuel to the pentroof combustion chambers via siamesed inlet ports. Four small valves are used for inlet and exhaust to increase the available surface area for mixture delivery, and expulsion of the products of combustion.

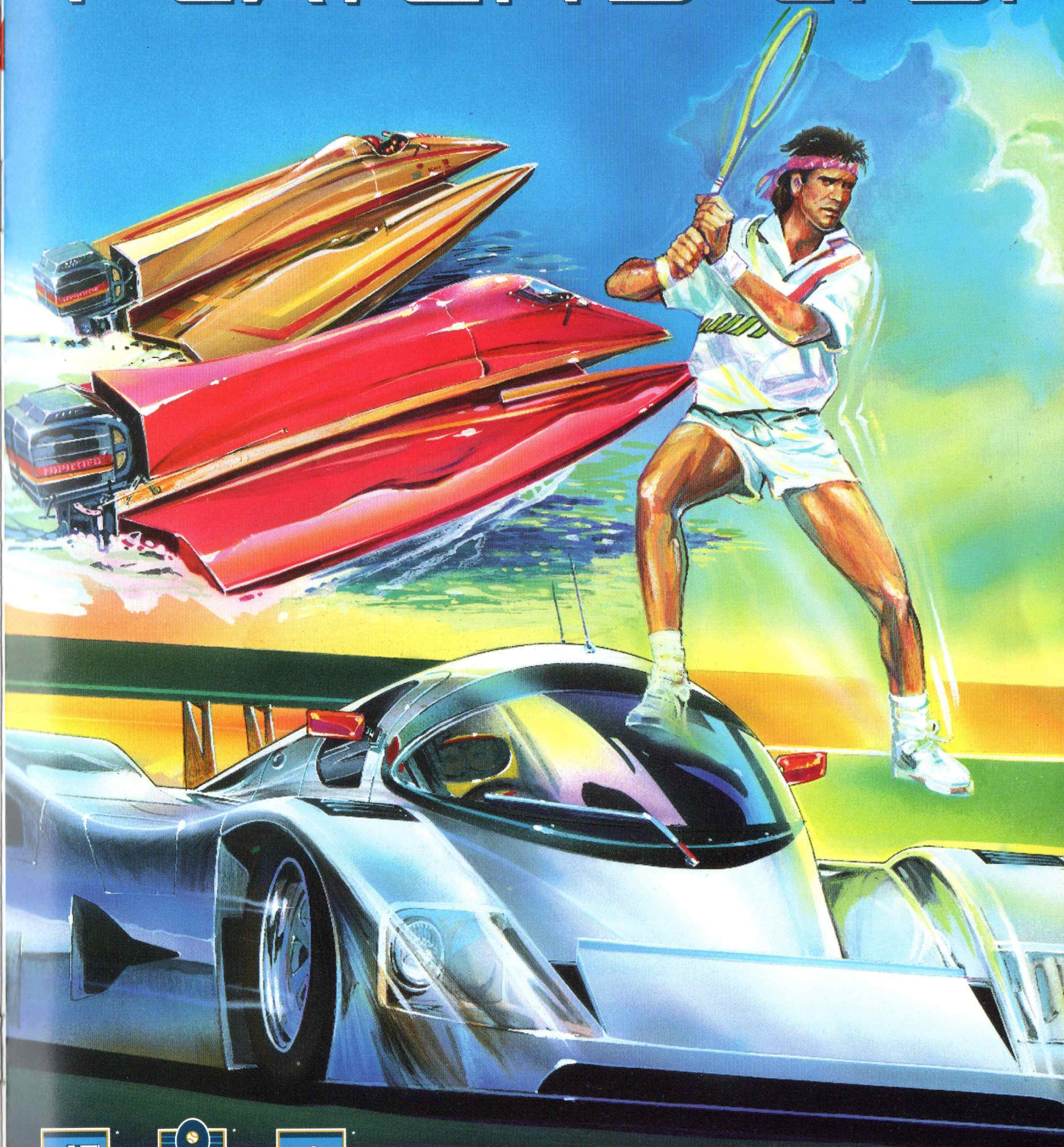
A double row roller chain drives the camshafts and their profiles are matched to the combustion chamber, head, inlet and exhaust systems.

Total engine weight, including fluids and provisions for air conditioning, is only 137 kg (302 lbs.)

A high output (180 HP) version is also available.

MOSPIRT

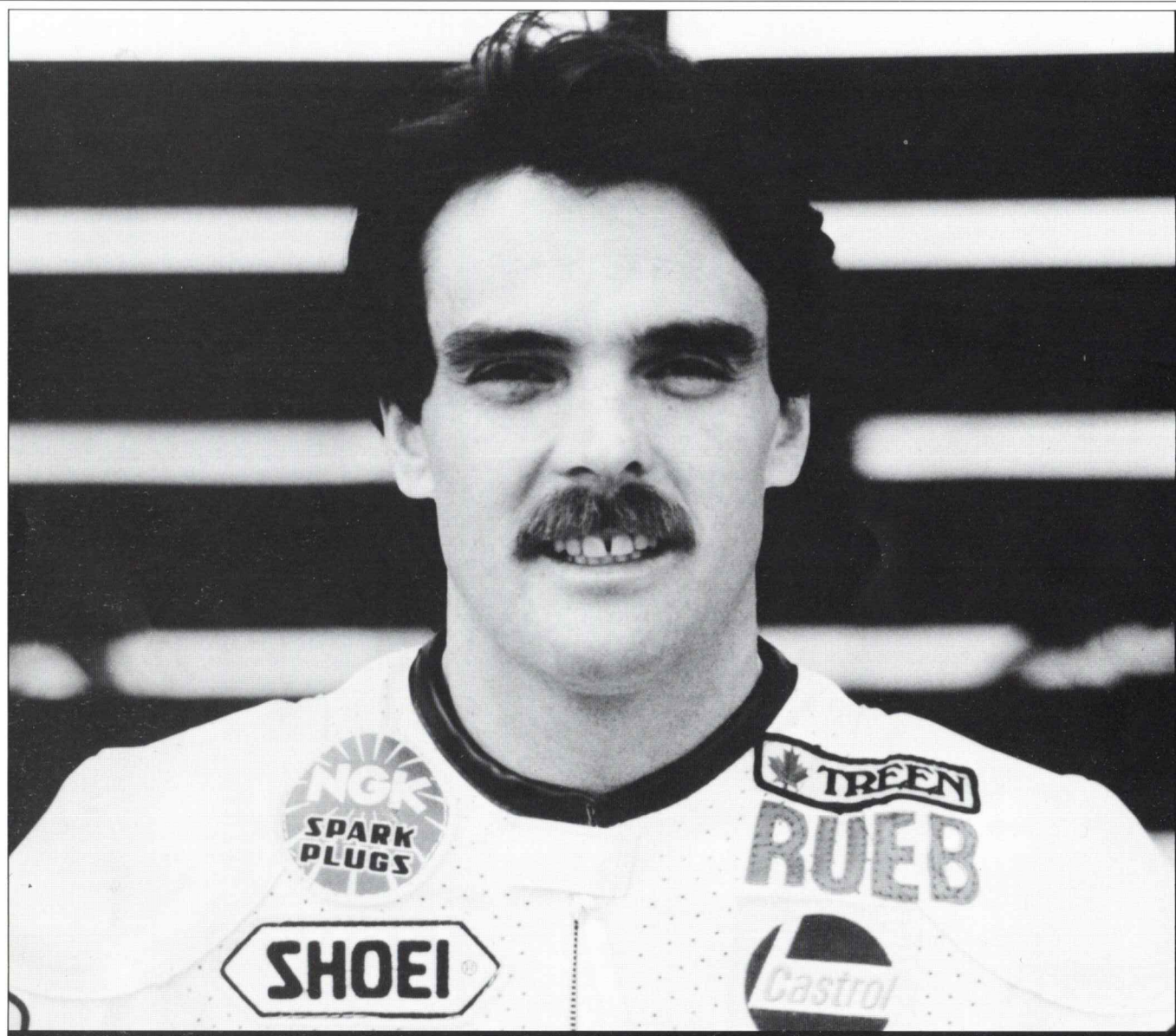
PLAYER'S LTD.



Each year, Player's Ltd. continues to bring premier sporting events to enthusiastic Canadian audiences.

*Trade Marks - PLAYER'S LTD.

Rueben McMurter: A Profile!



By Frank Orr

Frank Orr is the Motorsport writer for
The Toronto Star

When Rueben McMurter talks about his "home-track advantage" at Mosport Park in the Bud Superbike World Championship race, he does it with a slight laugh.

"I race at Mosport once a year, like everyone else in the Superbike field," McMurter said. "So over the three years, the old home-track edge for me, the familiarity with the layout I might have had at the first race, has faded away to some fan support. But that's a help, a boost to the adrenalin to have a few people cheering for you."

A large number of the fans on hand at Mosport will be in the corner of McMurter, a front-line competitor for a dozen years, and the other Canadians in the top international field.

McMurter, from London, Ont., leads the Canadian effort for Honda, racing the company's bikes and operating its racing team. This year, the team has expanded to include a very promising young rider, Quebecois Yves Brisson, and a new machine, a 600 c.c. bike.

"It makes good sense for the team to have a seasoned rider, something I am because I've raced in a lot of seasons, with a young rider who has much talent like Yves," McMurter said.

"The 600 is a very hot product and the competition in the marketplace is as keen as it is on the track. Racing the bike is a selling performance

for Honda because it is a high-performance machine. In a regional race last month, Yves won the 600 class and added a high finish in the 750 race, too, to show the bike's capabilities."

While a strong international cast of star riders and strong competition are the backbone of the Superbike series' success, McMurter points to another factor.

"There is a bit of the NASCAR thing to Superbikes," he said. "In NASCAR, the cars look like the ones people drive themselves and they can identify with them, even though, in reality, the cars are about as far from street models as you can get. It's the same with Superbikes. They carry the names and the looks of bikes you can buy in a dealership, even though they're a long way beyond that."

Cost and performance supply appeal to the supers, too.

"They're much less expensive than the bikes used in the world championship grand prix series but a competitive Superbike can cost from \$30,000 to \$100,000, so it isn't dirt-cheap racing," he added.

"Superbikes are very, very fast. At Daytona, my engine was producing 140 horsepower and the speed traps had me at 180 miles per hour on the long straights."

McMurter had his seventh finish in the top ten in the big race at Daytona, a scene in which he revels each year.

"I really enjoy Daytona and the whole Florida racing scene," McMurter said. "For openers, there's the warm weather thing after a Canadian winter when you haven't been able to race for several months are really eager to get at it. Yeah, you're just itching to get on a bike and test, race and be on the bike scene again.

"I spend two weeks there and I co-ordinate my program with the manufacturers. I have test days with Honda, then the same with some tire companies like Michelin, which means plenty of time to be ready for the race and the season."

While the '91 season for his team, of course, is the main entree on his racing platter, McMurter is involved constantly at monitoring the game and its development to retain his spot in the front ranks.

"Technologically, the sport is ready to simply explode and there are things we would like to do but the risk of it setting off a big rise in costs is always there," McMurter said.

"We've had discussions with the computer people on what they can do in our test programs and the potentials are boundless. We're nowhere near the outer limits — in fact, we really haven't moved very far that way yet — in the capabilities of, say, data gathering and then the digestion of it. Some teams that are into computer analysis of what their doing do not get the data breakdown until two or three races later.

"There are such potential developments as the use of ceramics and carbons in the bikes that have been explored only at the bare bones, very preliminary stages.

"For instance, how much time and budget can we devote to the development of cylinder heads for our engines? My team has an engine division and when I sit down with the motor man to plan our season, we have to look very closely at the direction we take. We have only so much budget to devote to engine building and how we spend can be a difficult decision. First demand is to build a strong, reliable engine but we can't ignore development and new wrinkles if we want to keep pace in a fast-progressing sport."

Thus, the question of cost is juxtaposed on the necessity of keeping pace in the industry, a problem for most business in any field. The balance is a delicate one. Move too fast and the cost can be crippling. Stand still and fall behind the pace of the game.

"Sure, taking a chance on new developments is a risky business, especially where the cost and percentage of budget is concerned," he said.

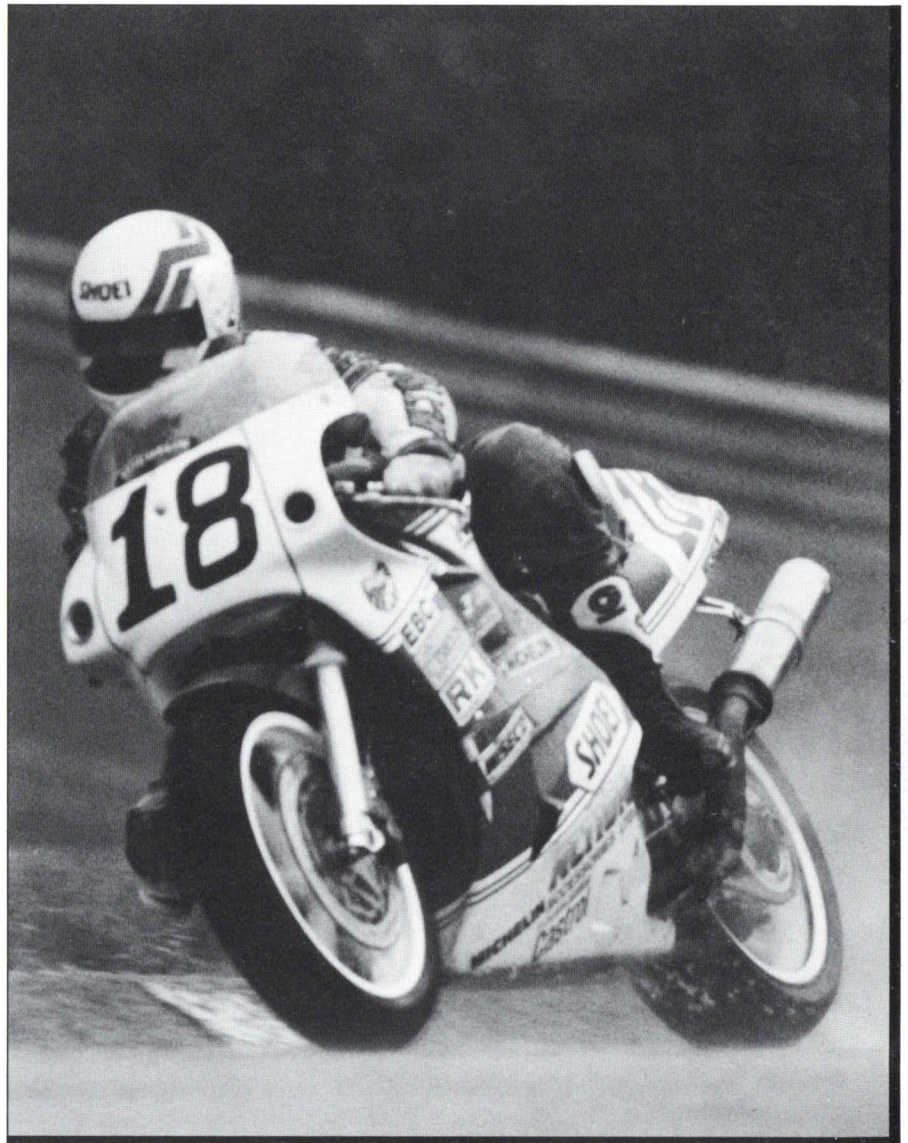
"But we can't risk having a rival taking the chance and making the big advance while we sit

still. Playing catch up is not what anyone wants to do and can be very expensive, especially if you're trying to make up a fair distance someone has gained on you.

"I've been racing 12 years and I think that about 99 per cent of the time, I've been on the

While his "racer's edge" at Mosport is now that fan support, McMurter is a booster of the track.

"I don't have any problems with Mosport which is a truly great track," he said. "Of course, the perfect track for bike racers is one where, if you fall, you can slide a long way, avoid hitting any-



Rieben McMurter will be shooting for a win in this weekend's Bud Superbike Race.

leading edge of development. I like that and I've taken a lot of pride from it. I want to say there — I have to do it to be competitive — so the future in this sport will be very interesting.

McMurter, of course, is a booster of Superbike racing.

"The Superbike series is very exciting and the first reason is the international flavor," he said. "There are now teams and riders from many countries and in a short time, the jumps ahead have been huge. The grids are strong and the racing is very, very competitive, which means a good show for the spectators. Television of the series is good and getting better and the manufacturers are close to being totally involved in it.

"Right now it seems Ducati has a little edge and that means everyone else is working very hard to close any gap.

thing and you don't get hurt as badly.

"But that doesn't necessarily make a track great. One reason Mosport is such a good track is that you never really feel you have it conquered. Last year in the Superbike race, I really had turns two and three, which can be very tough, down pat. This time, who knows?"

For McMurter, the Mosport race offers the usual appeals of the game.

"There are three big challenges — the track, the other riders and the stopwatch — if your bike is working well, of course," McMurter said. "Those things change for race to race, day to day, even hour to hour, and that keeps it exciting and interesting."

Those fans, who create the home-track edge, would agree heartily with that outlook.

MOSPI-IRT

EXPOR

FORMULA 2000



1991 RACE SCHEDULE

RACE 1 May 18, 19, 20 Mosport
RACE 2 June 15, 16 Shannonville
RACE 3 June 22, 23 Mosport

RACE 4 July 13, 14
RACE 5 July 27, 28
RACE 6 August 9, 10, 11

MORT "A" INC.

2000 SERIES



..... Mont-Tremblant	RACE 7 August 24, 25 Shannonville
..... Mont-Tremblant	RACE 8 September 6, 7, 8 Mosport
..... Mosport	RACE 9 September 28, 29 Mont-Tremblant

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 600 SUPERSPORT EXPERT

QUALIFYING: 1 min. 24.934 sec (104.226 MPH/167.720 KPH)
 QUALIFYING: 1 min. 32.685 sec (95.510 MPH/153.69 KPH)

GIANCARLO FALAPPA (DUCATI) JUNE 1990

TOM KIPP (YAMAHA) JUNE 1989

RACE: 1 min. 25.781 sec (103.081 MPH/166.064 KPH)

JAMIE JAMES (DUCATI) JUNE 1990

RACE: 1 min. 31.870 sec (96.357 MPH/155.058 KPH)

TOM KIPP (YAMAHA) 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

FORMULA 2 QUALIFYING: 1 min. 35.096 sec (93.089 MPH/149.79 KPH) LARRY JOHNSTON (HONDA) JUNE 1990

RACE: 1 min. 33.431 sec (94.747 MPH/152.46 KPH)

RICK TRIPODI (YAMAHA) JUNE 1990

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

1974	Yvon Duhamel	Cdn.	
	Frank Mrazek	Cdn.	Kawasaki 900
	Ted Redford	Cdn.	

FIM World Superbike Championship

1989	Fred Merkel	Italy	Honda
1990	Raymond Roche	France	Ducati

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Gates open 3:30pm
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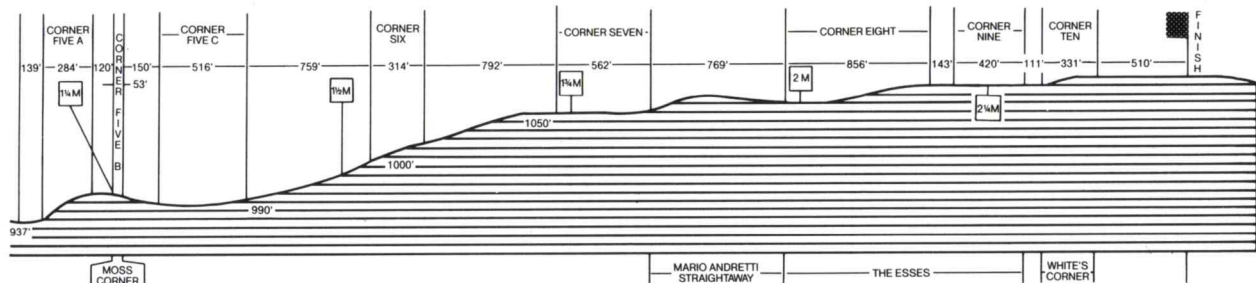
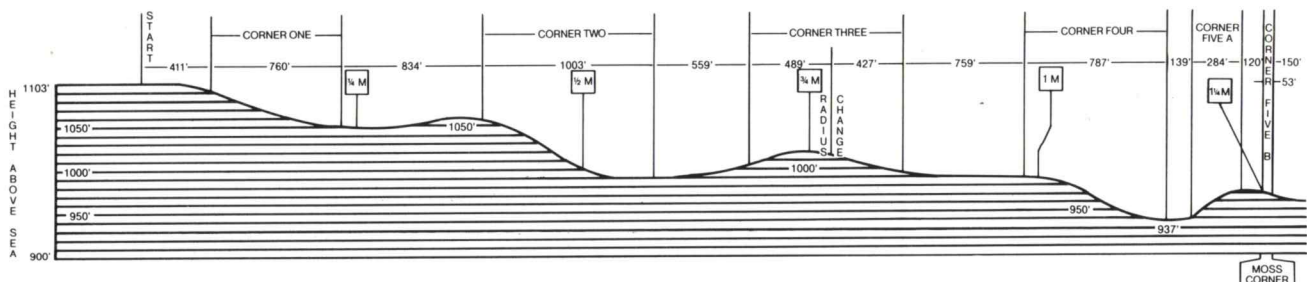
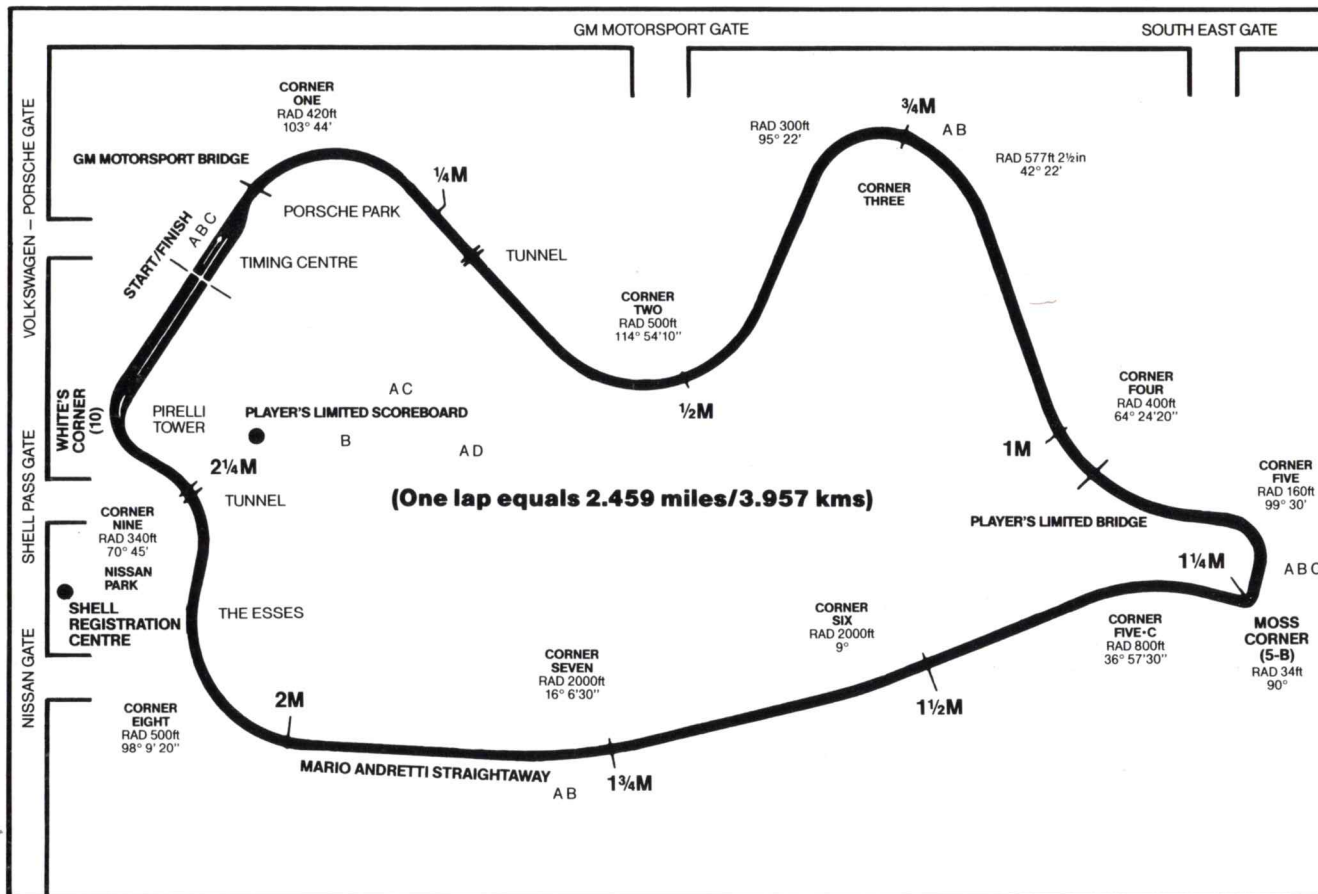
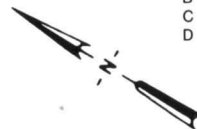
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MOSPORT PARK

ONTARIO • CANADA

- A FLUSH TOILETS
- B RESTAURANTS
- C SOUVENIRS
- D SHOWERS



(ONE LAP EQUALS 2.459 MILES)

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 July 20, 1991: you'll be eligible to participate in a draw for the following prizes:

FIRST

2 Supertickets to Toronto Star Wheels 24 Hour World Challenge in August 1991.

SECOND

2 Supertickets to Toronto Star Wheels 24 Hour World Challenge in August 1991.

Please send your completed questionnaire to:

**MOSPORT PARK LIMITED
825 Denison Street, Unit 16
Markham, Ontario
L3R 5E4**

Please indicate the answer that best fits your situation

1. Sex: Male Female
2. Age: Under 17 35-44
 18-24 45-55
 25-29 Over 55
 30-34
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. This is my: 1st ever visit to Mosport
 1st visit in the last 5 years
 2nd to 5th visit in the last 5 years
 more than 5 visits in the last 5 years

I will return

If no, state reason: _____

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

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)

10 = favorite 1 = 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"/> Shell |
| <input type="checkbox"/> Castrol | <input type="checkbox"/> Sunoco |
| <input type="checkbox"/> Esso | <input type="checkbox"/> Valvoline |
| <input type="checkbox"/> Motomaster | <input type="checkbox"/> Other |
| <input type="checkbox"/> Quaker State | |

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. The motor racing publications I read are:

39. Why did you come to Mosport? _____

40. Any other comments would be appreciated. _____

NAME _____

ADDRESS IN FULL _____

CITY _____

PROVINCE _____ POSTAL CODE _____

PULL START



This is the famous Budweiser beer. We know of no brand produced by any other brewer which costs so much to brew and equalled in machine. Pilsener which produces a taste, a smoothness and a drinkability you will find in no other beer of any...



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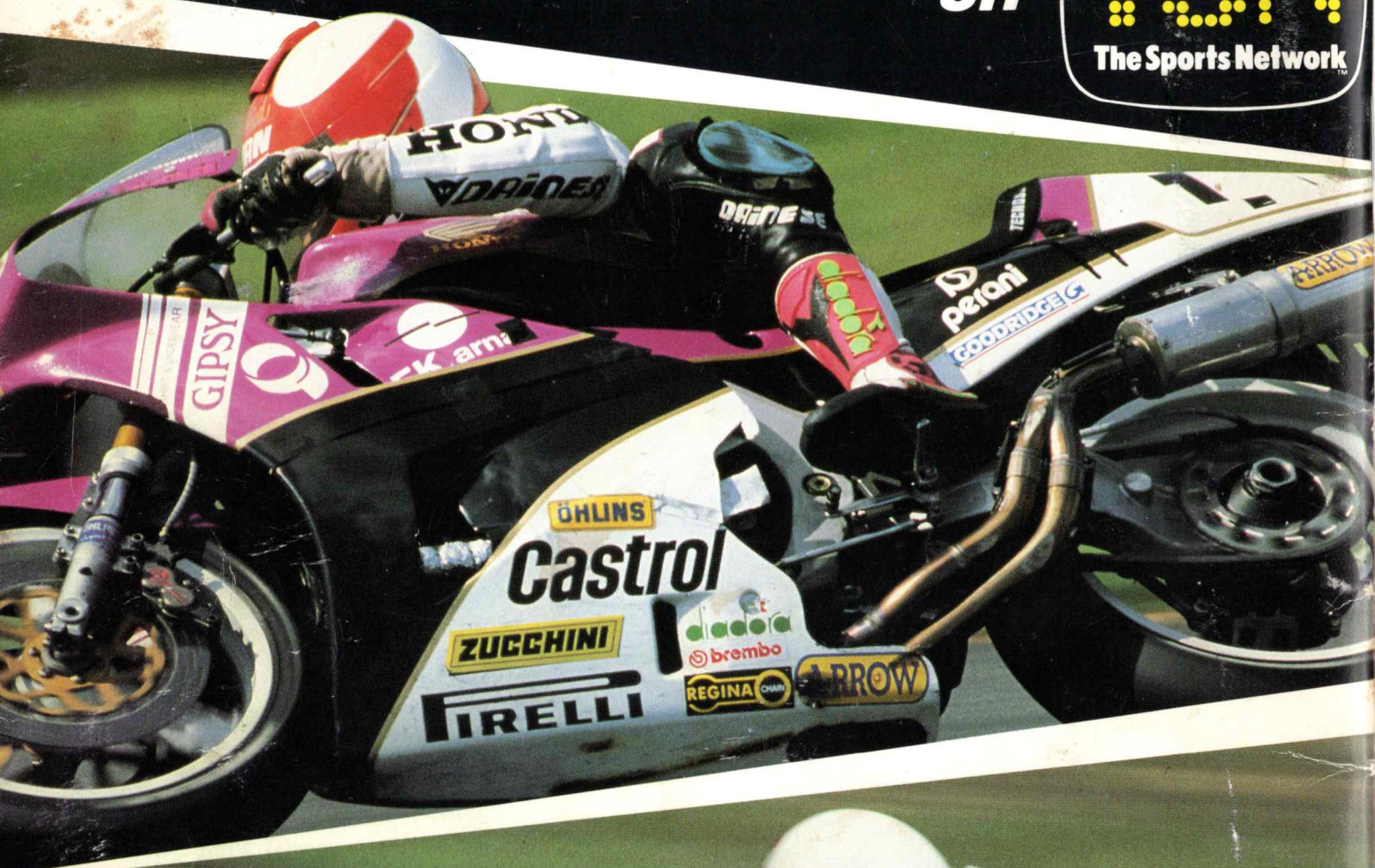
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