

1972



THE CORD

Report By DAVE DANIEL

Our Corduroy is a two day event using the same rules as the International Six Days Trial. The headquarters were Gold Rock Lodge near Coboconk and we ran approximately 175 miles of trials and cottage roads each day. We were once again blessed with absolutely perfect weather for the entire week-end for our entry of 224 riders. There was a great increase of Canadian riders, especially from Quebec. Up until two years ago, the majority of our entries came from the United States.

The first rider off the line was that famous Toronto artist — Tom Hodgson and his two sons, Randy and Mark. They comprised a team called the Rolling Stones. Twenty Seven teams were entered for the two team awards, the club or private group and the trade team group. An entry had been received from Bombardier in Quebec. Unfortunately, they had to be scratched.

Many top American riders were entered including the Woodsmen Husquvarna Team from Kentucky who carried off the Trade Team Award last year. Yankee Motors, the Ossa distributor in the United States also entered a top ranking team.

My son and I pre-ran the Saturday

afternoon leg from Apsley to the finish. This comprised approximately 70 miles of trail. The toughest section was the Galway Ski-Doo Trail north-east of Nogies Creek. We also have Ski-Dooed this trail and it was bumpy in the winter, but believe me, it is much bumpier in the summer on a motorbike. A good deal of it had to be done in 1st gear.

We met (head on) two 70 year old gentlemen driving to their hunt camp in their Dune Buggy. Fortunately, we were not going fast. You might say our most exciting experience was forging a river between Apsley and the Trappers Inn on the Catchacoma Road. We had ridden through this same river in early July and while deep, it was certainly passable. Local cottager Don Albertson had assured us the water always goes down in September. This year,

however, it went up. The water was above our knees and quite swift. The two of us decided to wheel my machine, a 185 Suzuki, through without the engine running. We could not hold it against the current and the two of us and the bike were swept over a Falls. (Actually it was more like a rapids, but it was white water and a falls sounds much better.) The bike went completely underwater including the gas tank and at times we were standing in water chest deep. If it were not for my strong young son I could never have gotten my machine out alone. We took the spark plug out, turned the machine upside down and cranked it over with the starter. This is just like Don Charters taught us because he is always dropping his Husquvarna in the water. The bike then started first kick and has not missed a beat since. We were then faced with finding an alternate river

crossing or cancelling the run at Apsley. We were able to locate a shallower crossing about 75' downstream and rerouted the riders.

This year we set the Saturday average speeds lower and we had 31 riders clean Saturday. Many juniors also finished with excellent scores. They were overjoyed and one even remarked to me that he had to phone his wife and tell her that he would not be home Saturday night after all. It is a rule they cannot ride Sunday, unless they finish Saturday. Sunday, however, was a little tighter and only 4 riders remained clean (i.e. lost no enduro points). Our only excitement pre-running on Sunday was meeting a herd of cows on a narrow trail. They certainly are inquisitive beasts. Sunday's run was terminated with an observed trial section. Only one rider managed to clean the trial, Gord Razee from Rhode Island on a 125 Penton. The overall winner, Dave Hulse from Bay Shore, N.Y. on a 125 Hodaka scored 80% on the trial.

Unfortunately, our timed hill climb had to be scratched as one of the watches was defective.

Canadian riders from the Pickering, Ajax, Oshawa area deserve special mention as they won both team awards and naturally placed well in the other categories also.

We were disappointed to have to award our Hard Luck Trophy, this year to one of the lay-out crew, Murray Fischer from Kitchener. Murray had the misfortune to collide with another rider and he fractured his foot, ankle, leg below the knee, right wrist, right hand and smashed his ring finger.

Overall, the majority of the riders seemed to enjoy the run this year being much easier on Saturday, yet still cleanable on Sunday. We had about 70 riders officially finish the run and they received Finishers Badges with their results. 43 trophies were presented at the Lodge Sunday evening. A list of these trophy winners follows.

Many thanks to all the club members who helped — they all told me they enjoyed themselves.

The following report was compiled as a result of discussions with riders and organizer of this year's Cord.

THE ROUTE

By M.S.G.

Saturday: A normal amount of pavement involved. Lots of good open trail, fair speeds, nothing particularly tough in the morning. Long distances and two big mudholes before lunch. A hillclimb was part of the morning's course both days. Just after lunch: 20 miles of bush and a new water crossing which was 20 to 30 yards across. It was fast, deep, and a bike killer, with 25 machines drying out on the far bank at times. Late in the day, a 10 mile section of big stone slabs kept the riders working. Distance was the big thing on the first day: 240 starters, 130 finishers.

Sunday: Big feature: large amount of trail. Three miles from the start the riders picked up 16 miles of hydro line, with some dirt road thrown in for good measure. Then the Peterson Trail for 25 miles, with 2 to 3 miles of pavement for variety. The first 5 miles of this were the toughest, with big mudholes and ruts left by logging equipment slowing the riders down. Sweat and muscle all the way; then down the pavement to the hillclimb and lunch.

All the riders, going by the example set by previous runs, breathed easier. The worst part of the day should be over. It wasn't. After lunch a long series of trails went on and on. Halfway through the afternoon, they hit the 10 miles of rock slabs again. Coming out of this onto a road, the riders had previously turned left. This time they turned right — straight into a 5 mile moto cross test section, scored purely on elapsed time. There was no time to recover: they went straight into six miles of boulders, shale and stumps. Some riders were physically shot, by this point, and made expensive and/or painful mistakes. It was a test of stamina for most of the afternoon. A short stretch of pavement and gravel road, then into the bush for the final check. The observed trial at the end was a zig-zag

path down a steep hill. For some, it was the quickest way back to the lodge. It certainly wasn't the easiest: only one rider cleaned it.

For variety, organization and challenge, BEMC rates full marks again this year, this being the toughest and probably the longest event yet. Special applause for the people on the checks, who were well briefed, enthusiastic, encouraging and knew exactly what to do to speed the rider on his way.

PREMIER

No. 112 Dave Hulse,
Bay Shore, N.Y. — 125 Hodaka
BEST OTHER CLASS

No. 259 Ron Alleman,
Tolland, Conn. — 250 Ossa

VETERAN CLASS

No. 307 Emil Cocce,
New Milford, N.J. — 250 Yamaha

WHITE TROPHY

(1st Canadian Junior)

No. 252 Elgin Keeling,
Hamilton, Ont. — 250 Yamaha

TRADE TEAM — GOLD ROCK TEAM TROPHY — AJAX CYCLE & SPORTS (YAMAHA)

No. 123 Peter Bellen — 175 Yamaha

No. 314 Lloyd Heacock — 175 Yamaha

No. 224 Dave Smith — 175 Yamaha

CLUB TEAM — TEAM "A"

OSHAWA COUNTY MOTORCYCLE CLUB

No. 223 Bill Miller — 185 Suzuki

No. 124 Rodger Yakley — 402 Jawa

No. 323 Wayne Lovell — 450 Husquvarna

EXPERT LIGHTWEIGHT

No. 134 Gord Razee,

Rhode Is. — 125 Penton

EXPERT MEDIUMWEIGHT

No. 169 Art Blough,

Michigan — 250 Suzuki

EXPERT HEAVYWEIGHT

No. 153 Jerry Green,

Mass. — 360 Yamaha

SENIOR LIGHTWEIGHT

No. 246 Jim Fisher,

Burlington, Ont. — 125 Zundap

SENIOR MEDIUM

No. 241 G. Stanford,

Toronto — 240 Suzuki

SENIOR HEAVYWEIGHT

No. 124 Roger Yakley,

Pickering, Ont. — 402 Jawa

JUNIOR LIGHTWEIGHT

No. 270 Ron Powers,

Toronto — 125 Hodaka

JUNIOR MEDIUMWEIGHT

No. 252 Elgin Keeling,

Hamilton — 250 Yamaha

JUNIOR HEAVYWEIGHT

No. 248 Bill Dawson,

Hamilton — 360 Yamaha

HARD LUCK TROPHY

Murray Fischer — (Progressing well)



Here's what's left for the second day start.



The riders tended to be better behaved than their pit crews: is that a normal condition for enduros?



The exuberance of being On time, and on course.

GAMMON PHOTOS



Final check, then back to the lodge for a shower.