



Dirt writer II
California Enduro Rider Association

By Tom Guidice
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July 2015 Edition

2015 CERA Board

President – Charlie Hirst
Vice President – Eric Krim
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Membership – Robert Jones
Treasurer – Tony Godrich
Secretary – Tom Guidice
Sargent at Arms – Russ Drake
Referee – Bill McGibbon

**Club Meeting location Black Bear Diner
Pleasanton, CA**

**Meetings start at 7:30 PM and will generally
run to about 9:00 PM or so.**

**Black Bear Diner
5100 Hopyard Rd
Pleasanton, Ca 94588**

Next Club Meeting

Aug 11, 2015

***Check it out. CERA is now on Facebook,
also check out our new web site: www.cera.org***

Coiner Cross Country Racing Report

Jeremy Coiner Wins Again at Rnd 6 - AMA West National Hare Scrambles!

Report sent June 21, 2015

Event: Rnd 6 - AMA West National Hare Scrambles

Conditions: Hot and VERY Dusty

Coiner Racing took the long ride up to the Big K Ranch, just outside of beautiful Elkton Oregon to contest Rnd 6 of the AMA West National Hare Scrambles. We have been looking forward to this race all year because of the beautiful racing venue and tough/technical race the ETRA Club usually puts on. This year was an exception. Not only was this the most difficult course layout all year from any of the other rounds, the severe dusty conditions made it even worse. The 14.5 mile loop consisted of vertical steep hill climbs, down hills, and tight.....tight single track. The first 7 miles had no flow and made the getting into any rhythm impossible. After going through the back check, the course flowed better, but due to the dust and gnarly down hills, there was just no time to relax. The winners of this race, were the racers that prepped properly by being in shape, hydrated and mentally focused. I raced on Saturday and puked on the final lap because I was so exhausted. I knew the fast boys were in for some challenges on Sunday. I was right; Sunday's Race was BRUTAL!

Coiner race report - Continued

Jeremy lined up with 150+ other Experts and Pro's in the humid heat to contest this beast! His Mach1 Motorsports KTM 300XC was all set thanks to a new top end, and fresh suspension courtesy of Sixfive0 Racing. Bling on the 60X bike was provided by Works Connection and Dirt Digits. He was looking all fresh in his new MSR Racing gear and 100% Goggles with Roll Offs since tear offs weren't allowed this weekend.

When the Green Flag Dropped, the SRT/Kenda Tires hooked up perfectly and Jeremy launched out of the start and grabbed another hole-shot. Keeping the power to the ground was easy thanks to the Rekluse Manual Clutch and in an instant Jeremy was leading the pack out into the woods to start loop 1. After loop one was completed, Jeremy was leading the entire B class by over a minute, and had a good 30 seconds on 2nd place in the B Open Class. On lap 2 we pitted him for some fresh goggles and dumped just under 3 Gallons of gas in seconds thanks to our IMS Quick Dump System. By this time the competition was close and the racing was good! After Lap 3, riders were dropping out due to the heavy dust and course difficulty, but Jeremy pushed on and by this time had a comfortable 5 minute lead on 2nd place. He faded a little on the last lap due to the heat, and dust, but he still won his class by over 5 minutes and took 6th OA in the B Class. After being out there for over 3.5 hrs., I couldn't have been more proud of the way he rode.

This was Jeremy's 2nd win in a row and 3rd win of the season. He has good focus and is determined to win another National Championship for us all.

We have a break before the racing starts back up full time in September. In between those times, Jeremy will be training and racing some local MX, and racing National H&H's and Enduro's to stay in shape. Thank you again to all our sponsors who support us.

Charlie Coiner
Racer Dad

Congratulations Jeremy for another great win!



Thank you to all our sponsors:

Mach1 Motorsports, SRT Offroad, SixFive0 Racing, MSR, 100%, Kenda USA, IMS, Works Connection, Cheaptearoffs, Twin Air, Dirt Digits, Acerbis, Rekluse, FMF Racing, and Engine Ice.

There Was A Time Before Computers

Article by Bill Gibbon

I have a dream....oh wait, that line has been taken. I have a vision (yea I know this line has been used too but so what?). I envision a real timekeeping enduro without computers and route sheets and the possible chaos it would cause in today's tech world. It would go something like this.....

Harold's Story.....

Having ridden a few enduros using the national format I was curious about the timekeeper enduros I have heard about so decided to check with a friend that was really into enduros. He informed me that a timekeeper is much more fun as you have to keep track of your time because, unlike the national format you cannot come into a check early and wait. In fact the penalty is worse if you're early to a check and they always try and catch you on this at a few of the checks.

"So Tom," I asked, "how does one do this timekeeping thing?"

"Well Harold," he replied "it's actually pretty simple, especially for a techie like yourself. All you need is an enduro computer mounted to your handlebars that is programmed with the route information and you're good to go. Just ride fast enough or slow enough based on what your computer tells you and this will keep you on time."

"Well OK then but where do I get a computer?"

"No problem, my friend, you can use mine on the next enduro. We'll get it all mounted up and I'll show you how to program it and use it."

After a few hours we had the computer securely fastened to my bike and I had sufficient instruction to program and use it to do my timekeeping. Tom had schooled me on getting the route sheet off the internet and I was ready to go. Piece of cake. Off to the races.

As I approached the turn to the staging area I was still a little miffed that the club had failed to post the route sheet but being there a day early to get in some warm-up riding I knew I had plenty of time to get a route sheet and get the computer programmed. No problem.

I got to the staging area and after setting up camp decided to get signed in and get my computer programmed figuring I could practice with the thing on my warm-up ride.

"Hi there," I said to the pretty young thing sitting behind the table that beamed such a smile I thought she was OD'ing on happy pills, "my name is Harold Hapless and I need to get signed in." Little did I know that she knew something I and most other riders didn't know and she was getting a real kick out of it.

"OK Harold, just fill out these forms and pay the cashier at the end of the table," she beamed.

"No problem, Miss." Oh, and by the way where are the route sheets?" I sheepishly asked.

She, at that point turned that killer smile up to a wide grin and said, "Ah but there are no route sheets, this is, after all, a real timekeeper event."

"Of course it is but I still need a route sheet to program my computer," I countered, thinking she didn't have a clue about timekeeping and such.

Still grinning she said, "As I said this is a real timekeeping enduro so there are no route sheets..... or roll charts for that matter."

Roll charts? What the heck is a roll chart I wondered but suddenly realized that maybe, just maybe when it came to timekeeping I was in a little over my head and she had the upper hand in this conversation. Hence the grin that would make a Cheshire cat jealous.

I guess the expression of total confusion on my face resulted in her breaking out in laughter and this drove home the fact that she most definitely knew more about timekeeping than I did. "Hey Rocky", she yelled for all to hear, "we got us another one."

Another one? Another What? I wondered while being embarrassed with her yelling for all to hear. Ah but if I was "another one" at least it was clear that I'm not alone in this Twilight Zone I had stumbled into.

Great, just great. I'll bet Tom is roaring with laughter about now for setting me up.

A guy I soon found out was Rocky, looking old and grumpy, sauntered up eyeing me up and down like I was fresh outta second grade. Well as we all know enduro riders are a great bunch of people and Rocky took me under his wing. After fessing' up that this was my first timekeeper and I really didn't have a clue other than what my used-to-be friend had told me, Rocky explained that Tom, in fact, didn't set me up as I had reasoned but this particular enduro was old school, really old school and being run like the ones of past before computers, route sheets and roll charts. There it is again, that pesky roll chart. I'll really have to research that someday.

Rocky went on to explain that all the key times, mileages and speed averages are posted on the course and all one needed to keep time was a clock and odometer. Yea right. Rocky sure seemed like a straight up guy but was clearly delusional. All anyone needed to keep time was just a clock, everybody knew that. What does an odometer have to do with anything?

As Rocky patiently schooled me on timekeeping, real timekeeping that is, I discovered that an odometer is a very important part of the equation as one must maintain a speed average and the only way to do that was set a pace where at, say 18 mph you travel 3 tenths of a mile every minute. Wait just a minute here...you mean to tell me I not only have to ride my bike through the forest but I have to keep track of how many tenths I've gone and how many minutes its takes to do it. Maybe delusional is too mild of a term for ol' Mr. Rocky. But he continued on and finally asked the one question that nailed the fact that he really was sane after all..... "How do you think riders of the past kept track of time, speed and distance before computers, route sheets and roll charts?" OK so enough with roll charts.

"So what you're saying, Rocky, is that I wasted all my time getting this computer on my bike and learning how to program and use it and now instead I have to do all this timekeeping stuff in my head as I ride?"

"That's about the size of it, Sonny" he grinned, "Welcome to Old School Enduros, real timekeepers before computers that is." Sonny? Well he was old enough to be my dad. Before computers? Well I guess there was a time before computers. I think I read about it somewhere on the internet.

"They really did it this way in the past?" I asked

"Yup." He laughed. "So are you up to the challenge?"

"Of course," I blurted without thinking. Oh just great, now I'm committed to do this and here I had thought he was the one that needed to be committed for saying it could be done. Funny how the tables turn as you are humbled by real timekeeping knowledge.....

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Oh and yea, Harold now does know what a roll chart is. He looked it up on his computer.

Bill McGibbon  
CERA

# Twisted Throttle DrySpec D-20 Saddle Bag System

Russ Drake

I picked up a pair of new soft saddle bags for my 690 KTM the other day and thought I would put together a few words about how I like them and how they were installed.

The bags are American Made for Twisted Throttle LLC in Exeter, Rhode Island and are advertised as 100% waterproof. <http://www.twistedthrottle.com/dryspec-d20-dry-saddle-bag-set>



The following is taken from TT's website:

The D20 saddlebag set is constructed of RF welded 22oz. vinyl that guarantees 100% waterproof performance even when submerged. The D20 also features a rigid core construction that allows the bags to retain their shape even when empty and makes packing and unpacking super easy.

Unlike all other saddlebags, the D20's interchangeable center strap is the core innovation that allows the bags to be so versatile. The bags mount directly to a bike with or without side racks and can attach directly to other D-Series dry bags. Use the Velcro center strap for convenience, the solid nylon strap for extremely muddy conditions, or remove the center strap all together to mount the bags directly to a D28 or D38 dry bag. Mounting the D20 saddlebags to the D28 or D38 dry bag is the ideal solution for riders who want the extra storage but are unable to mount traditional saddlebags due to high exhausts.

## **Features:**

- Modular packing (mates with D28 and D38)
- Rigid Core construction
- Universal slip-lock mounting straps (included)
- Interchangeable center straps (Velcro or solid nylon)
- Mounts with or without side racks
- Retro Reflective logo
- Available in black, orange, or gray

## **Specs:**

- 40 liters (20 liters each side)
- 100% waterproof (Radio Frequency Welded Seams)
- 17" long x 6" wide x 12" tall 22oz Vinyl & coated Cordura

## **Installation:**

I have KTM side racks or loops and have installed some very thin aluminum sheets to the loops to keep the bags away from the pipe and wheels. The loops are not absolutely necessary since the bags are

designed to lie over the seat/rear fender and held down with straps to the frame. I use plastic knobs through the inside of the bags into captive nuts attached to the aluminum side plates. My loops caused a problem by being too wide for the length of the straps that go over the seat. I called a very nice person at TT and explained to him my problem. After consulting with his expert I was amazed to get a phone call right back the same day telling me that new, longer, straps were on the way, no charge. I haven't had a chance to give the bags a wet, off-road test yet but I am sure that the bags will stay dry.

Pros: Very well constructed and look to be 100% waterproof  
Great service from Twisted Throttle  
American Made

Cons: Instruction booklet could be a little clearer for attaching straps  
Supplied straps could be a tad longer to adapt to a multitude of motorcycles



\*\*\*\*\*Keep your club membership active\*\*\*\*\*

Note to all Club Members (Life Members Included):

Keep your club membership active. Be sure to renew your 2015 membership by completing a new membership application. Fill out and send in. See instructions.

You can print out the Membership Application. Complete all of the requested information and mail it to:

California Enduro Rider Association  
Membership Chairman  
P.O. Box 7683  
Fremont, CA 94537

See “Membership Application” next page.

OR .....

Go to [cera.org](http://cera.org) and use the Donate PayPal using your credit card to pay for your membership dues. It's easy, try it.....



California Enduro Riders Association  
 Membership Application  
 P.O. Box 7683  
 Fremont, CA 94537

I hereby apply or reapply for membership in CERA for the year \_\_\_\_\_. I understand that as a CERA member I will not be allowed to participate as an entrant in any competitive events sponsored by CERA. I further agree to comply with and fulfill the minimum requirements as explained below.

**Dues:** Membership expires at the end of December of each year regardless of when joined during the year.  
**Full and New Membership = \$40 per year**  
**Life Members = Free** (Donations strongly encouraged) - Life membership applies after 15 years as a full member.

**Full Member** - Must fulfill, each year, the requirements listed under "Member Obligations".  
**Life Member** - Must fulfill, each year, the requirements listed under "Member Obligations". Life membership is accomplished after completing 15 years as a Full Member.  
**New Member** - Will be on probationary status for a minimum of three (3) months from the date of this application and will have no voting rights during this probation. Probation ends when demonstration of participation occurs.  
**Inactive Member** - Life members that are no longer active.

**Member Obligations:**

1. Attended six (6) CERA general meetings held the second Tuesday of each month and assist in at least one CERA Enduro Meet. Note: The November meeting, day and time TBA, is our annual meeting and attendance is required by all.
2. Or Assist in Both Enduros and at least one other meet hosted by CERA (should a third meet occur) (must still attend the annual meeting)

Please check the items you will participate in with and for CERA in coming year:

- |                                                                 |                                                                                            |
|-----------------------------------------------------------------|--------------------------------------------------------------------------------------------|
| <input type="checkbox"/> Assist At Fools Gold Enduro As Needed  | <input type="checkbox"/> Coordinate And Lead Club Ride(s)                                  |
| <input type="checkbox"/> Assist At Crazy Miner Enduro As Needed | <input type="checkbox"/> Join A Club Outing(s)                                             |
| <input type="checkbox"/> Assist with Pre-Meet Tasks As needed   | <input type="checkbox"/> Coordinate CERA Members Camping Together At Meets Or CERA Outings |
| <input type="checkbox"/> Attend CERA Meetings                   | <input type="checkbox"/> Join Trail Maintenance Work Parties                               |

**Membership Application (ALL members, full, new and life are required to fill out and submit)**

|                              |                               |                   |
|------------------------------|-------------------------------|-------------------|
| Name: _____                  | D36#: _____                   | AMA#: _____       |
| Address: _____               | Year first joined CERA: _____ |                   |
| City, State, Zip: _____      | Riding Class: _____           |                   |
| Phone: _____                 | Email: _____                  |                   |
| Spouse / Partner Name: _____ |                               | Official use only |
| Signature: _____             | Date: _____                   |                   |

(you may electronically sign this document)

Instructions: Complete and email to Bob Jones at: [bobemoto@yahoo.com](mailto:bobemoto@yahoo.com) / Go to <http://www.cera.org> click on the donate button to pay dues (it will be credited to your membership)  
 Thank you, CERA Membership Chairman

