

The Kirk

This is a year of change. There seems to be a new momentum to the Island off road racing scene and it begins with the formation of the Vancouver Island Hare Scrambles Series. This idea has been kick around for a few years now by a bunch of us, but the credit for finally grabbing the bull by the horns and getting things going has to be given to Jarrett May of the whiskey creek racing crew and Andy James of the VMC.

Some how I ended up with the first race on schedule "The Kirk" and as the first race in a new series I had all the hoops to jump through, from land access issues that Peter Sprague of BCORMA looked after, to the PNWMA insurance requirements that Neil Rich of the VMC handled and the million little things in between that Andy James and Ryan Young stepped up and looked after. In a nut shell there is no way this event would have gone off with out the help of many people within the VMC who got onboard and helped make this happen.

So what was the result of all this hard work? The result was the largest event in the history of the Victoria Motor Cycle Club. With a 98 registered racers for the event and probably 150 people out to watch the race, I can safely say that there is a strong demand for this type of racing series here on the Island.

In the past there has been a reluctance to approach the motorcycle industry for sponsorship. Andy James decided to test the sponsorship waters and found the motorcycle industry was not just interested, but excited to get involved. With KTM/Husaberg Canada coming on as the series sponsor for 2011 and Action Motorcycles owner Carey Wilks stepping up to the plate and becoming the title sponsor for "The Kirk". providing both financial support and lots of great swag to give away at the event. I can safely say that every one of the sponsors, from Tim Horton's to Richlock Rentals, will be seeing my support in the future.

The Course

The weather in the 3 weeks running up to the event was some of the most challenging possible. From heavy snow to wind storms, we had it all. The finally three days running up to the event where a struggle to say the least. Saturday evening, the night before the event, with 90% of the 25 km course finished, I went out by myself to cut some last minute trail at the snow line and managed to run out of gas right at dusk. Using the remaining cup of gas in my chain saw I was able to get back to within 8 km of the Boyd's pit before running completely dry. With no choice, I left the bike, chainsaw, helmet and all other related gear in a pile on the mountain and had a relaxing 8 km evening jog back to the pit after a day of swinging chainsaw.

The Race

Sunday morning brought warm, sunny, spring weather and more vehicles than Boyd's pit could handle, with trucks parked all the way down the road leading up to the pit. Racers from as far away as California lined up to pay their entry fee for a chance to race our local terrain. There was some great representation from the mainland racers and the PN series to test themselves against our Island fast guys.

VMC member Perry Chow handled the starters duties with his black powder canon, showing off his speed loading capabilities to send off wave after wave of racers. Chris Stokes once again applied his skills as the mad pit scientist and design over a kilometer of race course right in the Boyd's pit area for the spectators.

There was great racing in every class but one on the best battles developed in the elite class. Jarrett May the current masters champion from the PN series, Thomas Cordner the defending "Kirk" champion and Koa Estrella factory Husky rider from California were the favourites, with lots of local fast guys looking to prove they could run with the favourites.

From the cannon shot the drama erupted. Jarrett Mays bike didn't start, leaving him sitting on the starting line eating roost while the rest of the class blasted out of the gate. Al Wilson was out within the first two turns after a collision that took out his rear brake line. Koa Estrella had the holeshot and was gone. Jarrett May quickly showed the rest of the racers that he had done his work in the off season, not only catching the field, but passing everyone by the first check 10k in. Thomas Corners GAS GAS had found the bottom of one of the many water holes, leaving him minutes behind as he struggled to re fire his bike.

By lap two Jarrett May had opened a 7 minute gap on Koa Estrella and shown he was a unstoppable force. Thomas Cordner had re fire his Gas Gas but was in a distant 5th position at the end of lap 2 , but was putting his head down and charging. At the end of lap three it was a race for second with Jarrett May gone at the front. Second through forth came through the start/finish line nose to tail with Koa Estrella in second and Thomas Cordner having caught the pack in forth. It was clear the final 25 km was going to be a dog fight.

When it was all said and done Thomas Cordner used the power of his GAS GAS 300 to make the final pass for second coming down the Kirby Creek hill and secure second place.

For results in all the classes check out dirtbiker.ca .

Till next year .. keep it pinned.