

1984

SHARPLESS TOPS CAN-AM TRIO



THE 1984 CORDUROY ENDURO

by Bill Fitkowski

Photos by Warren Thaxter

Morgan George

CANADIAN NATIONAL SEPTEMBER 8 and 9, HALIBURTON British Empire Motorcycle Club 31st Enduro

The Sharpless name will appear on the British Empire Motor Club's Corduroy Premier Log for the fifth time as Can-Am team member Blair Sharpless, riding a 250 liquid-cooled MX'er won the overall for the second consecutive year. The three previous times was by Blair's father Bill Sharpless in 1955, 1966, and 1967.

Blair posted the only clean ride on Sunday to overcome a one point disadvantage after Saturday for a total of four points for both days. Second overall was Can-Am team member Steve Langdon on a 250 ASE with a four point ride on Saturday and one point lost on the Sunday loop. Tied with Steve at five points was Frank Sutton, also on a factory sponsored 250 ASE Can-Am; however Frank's Special Test time was 2 seconds slower than Steve's which broke the tie and gave Frank third overall. Fourth overall and first American was Bob Pierce of Amherst, N.Y., riding a 250 Kawasaki. Bob Pierce is a former member of the American I.S.D.E. team and showed he had some understanding of kilometers and check to check scoring with a nine points ride for both days.

Friday Evening

Riders from the Eastern United States Quebec, and Ontario started to converge on Haliburton Village for the 31st running of the Corduroy Enduro and the sound of two and four stroke enduro motorcycles filled the valleys as the riders made their final adjustments. One of these riders was Steve Brand of Can-Am, while on his way to Friday sign-in dropped his bike on a tight turn sliding for 75 ft., unfortunately wearing running shoes only but dressed right from the ankles up (jeans, gloves, heavy jacket). After a short trip to the hospital Steve was back minus most of the skin on his right foot and on all contact points (shoulder, elbows, etc.) Which put an end to his ride for the weekend.

Steve made the most of a bad situation however by helping the organi-



They said the 'Cord' eats tires, but this is ridiculous.

zers at various checkpoints and acting as cheerleader for the Can-Am contingent.

Saturday

It had been rumoured that Saturday would be a short tune-up ride for Sunday. As it turned out, even though Saturday was only 146 kilometers in length, the checkpoints were set up in basically a check in and check out format in the tough sections which did not allow for many mistakes.

After the first check, everyone got a chance to get their feet wet as the course headed for the infamous Burnt River Crossing followed by a nasty little trail into the second check. Rod Milchalko ran into problems in this section when he sheared a shock mount in the Rock Garden and was forced to retire. There was quite a surprise 200 meters before Check 4 for most riders in the form of a bog that had been covered with logs except for the first little bit that you could just nicely fit a bike into. This little fiasco was causing quite a bottleneck with most riders having to wait their turn to get stuck. John Vanden-Hoek was waiting for his shot at the hole when he spotted Ross Lennox working his way to the front of the queue. Ross Lennox is legendary in situations such as this and John just placed his front wheel directly behind Ross' rear wheel and drafted Ross through the hole with absolutely no problem.

I personally came to a great deal of grief in section 6 when I tipped the bike over on the air-box side in a minor swamp hole that was somewhat deeper than it looked. The bike immediately stalled and thinking that I might have just chilled the engine rather than flooding it, gave the kickstarter a really strong kick which stripped the kickstart spline since the engine was hydraulically locked. I



Three unidentified riders take the plunge into the infamous Burnt river crossing. The water crossing proved to be the cause of more than one drowned bike.

then dragged the bike out of the hole and proceeded to work on the bike, getting the mud, water, algae, and other microscopic lifeforms out of the internals of my motorcycle. After attempting to repair the kickstarter a few times and stripping a few more teeth off the kickstarter hub, I started

pushing the bike through the section. About an hour had gone by when I checked the odometer and route sheet only to discover I only had to go approximately 25 kilometers before than was any hope of seeing any civilization. To make a long and extremely sad story short, the sweep crew and

myself managed to get the bike running by towing it behind Ken Daniel's bike and I was able to ride the bike back to the start.

Saturday ended with the traditional movies that night with most riders heading to bed early in preparation of the 254 kilometers on Sunday.



Bob Pearce threatened the Canadians with an American victory as he is pictured here currently in first place.

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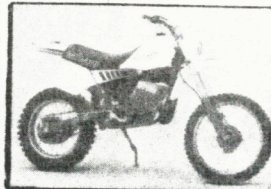
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Sunday

Sunday morning came very early for those riders who made it through Saturday with the keytime set at 8:00 a.m. Riders were allowed to remove their bikes 10 minutes before their start time from the overnight impound to do last minute repairs before doing battle with the rocks.

The course headed towards Haliburton and then went west along Highway #21 to the Powerline. The riders went north along the powerline, connected up with a few more trails to the north and then headed east into the Peterson Trail. The Peterson Trail is an extremely long, rocky trail that just never seems to end but the main feature that separates the Peterson from all the other rocky trails is the Devil's Staircase. The Staircase is considered by most riders to be the start of the Peterson when running the trail from west to east and is a long climb over a series of large, rugged rocks whose whole purpose in being is to punch a hole in the cases of your motorcycle. There is a bypass trail to the lefthand side but this has become almost as bad to use due to the deep ruts and tree roots and if anyone gets jammed in the rut, the trail is blocked. Steve Langdon stated that he feels that it is sometimes best to go up the rocks rather than using the bypass since you can get around riders on the Staircase but you can get stuck behind people using the bypass since there is only one line.

After the Peterson Trail, the course headed over to Wilberforce and the Bills Hills Motocross Track. Veteran rider, Helmut Clasen on a KTM came extremely close to going over the bars in the Special Test when he attempted a double jump, slammed the rear wheel into the last jump and rode perpendicular on his front wheel for an estimated 10 meters before gaining control. Helmut then appeared to ride the rest of the test extremely slowly while trying to bump start his heart. Steve Langdon appeared very fast until he got up on the back wheel

and crashed in the whoop-de-dos to the amusement of the spectators. Blair Sharpless fell at the beginning of the Special Test in the woods but was able to sufficiently recover to post the fastest Special Test time for the event.

The course then headed south by Tory Hill and down to the second gas at Gooderham. From this point the event followed Saturday's trails in reverse to the Burnt River Crossing which was only 26 minutes from the end. Most riders managed their way across except for a few riders whose legs were not quite long enough to reach the river bottom before toppling over for a rather refreshing dip. Once through the Burnt River section, it was a rather uneventful ride on the road back to the start except for Master Class rider, Bill Wilson who overshot a corner on a gravel road, missed a bridge and put his KTM into the river up to his neck. With the help of some other riders, Bill was able to extract the bike and limp back to the start. Bill told his sponsor who happened to be at the finish line that the reason for driving the bike into the river was that Bill liked the KTM so much that he decided to wash it before the enduro was even over.

Premier winner Blair Sharpless stated that he was surprised that Saturday's scores were as high as they were for the top riders but felt the check placement on Saturday was tighter than on Sunday. Blair felt that his own score on Saturday was due to some problems in the set-up of his bike, especially the rear tire which he felt was too small. During the Sunday morning work period, Blair was able to make some modifications and was much more comfortable with the bike on Sunday's loop.

Dennis Lanthier of St. Catharines on a 250 Kawasaki has been locked into a battle for Hi-Point with Gary DeBock of Delhi all season but Dennis came out on top in the 300 Junior class when Gary broke the Honda



Bert Irwin has quite the track record finishing 23 out of 26 starts at the "Cord" and yes he'll be there again next year.

UNOFFICIAL CORDUROY RESULTS MASTERS

			Sat	Sun T.
1	Blair Sharpless	Toronto	C-A	4 0 4
2	Steve Langdon	Toronto	C-A	4 1 5
3	Frank Sutton	London	C-A	3 2 5
4	Bill Wilson	St. Catharines	KTM	5 9 14

OPEN EXPERT

1	Dan Habudo	North Tonawanda	KTM	8 7 15
2	Steve Tustin	Snelgrove	Hus	13 10 23
3	Ilka Jaliskari	Oshawa	C-A	17 21 38
4	Phil Ashmore	Binbrook	Hon	15 25 40

300 EXPERT

1	Bob Pierce	Amherst N.Y.	Kaw	3 6 9
2	Gerald Kimpton	Boisbriand P.Q.	Hon	9 3 12
3	Rob Thompson	Cando, N.Y.	Hus	8 6 14
4	Werner Luckai	Ajax	C-A	6 8 14

200 EXPERT

1	Tom Irwin	Cornwall	Hon	4 9 13
2	Kelly Goreski	Port Perry	Kaw	13 12 25
3	Jim Cunningham	Ancaster	Yam	13 19 32
4	Martin Webster	Burlington	Kaw	16 27 43

OPEN SENIOR

1	Wayne Lovell	Oshawa	C-A	16 12 28
2	Roy Hostrawser	Cheltenham	Hus	16 19 35
3	Dick Tigwell	Leamington	Hon	18 23 41
4	Austin Millard	Old Tappan, N.J.	Hus	27 21 48

300 SENIOR

1	John Nelson	London	Yam	9 20 29
2	Wayne Brogan	Bramalea	Hus	15 17 32
3	Garry Smith	Oshawa	Hus	21 14 35
4	Brad King	St. Thomas	KTM	18 19 37

200 SENIOR

1	Barry Ferguson	Port Hope	Hon	9 16 25
2	Dave Humphries	St. Thomas	Yam	23 19 42
3	Fred Guttman	Oshawa	Hon	21 27 48
4	Norm Pope	Newmarket	Suz	30 25 55

OPEN JUNIOR

1	Tim Bellamy	Port Elgin	Hon	15 19 34
2	Terry Allen	Petewawa	Hon	22 26 48
3	John Rose	Sarnia	Hon	52 33 95
4	Rick Day	Milton	Hon	46 55 101

300 JUNIOR

1	Dennis Lanthier	St. Catharines	Kaw	17 13 30
2	Steven Thaxter	Oshawa	Hus	20 30 50
3	Elmo Rutnik	Kitchener	KTM	30 25 55
4	Tim Laye	Newmarket	C-A	23 34 57

200 JUNIOR

1	Doug Marshall	Stoney Creek	Yam	13 21 34
2	Tom Bender	Woodstock	Hon	29 38 67
3	Jeff Schulz	Mississauga	Kaw	33 43 76
4	Nick Twydel	Mount Albert	Yam	40 58 98

VETERAN

1	Michael Shinnars	Buffalo, N.Y.	Yam	14 14 28
2	Edward Kopp	Centre Hall Pa.	Hus	18 17 35
3	Craig Howe	Mississauga	C-A	12 23 35
4	Helmut Clasen	Dundas	KTM	20 34 54

TEAM AWARD

Team Can-Am: Blair Sharpless, Steve Langdon, Ross Lennox



Ross Lennox riffs his way across the Burnt River to finish the event as part of the winning Can-Am team.

during Sunday's ride. Gary DeBock was able to set the fastest time in the Special Test for a Junior before he broke and Dennis Lanthier had the lowest score for all the Juniors at 30 points which gave him the White Award. Open Expert rider, Dave Armstrong while not winning any awards, maintained the rather enviable record of finishing all nine Corduroys that he has started.

At the trophy presentation, the British Empire Motor Club presented two of their members, Don Charters and Dave Daniels for 31 years of organizing the Corduroy Enduro and the experience and dedication certainly shows in the quality of the event that B.E.M.C. organizes every year.

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Pictured above is Don Charters, one of the events main organizers, Don has layed out the event for the past 31 years. Congratulations Don on a successful premier event.



Frank Sutton sets his clocks at the start of the second day.

The Corduroy was the only National Enduro this year and while the National Awards were not handed out, the Unofficial National Enduro Award winners are:

200 Junior		
Doug Marshall	Stoney Creek	Yam
300 Junior		
Dennis Lanthier	St. Catharines	Kaw
Open Junior		
Jim Bellemy	Port Elgin	Honda
200 Senior		
Barry Ferguson	Port Hope	Honda
300 Senior		
John Nelson	London	Yam
Open Senior		
Wayne Lovell	Oshawa	C-A

200 Expert		
Tom Irwin	Cornwall	Honda
300 Expert		
Gerald Kimpton	Quebec	Honda
Open Expert		
Steve Tustin	Snelgrove	Husq
Masters		
Blair Sharpless	Toronto	C-A
Veteran		
Craig Howe	Mississauga	C-A

The Corduroy Enduro can only be summed up as one of the finest enduros with everyone promising to be back next September to play in the rocks.

CORDUROY TRIVIA

by Warren Thaxter

The name alone conjures up many images and will represent many different thoughts and feelings for more people. Even though someone may not be an enduro rider, the chances are that if he owns a dirt bike he will know what the Corduroy is.

Here is what the Cord may mean to some Ontario riders.

Wayne Lovell - Pickering, Steve Tustin - Georgetown: Have both clinched the title of Ontario High Point in their respective classes. Dave Armstrong - Georgetown: Can feel quite proud of his record of nine starts, nine finishes in nine years. Frank Sutton - London: Though leading the first day on two occasions and finishing 2nd and 3rd overall and winning the White Trophy has never won the BIG PRIZE! Oshawa Competition Motorcycle Club: the best finish ever, 19 finishers out of 21 starters and third overall. Bill Wilson - St. Catharines: first rider to have a zero day at the Corduroy after the inception of C.M.A. rules in 1977.

Jamie Stevens - Winona: Although he premiered in 1981 the first Ontario rider to do so in twelve years, has not been able to duplicate that feat. Bill Sharpless - Toronto: who won the event in 1955 premiered again eleven years later (Could Blair do this at 33!). Warren Thaxter - Newcastle: Has been fortunate or unfortunate enough to win practically every size log that the Cord has awarded including the ever unpopular Hard Luck Trophy. With one arm immobile spent two days vying for Bill Fitkowski's photography job.

In 31 years of operation the Canadians have won the event 11 times versus the Americans winning 20 times.

The following is a list of motorcycles that have won the event overall: The Penton - 7 times, Can-Am - 4 times, B.M.W. - 3 times, Triumph - 3 times, Bultaco - 2 times, Harley - 2 times, NSO - 2 times, KTM - 2 times, Maico, Yamaha, Ariel, AJS, Norton and Honda have won the event once.

WIN! WARRENS BUSH GUARDS

