

CORDUROY ENDURO

By Don Sinclair

JACK PENTON on a 125cc PENTON WINS EASTERN CANADA'S CLASSIC CONTEST. Each year more than 200 woods riders gather for the Corduroy International Trial. A 2 Day ISDT-type event it covers some of the toughest wilderness in central Ontario and guarantees a weekend to remember. Starting at Gold Rock Lodge near Coboconk it runs north through some 350 miles of all the nice and nasty things good enduros are made of.



Premier Award: Jack Penton - 125cc Penton USA.

Best Other Class: Dave Eames - 250cc Ossa USA.

Senior Class:

1. Piet Boonstra - 250 Suzuki USA
2. Tom Hodgson - 360 Husq. Canada
3. Don Albertson - 100 Honda Can.

Powderpuff: Karol DeGraw - 175 Yamaha USA.

Trade Team: Husqvarna. The Woodsmen #1 from Kentucky USA. Robt. Abel, John Greenrose, Rod Cooper, Tom Hottell.

Club Team: Cycle Alley from New Jersey USA. Jerry Dugan, Jim Hall, Emil Cocce, Herman Stoeckle.

Top Canadians:

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| Bob Fisher | 175 Kawasaki |
| Ron Keys | 360 Yamaha |
| Rudi Marczi | 125 Honda |
| Lloyd Heacock | 250 Yamaha |
| Ron Matthews | 125 Suzuki |
| Gord Tanner | 360 Yamaha |

Ron Keys won the White Trophy for best Canadian Junior. The Hard Luck Trophy went to John Clare (don't ask). Best time in the hill-climb was from Frank Stacey on a 250cc Ossa. 1st Cross Country Speed Test: fastest time, Jack Lehto - 360 Husky. 2nd: Jack Penton - 125 Penton.

In the Observed Trial the only clean rider was Bob Fisher, 175 Kawasaki.

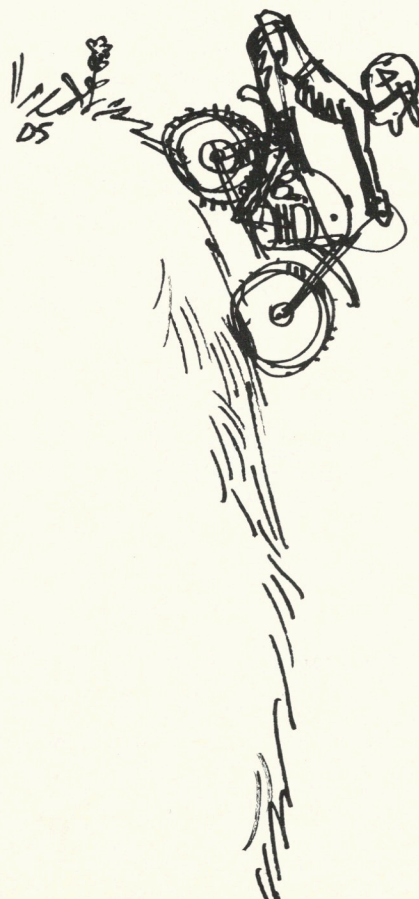
NOTE: 234 Entries accepted
79 Official finishers

MUSKOKA ENDURO

By Harald Glass

To a casual veteran of 8 enduros over the past 2 seasons, the Muskoka enduro stands out as a memorable event. Seven riders, familiar with their backyard, and desiring to share it with others, formed a club and laced together their favorite trail runs into 109 miles of exhilarating riding.

Monday morning, Thanksgiving Day, saw a busy gravel pit north of Bracebridge in cottage country. Though it had been raining all night and there was no sign of clearing, about 120 entrants readied their machines and cold bodies for the first Muskoka run. As key time approached they assembled at the start, 2 per minute, and departed with very few holes in the line up. After a few 100 yards of passing through material that broadslides are made of, riders traversed a wet grassy stretch to reassure themselves that traction wouldn't be perfect that day. A fast winding dirt road opened into a labyrinth of wet loose leaves, muddy ruts, greasy rocks, oblique logs, and "no mans land" hydro cuts, setting the tone for the day. As



MAPLE LEAF ENDURO

By Duff

Chances are the Maple Leaf Enduro, last season's final and perhaps its most successful event, will be remembered long into the winter by its participants.

The 85-mile bodybanger was held Saturday, October 17 in the high ski country around Morin Heights 50 miles north of Montreal. The name itself, according to event organizer Blair Donnelly, comes from the fact that a goodly part of it was run on the Maple Leaf cross-country ski trails.

Bert Irwin, of Cornwall, Ontario, finished first overall and first in the open expert aboard his drastically-modified 441 BSA. He lost only 30 points over the 84.4 miles and the six check points, despite the seemingly-insurmountable problems posed by a full cast on his right wrist.

Irwin, a full-time cycle-shop owner in Cornwall, fractured the wrist during a trials event on the Isle of Man earlier this year.

The only reason the Maple Leaf didn't turn into an out-and-out mudbath was that it hadn't rained for days prior to the bright, Indian-summer Saturday. Out of a total of 85 starters, 54 finished the course. One remembers back to a few weeks prior to the Maple Leaf, when Donnelly said he didn't want everyone either breaking down or dropping out, and had drawn up the course with this in mind.

The start, marked by the familiar Molson's truck and trailer, was at the foot of the Sun Valley ski hill. The 85 entrants were started off in the usual pairs, one minute apart. Once at the top of the hill, the riders wound down again on the trails and then onto a dirt road through Morin Heights.

This area is familiar to many, skiers and trailriders alike, as one of the most beautiful parts of Canada in the early fall, and this year's autumn was exceptional.

However the glories of fall vanished for many of the riders over the next stretch; several miles of the now abandoned Grand Trunk Laurentian Line.

Makeshift bridges of four-inch birch saplings spanning deep mudholes and washouts in the roadbed either collapsed or were pretty well torn up in several places after only a dozen machines had passed, and the next checkpoint was besieged with choice comments from those at the tail end of the pack.

At one point on the tracks, Gus Lafontaine pulled a western broad jump when the front wheel of his Kawasaki 100 went through one of the makeshift bridges and pitched him over the bars.

John Corston of Beaconsfield, winner and one of a handful of finishers in the Quebec-Championship Northwind only two weeks before, geared to a halt to offer assistance, - only to discover his 250 Bultaco had jammed immovably into 5th gear and was unable to go on.

Corston escorted Lafontaine back