

CORDUROY ENDURO 1965

by Ron Jackson

The 1965 Canadian championship was rugged—Corduroy veterans claimed it was the roughest Corduroy in thirteen years. The 309 miles, two day course covered every hazard the Haliburton Highlands have to offer; rocky trails, mud, deep water, fallen trees, beaver dams—the works. The weather on the weekend of September 11 and 12 was ideal, cool and sunny, but an unusually wet summer made the trails slippery and the water crossings deep.

The winner for the second consecutive year was John Penton of Lorain, Ohio on a 250 cc. BMW. Penton dropped 51 points at the 29 check points in winning his fifth Corduroy in six attempts. Bill Sharpless of Toronto riding a Triumph Cub was second overall and won the Expert Lightweight Class. This is the fourth time Sharpless has finished second to Penton. Best Opposite Class winner was John Mileham of Georgetown, Ontario on a 500 cc. Triumph with 91 points. Leroy Winters of Fort Smith, Arkansas won the popular new 100 cc. class on a 90 cc. Honda with 107 points. Excellent scores were also turned in by Rudi Marczy of Welland, Ontario (83 points), Dave Comstock of Wesleyville, Pa. (90 points) and Dennis Massey of Toronto (100 points).

A record entry of almost 90 riders and 150 spectators filled Gold Rock Lodge and several nearby motels to capacity. Starting key time for Saturday's 183 mile run was 8:00 a.m. The riders started two every minute so that all 82 starters were in action by 8:45. And this run didn't start gently with 20 or 30 miles of pavement—in three-tenths of a mile from the start the arrows led into a trail across the roughest pasture in all Haliburton. This proved such a rude awakening that seven riders did not reach the first check. The remainder pressed on down some typical Corduroy trails—not too difficult but the 24 mph average leaves nothing to spare. After the first 55 miles there was a bit of a break leading to the gas stop at Gooderham. The rest of the morning was fairly straight forward until you reached a water crossing on an abandoned railway just before the noon check at 93.2 miles. The water level was up and



Keith Rich of radio station CKEY on his 200 c.c. Bultaco.

several deep holes developed in the soft bottom. Unfortunately this eliminated two riders and cost several others a heavy loss of marks.

After a one hour lunch break at Wilberforce the run resumed with a forty mile section of almost continuous trail—definitely the roughest route from Wilberforce to Tory Hill. Best score for the four checks was Penton's 10 points followed by Marczy with 19. Saturday afternoon wound up with a final 5.2 miles of trail east of Kinmount which cost Penton and Massey an additional 3 points each.

Saturday evening the finishing order was Penton 19, Marczy and Lohrer 35, Sharpless 39, and Massey 41. Forty-four riders finished on Saturday and were eligible to compete on Sunday.

Sunday's run of 126 miles started at 9:00 a.m. instead of 8:00 partly because it was shorter but mostly because pathfinders don't like to get up at 4:45 two mornings in a row. Sunday morning was well occupied with many miles of fine open trail riding on a hydro power line right-of-way. The lunch stop was at Carnarvon after a 68.4 mile morning.

Sunday afternoon the riders tackled rough sections of two old settlement roads long abandoned and now interrupted by



Dennis Mitchell at the top of the hill on his way to 2nd place in the 250 c.c. Expert class.

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beaver dams. The beaver dams are very popular with the spectators but are hard on the score card. Sharpless and Penton were tied for best score at check 10 having dropped 8 points each in less than 6 miles. Finally the pathfinders relented and posted a detour around a rugged four mile trail near Minden which had been flooded by the heavy rain.

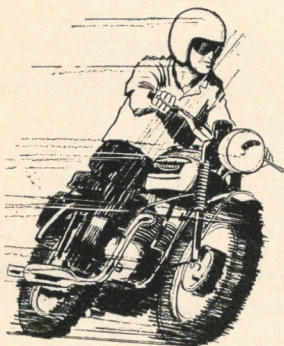
The run ended with a final ten miles down a power line trail to the finish check near Moore's Falls. Checking duties here were handled by the Tom Cats MC with special effects appropriate to the finish of a highly successful Corduroy run.

Thirty-two riders finished out of 82 starters. Many of the finishers received trophies; all of them deserve credit for a high standard of riding skill and endurance. The British Empire Motor Club also wishes to give credit to all those who helped make the run a success; to Les North for the arrangements at Gold Rock, to Bill Hastings for the PA and the films, and special thanks to the Tom Cats and all the other checkers who did a careful, accurate job throughout the week-



Tom Cats, Jim White and Bill Yetman model sound proof helmets.

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Jim Buchanan of Lorain, Ohio on his 600 c.c. BMW.

Photos by Yetman

end. The layout crew included Dave Jackson, Don Charters, Ted Buck, Bas Jackson, Tom Hodgson, Murray Fischer, Marg and Doug McClure and Ron Jackson.

RESULTS (Trophy Winners)

Grand Champion

John Penton, Lorain, Ohio, 250 BMW—51 points.

Best Opposite Class

John Mileham, Georgetown, Ontario, 500 Triumph—91 points.

Sidecar Champion

C. Mathies/W. Wilson, Campbellville, Ontario, 600 Matchless—183 miles.

100 cc. Class

1, Leroy Winters, Fort Smith, Ark., 90 Honda—107 points; 2, Derek Browne, Toronto, 90 Honda—335 points; 3, Barry Jaynes, West Hill, Ont., 90 Honda—265.4 miles.

Expert Lightweight

1, Bill Sharpless, Toronto, 200 Triumph—75 points; 2, J. Lohrer, Erie, Pa., 250 Greeves—116 points; 3, Ray Holloway, Guelph, Ont., 250 BSA—118 points.

Junior Lightweight

1, Rudi Marczi, Welland, Ontario, 200 Butalco—83 points; 2, Dave Comstock, Wesleyville, Pa., 250 Greeves—90 points; 3, Dennis Massey, Toronto, 250 Greeves—100 points.

Expert Heavyweight

1, Norm Smith, Lower Burrell, Pa., 500 Triumph—120 points; 2, Bert Irwin, Cornwall, Ontario, 650 BSA—192 points; 3, Don Brice, Union Lake, Mich., 350 BSA—208 points.

Junior Heavyweight

1, J. Soltys, Newington, Conn., 350 BSA—230 points; 2, Leighton Brown, Ottawa, Ont., 350 BSA—237 points; 3, Tom Davis, Union Lake, Mich., 500 Triumph—245 points.

Winning Team

Tom Cats (Sharpless, Marczi, Mileham)—249 points.

STEEL CITY RIDERS ENDURO

By Sunset Strip

Came Sunday morning on the 19th of September, a lovely, bright morning—at our house. We headed for Galt to begin the Enduro. Gord Tanner and Bob Smith, his chief assistant had things all set up and ready to go and a good field of riders was assembled when we arrived. After the usual "looking over the machinery" the checkers were called together and dispatched to their stops. Amusing little incident when the checkers for No. 1 Check got lost on the way to the check. Har, Har. However, they sorted things out and arrived before the first rider. As each rider struggled in carefully re-assembling himself, the air became bluer and bluer each second, as various enduro stars voiced their opinions of the first section of the course.

Ron Seager, our brand new rider, failed to emerge from the tracks. Exactly

58 minutes later, we heard the song of a little Yamaha at full throttle. In he rode, dripping with perspiration. He had gone down the bank of the tracks, burned his hand on the exhaust system and had been forced to return about 3 miles to get back up the bank. He mumbled something about having to give up at the noon stop, and was blithely informed that in that case (he had covered 12:1 miles) he only had 62 miles to go. Crying great tears he slowly started the bike and sped off. (This lad will be, I'm sure, a great competition rider in the near future).

We arrived at the noon stop and listened to the various tales of woe as riders arrived—the horse in the way; the big dog which thought it owned the railroad tracks; the wandering cows, etc.

After a brief snack the boys headed out again and we proceeded to our next