

1975

ENDURO

THE CORDUROY

AN ANNUAL PILGRIMAGE

Larry Bastedo, "Oooo — that water's cool."



Corduroy Enduro . . . 75

Going into the Cord run this year there has been considerable discussion amongst the layout crew regarding what type of rules will control the speeding on the route, through towns and cottage roads. There is a certain resistance to returning to C.M.A. rules and yet the I.S.D.T. format with open tolerance to early arrival at known check points, with special tests to determine the overall winner is not the answer. These special tests, generally, relate to speed. Fortunately, the speeding is done usually on the trails away from the public eye and supposedly on well arrowed clean routes with a minimum of hazards. This ideally should satisfy the average rider urge to go-like-hell. However, it does not stop the 70 mph plus down country lanes and back roads, the running through stop signs, or the drinking 'en route' as complained of at the Aylmer qualifier this year.

The CMA rules which have been called the clock-watcher type seem to appeal to the slower, plodding 'mature' rider (mature means in this case older) and the I.S.D.T. type — to the harum scarum banzai — younger rider.

How many times have you explained to your wife, mother, employer . . . who ever . . . that an endurance run is a test of man and machine . . . not a race and inwardly thought . . . bullshit . . . I've stopped correcting people when they refer to an enduro as a 'race'.



Ron Mathews — Knees up on the saddle.



It's too bad that the 'harum scarum' types can't stick to moto-cross — emulate 'Roj' and maybe win a buck or two for their speed and leave enduros for the guys that like to plod.

The Cord is usually over subscribed probably due to the fact that its a clean run, slickly organised.

I wonder if many riders are aware of how much time, effort, and money, yes money is spent on its organisation. Time. . . . Each year a minimum of four weekends and ten men, their motorcycles (with two cars in addition as support vehicles to rendezvous with gas and food) . . . that's 1600 man hours average just spent on the trails. Other time is spent on paperwork, answering your letters and wierdo phone calls, tabulating the results and cleaning up the mess . . . not to mention these same guys who pre- and post ride the run making sure that no riders got stranded on the trail.

Norm Smith premier winner in 1962. Helping out with scrutineering one of the late comers, Friday night.



Dane Leimbach finished third in class.

The effort. . . . The amount of effort put into this run id determined by the amount of new trail used or how recently an old trail is being reused. An entire day this year was spent in finding and linking up two trail entrances, which, according to a local trapper went through from one end to the other. This particular trail has been known to the organisers for several years but only was connected this year.

The money. . . . As far as the money is concerned — and before you start multiplying twenty bucks times three hundred riders and thinking wow where are they hiding all that gold — just remember that just one weekend, twelve guys, food, lodging comes to over four hundred bucks!!! and as you know, B.E.M.C. is not stingy with its trophies.

Friday night, it rained, Saturday morning, it rained, not heavily but rain nonetheless. With the rain — mud, slippery rocks and slippery grass — only three riders actually zero'd check 3 and ten more made it on grace. This still meant that the cross country would determine day one's winner.

With Saturday's results posted, Kevin LaVoie had the fastest time at 818 seconds. Tom Penton, Dane Leimbach both were hard on his heels with 97% of his time.

The expert heavy weight class (half way) was lead by Jim Fenwick then Jim Hollander on a Rokon with zero points.

The only other class which had a zero on Saturday, Earl Law riding in the Senior medium weight class.

One of the three ladies entered finished the first day. Wendy Neild on a 175 Husky missed a corner and went over her hour, ruining her chances of starting Sunday morning. She was just catching up her late allowance when she picked up Saturday morning's arrows. This left Kathi Campbell on her 175 Honda to do battle with the elements all day Sunday. She lost 22 points and took 1138 second to complete the cross country. Dave Hulse, 1972's winner on a 125 Hodaka, placed sixth on Saturday night in his class (ex med wt) and was 91% of the fastest time.

It is incredible when you realize that the top team on Saturday, two of the rider's combined age was less than the other teammate, and that Max Markowitz will narrowly qualify for the 18 year old limit for the Six Days this year in Isle of Man. Another youngster out of Rhode Island, Earl Law, just sixteen years of age, put in a good day to win the senior medium weight class.

Don Cutler, "I wonder if she'll put her phone number on my route card."



Jim Fisher, another Six Day hopeful. Getting checked thru on Check #2 — Sunday.

Randy Hodgson came from away down the list on Saturday to win his class, Junior Lightweight on a Can-Am. Harry Kallenbach kept his second place Saturday standing through to Sunday. Dave Graensbauer dropped from 3rd to fourth on Sunday, giving up a third spot to A. Baker.

In the senior lightweight class, the standings remained the same Saturday through Sunday with Steve Card of Patogue, New York, first, losing only 6 points on Saturday and a total of 15 for the weekend. Ron Thorp was second with 20 and third place went to Nick Defago.

Dan Cichoki of Bethpage, New York kept his Saturday standing through to Sunday to win the Expert Lightweight Class. Klaus Rung and Larry Gillespie were nosed out by Ed Schmidt and Ron Wheatley for second and third spots respectively. You should have seen Ron Wheatley's spectacular descent of the hill, when he was supposed to be going up.

Duncan Stewart came from behind to take first place in the Junior medium weight class this moved Saturday's one and two, Jugen Leubke and Richard Culver down to 2nd and 3rd.



Kevin LaVoie had his 'cushdrive' go south on Sunday, thereby eliminating him from contention. Tom Penton moved from second on Saturday to overall winner Sunday. Max Markowitz took second, Don Cutler took third, Dane Leimbach fourth, Ron LaMastus fifth, and last years winner Jeff Smith captured sixth. Jeff had excellent times in the special tests but two minutes, one each day, cost him places in the standings. The first five riders in this class all scored no route losses either day.

In the Junior Heavyweight, the same three riders finished Saturday and Sunday. They just traded places a bit. Steve Tucker moving from second to first, pushing Vic Norman to third and John Pickernelle from third to second.

Russ Hinkle of Georgetown came between Jerry Fish and John Vest to finish second on Sunday with Fish and Vest first and third in the Senior heavyweight class.

Jim Hollander swapped with Jim Fenwick on Sunday for first and second. Since Jim Hollander had the closest score to Tom Penton on a different size machine, he was awarded the 'Best Other Class' trophy. Jim Fenwick took first in class (Heavyweight) with Bob Mercil and Stan Simpson second and third respectively.

Claude Levesque — One of sixteen hopefuls going to the Six Days this year. Claude succumbed to the flu bug late Saturday afternoon.





Bob Old, Julius Baur, Emil Gocce finished first second and third in the veteran's class.

All the trade and dealer entered teams had one or more riders crap out, this let Cycle Alley Riders take first team prize and Indiana Cycle Association second.

Tino Martini collided with another rider and put a footrest thru his foot on Sunday, ending his chances to ride at the Six Days this year.

Another I.S.D.T. entrant for Canada this year who did him self damage was Mike Claffey, who fell and dislocated his shoulder. However the doctor sez he's O.K. so he'll ride again this year for us. I wonder if this is what they mean when they say that Enduro riders do it better.

Machine casualty on Sunday was Jim Fishers JAWA had a flat so Jim changed the tube in proper Six day's fashion, blew it up or tried to blow it up with his aerosol 'bomb', so he borrowed another and found it defective and had to pack it in right there.

Poppa Ron wanted to prove to son Jim (Fenwick, that is) that his win at the Aylmer Qualifier wasn't a fluke, was forced off the road by a car — junking his handle bars, headlight and found oil dripping from his crankcase.

And now the Highlands of Haliburton once again, the motorcyclists having left, can return to normal, the beavers can rebuild their dams, the trees can fall across the trails and the scrub growth can try to hide the paths. The local gen-



Corduroy's version of the "on any Sunday"'s torch.

try can go about their ways, perhaps shaking their heads in silent curiosity about them guys from the city with their blue smokin' motorcycles.

They'll be back. Back to clear the trails, move the rocks and put up arrows

for those guys from the city who like to buzz down through the woods, jump logs and crash into bog holes to say on time. What a way to live, but everyone will be waiting till next year.

Don Cutler, "I've got the hot set-up back in the van — a pair of dry sox that Max doesn't know about."

