



# Sports Outlook

COLIN GIBSON - Herald Sports Editor



## Raiders host bitter rivals

By COLIN GIBSON  
Herald Sports Editor

What you see now isn't necessarily what you will get come playoff time in terms of the Georgetown Pontiac-Buick Raiders roster.

Raiders added two new faces to the team this past week and according to Raider general manager Bob Hooper more changes are in the works.

Raiders sport a woeful 4-25-1 mark and are languishing in the cellar of the West Division of the Central Ontario Junior "B" Hockey League.

However, all teams make the playoffs and the Raiders have up until Feb. 10 to declare their final team roster comprising 21 players.

The Raiders added a left winger and a defenceman to their roster and have opted for age and experience rather than youthful exuberance with the playoffs looming.

Joining the team is 19-year-old left winger, Andre Gregoire, who ironically, was born in Georgetown.

The Gregoire family left Georgetown when Andre was 3½ years old.

Gregoire is a six-footer and checks in at close to 190 pounds. He saw some action this year with Rouyn Noranda of the Quebec Major Junior Hockey League and played Tier Two Junior "A" hockey last year with Dolbeau, near the Lac St. John region in Quebec.

Also inked by the Raiders is defenceman Andy Hoking, 20 years old, 5 feet 11 inches tall and

weighing 175 pounds.

Hoking is from the Sarnia area and played last year with Petrolia Junior "B's."

A friend of Raider veteran Davin Ciglen, Hoking, along with Ciglen also plays on Peterborough's Sir Sanford Fleming College hockey team. The pair will commute for Raider games.

While the Raiders can add players to fill out their 21 man roster, up to Feb. 10, a decision will have to be made soon concerning the affiliate players who still are eligible to play midget hockey.

Adam Hagen, Trevor Elinesky, Ken Koswika and Jim English have graced the Raider roster this season but after today (Wednesday) if they play more than five junior games then they can't return to minor hockey play.

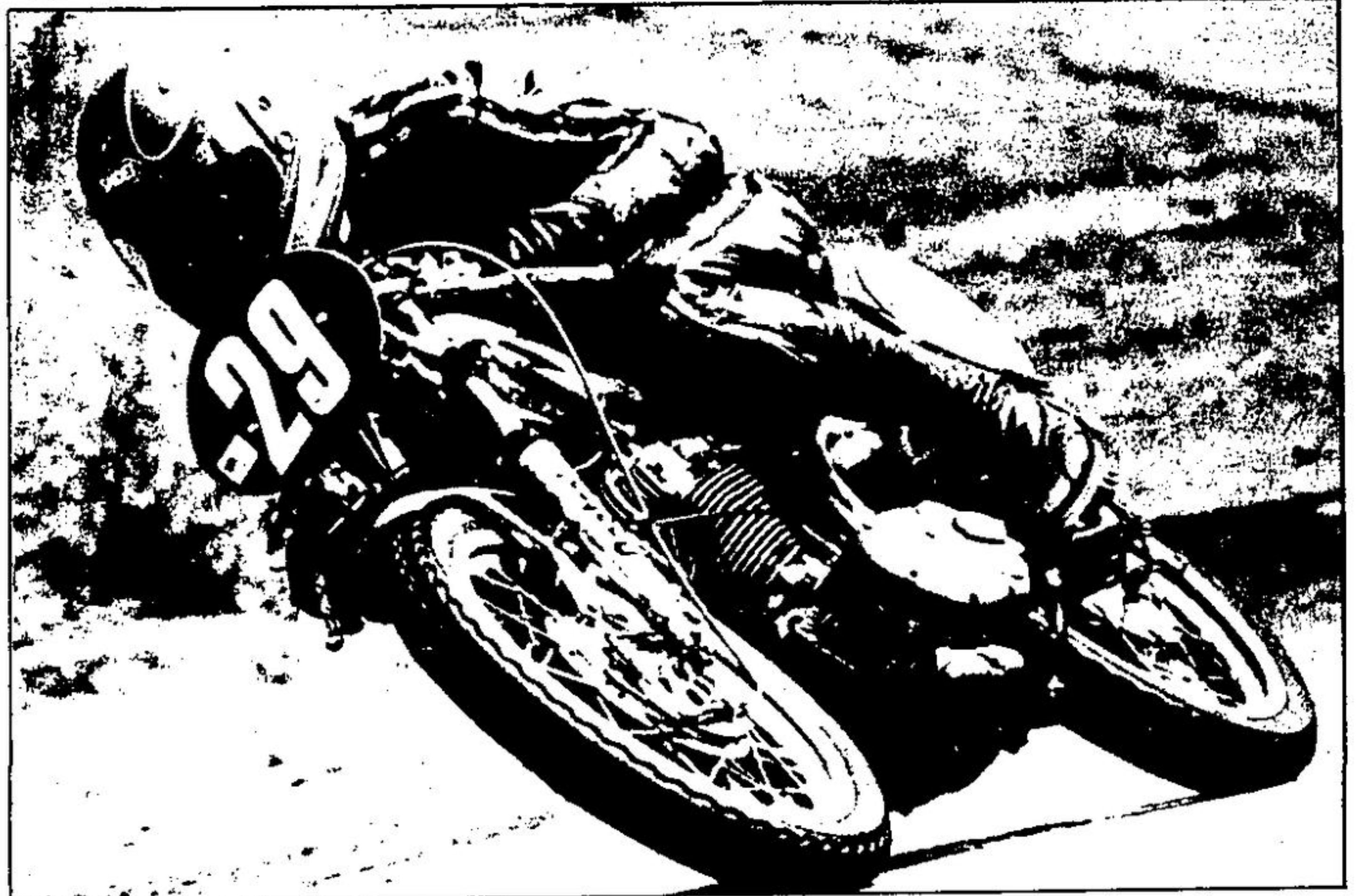
This could affect Sunny Acres Farms midget hockey team's prospects in terms of a serious run at provincial honors.

According to Hooper, no decision has been made as yet concerning the future of the affiliated players.

The Raiders are hoping to get on the winning track in 1990 with a pair of scheduled weekend Central Ontario Junior "B" Hockey League, West Division, clashes.

Friday night Raiders hosted Brampton Capitals - at press time, the score was not available.

Tonight (Saturday) 7:30 p.m. at Gordon Alcott Memorial Arena Raiders face off against bitter West Division rivals, Milton Merchants.



ANDY BERESFORD, of the Renaissance Racing team operating out of Ballinacross had his stellar career topped off by winning a MAX award at the International Motorcycles Show for outstanding Road Racing performance in Vintage and 125cc GP in the 1989 season. (Photo submitted)

### Renaissance racing team

## Team effort key to success

Andy Beresford, Team Rider for the Renaissance Racing Team, had a banner year in 1989. Racing on nine weekends at three tracks, Andy racked up 11 first place, six second, and seven third place finishes. In addition to winning four championships in vintage motorcycle road racing for Ontario, Quebec, and Eastern Canada, Andy was selected to receive the coveted MAX Award by International Motorcycle Shows for Vintage Road Racing.

The MAX Award recognizes his championship performance in Vintage 250cc G.P., Lightweight Supervintage, as well as his third place finish in 125cc G.P. This third place finish is particularly of note, as Andy competed on a drum braked 1965 Ducati against modern disc braked, watercooled Yamaha and Honda machinery.

Using his business and marketing experience, Bill founded Renaissance Racing in 1983 with Andy. The initial objective was to pool resources, so as to be able to compete in motorcycle road racing at a more competitive level. By pooling not only finances but expertise and equipment, Renaissance Racing's aim was to become a consistent successful competitor in lightweight Grand Prix styled motorcycle road racing.

In the ensuing years, Renaissance Racing has grown to a full fledged team with a 1,500 square foot shop and a dozen race bikes. The team has raced across Canada with numerous trips to the U.S.A. such as Daytona or Watkins Glen.

Wherever the team goes to race, they arrive with a professional look and usually achieve considerable success, using their years of accumulated knowledge and experience. Their interest in G.P. styled machinery is exhibited by their concentration in the Grand Prix classes of Vintage, 125 G.P., and Formula 2. Their objectives of being a consistent top finisher and always presenting well prepared machinery has provided excellent representation for their sponsors.

Renaissance Racing has also developed a reputation of helping fellow racers as well as building quality machines. Their success has attracted customers for both race engine and race bike preparation. A well equipped shop provides facilities for welding, machining, painting, engine building and bike assembly. Services include brake

drum turning, machining, exhaust systems, engine building and complete race bike preparation. The primary thrust of Renaissance Racing is still however, the racing of G.P. styled motorcycles.

Renaissance Racing race a variety of four stroke and two stroke machines and receive product, discounts, service, or cash sponsorship in return for providing advertising. Some of last year's sponsors were NGK Sparkplugs Canada, Broadfoot and Lennox Manufacturing, Elora, Castrol Oil, T.O. Cycle Salvage, Toronto, Jeddin Enterprises, Guelph, Valvoline Oil, Racer's Edge, Milton and Brampton Cycle.

Renaissance Racing team's objective for the 1989 season was to win two RACE (Racing Associates Canada Events) series championships: Vintage 250cc G.P. and Lightweight Supervintage. To win two championships in any form of motorsport is an ambitious objective. However the team felt that the venerable Ducati and soon to be ready Bultaco Astro would be up to the task, but it was going to be tough.

In the Vintage 250cc G.P. class Andy started off with a second in the first race at Shannonville. In the next race at Sanair, Quebec, Andy roared back with a win and would go on to win the four remaining rounds to clinch the championship by 15 points. Lightweight Supervintage turned out to be a real dogfight all year.

Four riders, including Andy all scored wins in the six race series. For the first five races Andy rode the Ducati 250 against the competition with up to 360cc machines. Going into the last race he was sitting third in points. The Bultaco debuted in the RACE series at the last race, which Andy won handily, winning the championship by two points.

The 125cc G.P. class could not be entered for the first race of the season due to the schedule. RACE revised the schedule for the second weekend and Andy entered the remaining five races. With spirited riding against faster machinery Andy pulled off four third place finishes in four races.

In the last race of the season Andy led from the flag, but a lapped rider balked him to let second place Marianne Fraser through for the win. Regardless, Andy had accumulated enough points to get into the medals with a third.

Mid season the RACE series was

interrupted by the FIM World Championship Superbike race at Mosport. Vintage was invited to form one of the three support races. The opportunity to race at a world event was not to be passed by. In a race long battle of swapping leads, Andy emerged victorious with some spirited last lap action to win the Vintage 250cc G.P. race by one second. Write-ups in both American Roadracing and Canadian Performance Racing News, recognized Andy's success.

The annual Vintage Road Racing Association (VRRRA) annual vintage festival was like the rest of the season, a success for the team. For 1989 the event was held at Mosport in conjunction with the United States Classic Racing Association. The team went with four bikes to compete in five classes.

In the feature races on the weekend, Andy garnered a total of four first place, two second place, and one third place finish. The new disc braked Bultaco Astro 360 made its first appearance for a shake down test before the last RACE weekend.

The Bultaco scored a second and a first and sounded like it had a lot of potential. At this event Andy rides his rare Bultaco TSS125 factory road racer. Though not competitive in any Canadian vintage class, its appearance on the track is welcome sight to many spectators.

The weekend was very hectic for mechanic Bill, but more so for Andy as he rode over 300 racing miles. The performance of the weekend would not have been possible without the moral and physical support of Carol and Jenny.

As everyone loaded the van for the last time, supervised by two-year-old Sean, the team reflected on Andy's success... In 37 finals at nine race weekends, Andy had collected 25 trophy finishes. The team continued their record of no mechanical DNF's (did not finish) since 1985. Two new complete Bultaco road racers had been built, achieving almost instant success, with even more to come.

Renaissance Racing operates on a management by objective philosophy. For 1990, the prime goal will be the 125cc G.P. RACE championship. A Honda MT125 has been purchased to be developed into a competitive mount for Andy. The Honda may also be raced in selected Formula Two event to speed up development and give Andy additional practice on the bike.

## Beresford honored for track skill

TriCounty's Andy Beresford was honored with the prestigious MAX Award on Jan. 7 by the International Motorcycle Show at the Toronto International Centre. Andy received the award in recognition of winning four championships for Ontario, Quebec and Eastern Canada in the Castrol RACE motorcycle championship series. Also Andy was interviewed on CTV CKOC Kitchener about his accomplishments.

Andy's 25 trophy finishes during the season is a clear indication of his dominance in lightweight motorcycle road racing competition both in vintage and contemporary Grand Prix Formula classes. Team manager and mechanic Bill Mathison of Ballinacross, just north of Georgetown, has ambitious plans for the 1990 season. An all out assault on 125cc Grand Prix as well as another vintage championship will keep the team busy over 1990. National sponsorship is being sought for the National Canadian Championships. If such funds are forthcoming then the team will also consider campaigning 125cc G.P. on the other side of the Atlantic.

### RACE RECORD

- England
- 1981 2nd 125cc Classic Racing Motorcycle Club
  - 1982 2nd 125cc Classic Racing Motorcycle Club
- USA and Canada
- 1983 2nd 250cc VRRRA Weekend
  - 1984 3rd 500cc RACE/VRRRA
  - 1984 6th 250cc RACE/VRRRA
  - 1984 1st 500cc VRRRA/Weekend
  - 1984 2nd 250cc VRRRA/Weekend
  - 1984 1st 250cc AM-Can Challenge
  - 1985 4th Formula 2 Race Amateur
  - 1985 4th 250cc Race/VRRRA
  - 1985 1st Formula 2 CMA Amateur
  - 1985 4th 125cc GP CMA Expert
  - 1986 First Canadian - 35th Daytona 100-mile International Formula 2
  - 1986 3rd Formula 2 - RACE Amateur
  - 1986 4th 125 GP - RACE National Amateur
  - 1986 2nd 250cc RACE/VRRRA
  - 1986 2nd 250cc RACE/VRRRA
  - 1987 1st 250cc Serengetti Cup Watkins Glen
  - 1987 2nd 250cc VRRRA Weekend
  - 1988 1st 250cc RACE/VRRRA (Set new lap record)
  - 1988 3rd Lwt. Supervintage RACE/VRRRA
  - 1988 GEC Diesels Trophy - Most Improved Motorcycle
  - 1989 1st 250cc Vintage FIM World Superbike Championship Canadian Round - Mosport
  - 1989 1st 250cc Belnap Cup
  - 1989 1st 250cc Am/Can Challenge Series
  - 1989 1st 250cc RACE/VRRRA (lap records Ontario and Quebec)
  - 1989 1st Lwt. Supervintage RACE/VRRRA
  - 1989 3rd 125cc G.P. RACE/Castrol
  - 1989 MAX Award by the International Motorcycles Shows for outstanding Road Racing performance in Vintage and 125cc GP in the 1989 season.