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# SCOTTISH SIX

## Six days of seeing tight stars

Report and Photography by Len MacWeed

□ Resolute tenacity. That's what Martin Lampkin needed. That's what he got. A gutty display of bulldog determination — the blood, sweat, tears and toil type — allowed the Yorkshire throttlor to overcome a dismal start and post just the third ever Scottish hat-trick. Only Hugh Vinney (1947-49) and Mick Andrews (1970-72) had previously logged three consecutive wins. Big Mart did it with the highest winning score ever posted in the Highland classic, 99.

American champion Marland Whaley returned for a second go after taking the Second Best Newcomer Award in '77 with a 13th place finish. The second stars and striper was Debbie Evans, who became the first American (and foreign) woman to tackle the Six Days. The trial had not seen a woman rider since Renee Bennett in 1974, and Debbie "lucked out" by making her overseas debut in the toughest Six Days to date.

Bernie Schreiber, winner of two world rounds in March, stayed home to concentrate on the world championship round scheduled for Germany three

weeks later. Bernie finished 11th last year, winning the Best Newcomer Award. Other world stars who gave the event a miss included world champion Yrjo Vesterinen, Spanish champion Manuel Soler, who had leave time from the army but no passport, and French champion Charles Coutard, who faced a national championship round the day after the SSdT.

Marland shipped over his refurbished two-year-old short-stroke factory Honda. The new 359 prototype did not arrive in the States until after his departure. In fact, a similar unit for British champion Rob Shepherd did not arrive until the Thursday before the trial. Shepherd elected to go with the new, untried bike rather than chancing the six-day torture test with the three-year-old long-stroke model he prefers.

Joining Marland for the trip over as pit crew, haberdasher and chief bottle washer was Alan Greenwood of Knobby Shop International. KSI is a Carrera goggles distributor and importer of trials and motocross accessories.

Berm Specialties could be called the

English counterpart of Knobby Shop. They import American trials and motocross accessories. It was Berm boss Bill Emmison who made Debbie's trip possible, paying her entry plus a substantial amount of her expenses. Bill relayed his sponsorship offer to Debbie via the DB hotline and the 20-year-old motion picture stuntwoman, who rode several American championship rounds last year, jumped at the chance. Some additional funds raised by *Cycle News* and support from Yamaha helped round out her traveling budget, and Gordon Farley provided a Yamaha TY175, Debbie's normal mount. Farley, a bike dealer in England, was British champion in 1970 and 1971. His first championship ended the 11-year reign of Sammy Miller. Gordon also did development work for Suzuki.

Debbie planed over early enough to ride a trial in Scarborough, England, the week before, where she scored a sixth Expert placing. Still, there were those who doubted her ability to endure the Six Days.

Berm teammate Mike Skinner, also



Rob Edwards was SSdT runner-up for the second time in his career.



John Reynolds, on Sammy Miller's SWM team, led all riders on Saturday to claim third overall.



Rob Shepherd went with the new 359 Honda, found it a bit too torquey.

# X DAYS TRIAL



# SCOTTISH SIX DAYS TRIAL

20, who a few months earlier had won a Yorkshire trial by beating both Lampkin and Malcolm Rathmell, almost didn't start. An attack of food poisoning on Sunday left him a doubtful entry, but he gave it a go despite a complexion a much whiter shade of pale than the typical English cloud-tan.

And so Bill, Patrick, Mike, Colin, Anne, Debbie, Jeri, Stephanie and the massive DB reporting crew settled into the countryside chalets (not quite Swiss ski resort variety) to await Day One with several questions foremost in their respective minds. Would Marland take the Highest Foreign Finisher Award? Would Debbie earn the First Class Award predicted by our slow zoot reporting staff? Would Mike be strong enough to start his bike on Monday morning, let alone tackle the 85-mile, 34-section day? Exactly how many pressmen have been reported missing in action crossing the moors of

Blackwater? Were Debbie's blue and pink jammies, complete with feet, really Dr. Denton's?

## Monday

*The best laid schemes of mice and men gang aft agley.*

Two hundred fifty-nine starters, one a minute, out of 280 entries. The day begins dismally for Lampkin. He fives the first sub at the first section stop, and then three subs later really drops a bollock, deliberately stopping after mistaking the start cards of a continuous sub-section for a pair of section ends cards. He leaves Callart with 12 points after eight scored rides. With just 182 sections remaining for the week his chances of matching last year's winning score of 27 look rather slim.

Four-time British champion Malcolm Rathmell gets off to a bad start at Callart

too, also dropping a dozen markers. Rathmell, who switched from Montesa to Suzuki for what is reportedly the most lucrative contract in trials, is looking for a win to offset his poor (for him) results in the five world rounds to date. So is Beamish, the English Suzuki importer, who completely rebuilds the bike for the British market. Their 250 is already a popular bike in England and their plans to market a production version of the 325 Rathmell rides would certainly benefit from a turnaround by the former world champion.

Lampkin resorts to verbal encouragement as his 348cc factory bike is called upon to torque in third gear, pulling bike and rider up the observed hills. By the lunch break he reports that this is the toughest first day ever in the Scottish, and others are quick to confirm his opinion.

But Mick Andrews, looking for a record-breaking sixth win in the classic,



**Mick Andrews started off like he was going to score his sixth SSDT victory, finished fourth. He's back on Ossa, his mount when he won two European (world) championships.**



**Last year's runner-up, Malcolm Rathmell, took tenth on the 325 factory Beamish Suzuki.**

was cleaning everything in sight. On Ossa again after parting with Yamaha as development rider, he records an outstanding day, using just five solitary prods in 32 sections to forge into the lead. A win by Andrews would not only break his SSDT victory deadlock with Sammy Miller, but would certainly help to spark renewed interest in the Ossa in England.

Meanwhile Marland has ridden better than Lampkin or Rathmell, dropping 17 on observation, but another 17 on time penalty (a point a minute for being late to the midday and end-of-day checks) brings his total to 34. He's troubled by an intermittent problem as the engine cuts in and out, and he can get no more than 30 mph on the pavement. After checking both carburetion and timing he is still without a clue.

Debbie makes it through the initial day in fine spirits, but reports she will have to abandon her riding-on-the-toes

technique on the course because her calves are tightening up. The cross-country run across the moors and bogs from Blackwater is "easier" this year because the terrain is drier, but it's still a tough trail. And she has to borrow her lunch money on the first day, just like Bernie did last year.

Andrews' flash riding has earned him an eight-point margin over Beamish Suzuki teamster Chris Sutton, 1976 British Schoolboy (16 or younger) Champion.

The Scottish has long been known for its traditional wide, straight-on ascents and natural stream (burn) sections. But tight starrng has introduced artificial nadgery, in many places forcing the riders to tackle one line while playing dodge-cards with the orange section markers that are scored five points for a touch.

Lampkin finds himself in sixth place, 15 marks back after just one day. In

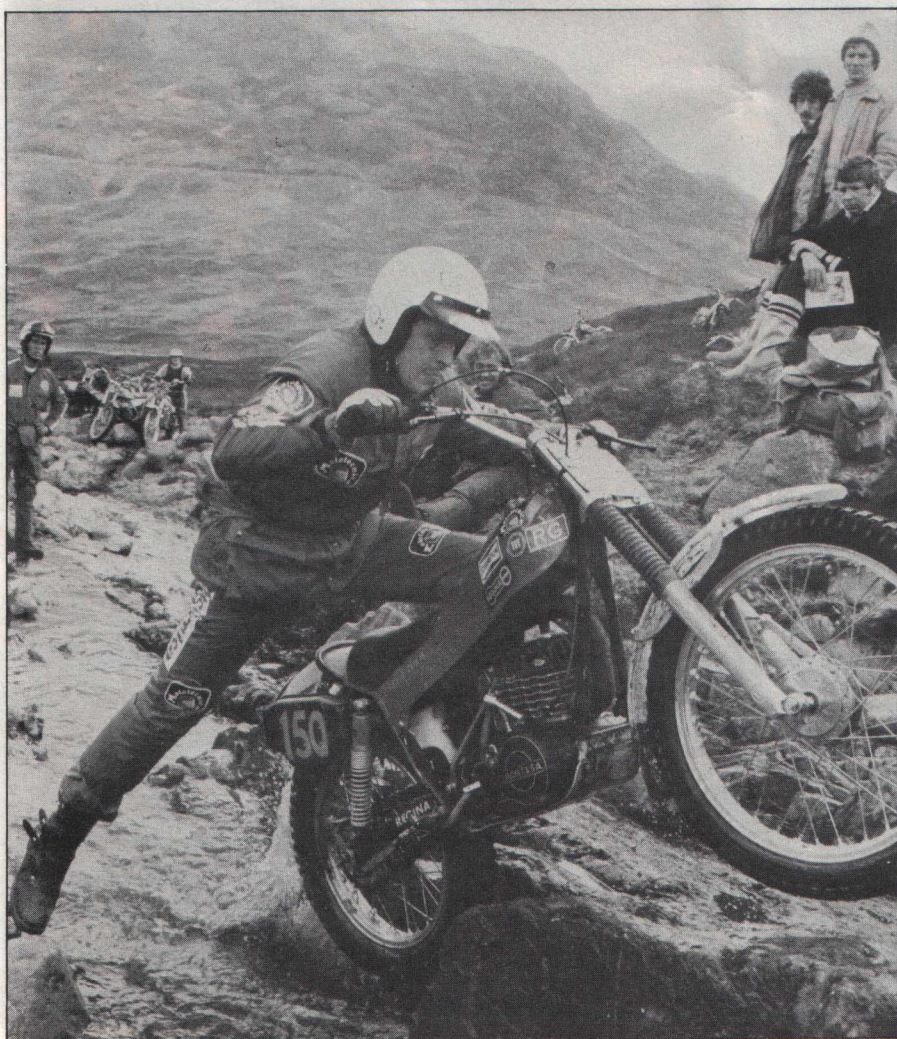
past Six Days that would be an insurmountable deficit because the sections are easy by world or national class standards. He can only hope for a continuation of the tight section carding to put pressure on all the contenders.

**The leaders:** Andrews — 5, Sutton — 13, Edwards — 14, Karlson — 16, Shepherd — 17.

## Tuesday

*The mair you steer the mair you'll sink.*

Even the veterans make mistakes. Andrews misreads his time card, miscalculating his allowance for delay at the sections. He begins rushing his rides with briefer than normal inspections. His lead dwindles to three points as Rob Edwards closes in. But for Lampkin, starting early and having to ride the slime off the wet rock sections, it's a new disaster as he drops 26 markers, just one less than his entire Six Days effort last year, to fall to ninth



Ulf Karlson was again top foreign finisher.



For Marland Whaley it was the Scottish Three Days this year.



The English half of Team Berm, Mike Skinner, cleaning the Pipeline.

# SCOTTISH SIX DAYS TRIAL

place, 18 points off the pace.

Nigel Birkett, aboard the full 350cc Montesa prototype flown in days before the trial, has a close call with a cow and collects some 40 mph road rash.

Don Smith continues to provide his own very special form of atmosphere to the event. Past a competitive prime that saw him post three European championships in the '60s, Don continues to teach and ride. This year he's sponsored by the Italian Fantic company aboard their 125. He soon becomes known as Frantic Don on the Fantic. Frantic also describes the spectators on Laggan Locks dashing for safety as the 125 catches traction and wheelies into the crowd, leaving Don behind on the stones. Then later in the day at Muirshearlich Don, seeking sympathy from the peanut gallery, draws his trouser leg to reveal a nasty gash on his shin.

Marland's bike problems continue as his power cuts out on him at the most awkward moments. The short-stroker is definitely showing his age.

Back at impound Jaime Subira, Montesa's top rider in Spain, is hassling with the officials. Although event regulations call for a sidestand, his bike was accepted for impound without one. Now the stewards are penalizing him five points a day for the missing stand, and his improvised version fails to meet their standards despite its demonstrated ability to support the bike.

**The leaders:** Andrews — 28, Edwards — 31, Karlson — 34, Metcalfe — 36, Reynolds — 42.

## Wednesday

*The loudest bummer's no the best bee.*

The first rain of the week after two pleasant days. The first rider away is Malcolm Rathmell, and his trail blazing saddles him with 36 points plus another nine on time as a tight time schedule has the riders really hustling.

Nigel Birkett has ignition problems with his Montesa and a later examination reveals that hasty preparation in Spain has omitted a stator washer. Rob Edwards had elected to stay with his 310 because of his displeasure with the hasty set-up of the new bike and insufficient time to make it right before the trial. The production bike seems fine enough as Edwards, in his 30s, moves to the front, taking a one-point lead over Andrews. Another Montesa factoryman, Ulf Karlson, picks up eight time points having to fix two flats, costing him a tie with Andrews.

Subira draws another five-point

penalty for his sidestand and is about ready to pack it in and fly home before calmer heads persuade him to stay.

Little wonder about his frustration. Without his penalty points for the sidestand he would be just six points behind leader Edwards.

Marland has a terrible day, picking up over 50 points for lateness. Crossed signals for a petrol stop force him to ride on without refueling. He eventually comes to a halt atop a hill and has to push his bike until he can find someone to borrow gas from. He devotes more



Debbie Evans

time to trying to locate the cause of his intermittent power problem. And he seizes. He makes it back to impound just four minutes within the 60-minute grace period before disqualification. His score on observation would have him well into the top ten, but his penalty points exceed his observation points and he decides to retire rather than hassle with the sick bike any longer.

This leaves Debbie as America's sole hope and she's more than holding her own, while advocating the benefits of banana power. She again has to borrow lunch money from Mick Wilkinson, riding three minutes ahead of her. Mick, a veteran campaigner, character and twice winner of the prestigious British Experts Trial, has been a real help. And her performances at the sections fuel growing respect for her riding talents. Debbie stays close on Mick's heels while riding cross-country and he fills her in with tips as well as Yorkshire folklore. And at times, he reports, it's a pleasure to let her take the lead so he can watch her go. One thing is certain. She isn't slowing him down. But Mick is heard to confide that there is one deficit to the relationship. It makes it kind of tough to detour off course for a rest stop.

Martin Lampkin turns in the best ride of the day, a 13. It's nine marks better than Geoff Chandler's score and moves him up to third place, just three markers behind Edwards.

**The leaders:** Edwards — 55, Andrews — 56, M. Lampkin — 59, Karlson — 64, Metcalfe — 65.

#### Thursday

*When the will's ready the feet's light.*

Debbie and Bill arrive at impound just about the same time as her start minute. They miscalculated the number of retirements from the preceding day and Debbie has to hustle to get off on time.

Another four-stroke gives up the ghost as the 420cc CCM factory prototype seizes. Its pilot, Nick Jefferies, was in 12th place at the time. The retirement also marks the end of an era. The 1978 SSDT will be the first without at least one bike of British manufacture around at the finish.

The spectators at the Ben Nevis sections are cheated of what could have been a truly tantalizing display. Rumors have spread that Mick Wilkinson has a bet on that he will ride the sections wearing a kilt. But it doesn't happen. And then that night, another letdown. No Grimmie Ball. But many of the riders are too tired for much dancing. It's been a tough trial and sentiment among the clubmen seems to be: it isn't much of a sporting holiday this year. It's just survival.

Big Mart again tops the day, by six points over Andrews, to move into a three-point margin ahead of Mick and Rob. In two days he's gone from 18 down to three up. The word spreads of the new leader and there are few who doubt what the final outcome will be.

**The leaders:** M. Lampkin — 70, Andrews and Edwards — 73, Karlson — 89, Reynolds — 90.

#### Friday

*Shallow waters mak maist din.*

For many the mood changes to one of the song lingering on even though the melody has ended. Andrews, known for his late-in-the-week charges in the past, falters and drops 28 points, as 12 riders have better days. Edwards loses 24 while Lampkin drops just 12 to finish one behind the day's leader, Ulf Karlson. The big Swede, second in the world last year and Best Foreign Rider in last year's Six Days, has already indicated that he won't be back next year.

By the end of the day the man with Chop splashed all over the back of his riding suit (for Hammonds Chop Sauce, a sponsor) has a comfortable 15-point lead.

**The leaders:** M. Lampkin — 82, Edwards — 97, Karlson — 100, Andrews — 101, Reynolds — 114.

#### Saturday

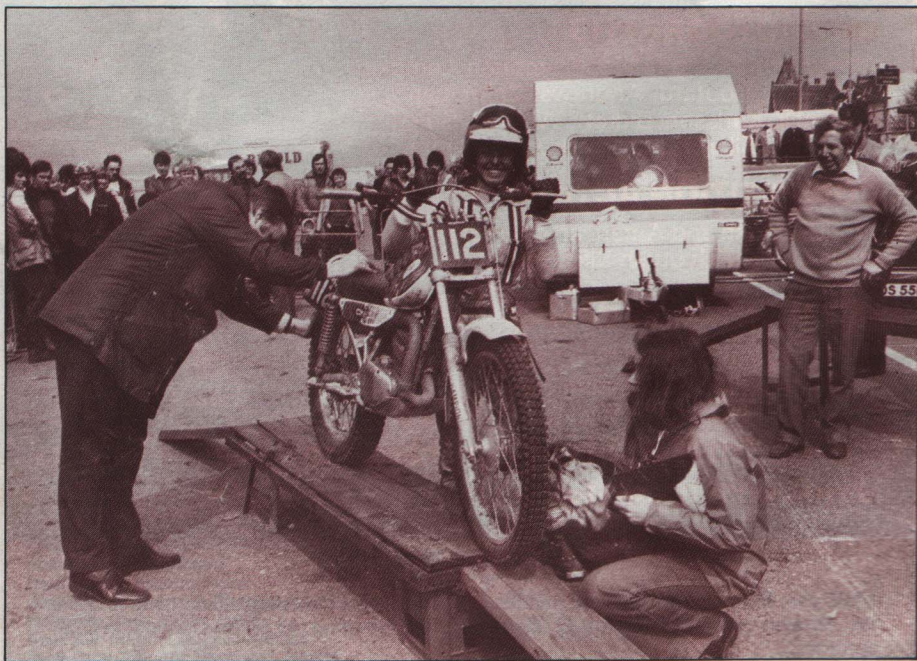
*They run fast that de' ills and lasses drive.*

John Reynolds, who switched from Ossa to the Italian SWM this year, leads off the day as the first rider out, and he garners the first clean of the day at the Pipeline. He goes on to post the day's low score. Mike Skinner adds another clean of the famous section, but Martin Lampkin can manage just a three as brother Sid keeps his feet on the pegs all the way up.

Two crashes spoil the day. Peter



Debbie with sponsor Bill Emmison of Berm Specialties.



Six days later it's thumbs up. Debbie was on her bike the next day looking for some practice.

# SCOTTISH SIX DAYS TRIAL

Oakley, a protege of Mick Andrews, breaks a hand, and ISDT rider Ted Thompson breaks his arm and yet rides on to finish.

Debbie shows up for her try and a rousing cheer goes up from the crowd as she starts her ascent. In six days' time the 5'3", 110-pounder has really made an impression. And that night at the awards presentation the organizing Edinburgh and District MC dusts off an award that had not been seen for a while — First Woman. Debbie has earned a First Class trophy, for finishing in the top half of the entry. And just three bikes in the 200 class finished ahead of her.

## Cleans and fives

Chris Griffin, who finished 22nd, won the Best Newcomer Award and also topped the 250 class. He had decided to pass on riding because of finances, but was drafted by Ossa UK the week before the trial to take an injured rider's spot.

Anglicization of Scottish names: Garbh Bheinn becomes Garbage Bin. Rubharuadh becomes Rubba Dubba. Mick Wilkinson decided that the

BERM on Debbie's back stood for: beautiful, energetic, romantic and magnificent.

*On Any Sunday* is shown every year during the trial week, and many were interested to learn that the fellow who does the endless wheelie in the film is Dave Evans, who is now becoming known as Debbie's Dad, and at times on the phone as Debbie and Donna's Answering Service.

Terry Hill notched his 26th finish in 28 starts. He won the top 500 award in 1949 at the age of 33. Yep, that makes him 62. He still rides the Irish World Trials round every year, too.

Rob Edwards was the most consistent rider of the week with 3-3-4-3-7-5 placings in daily scores. It was his second second in the Six Days.

Winner Lampkin had nine fives. Last year he was three or less for the entire week.

Rider scores for the 52 riders who won Special First Class Awards ranged from 99 to 319. First Class scores for spots 53 through 129 ranged from 322 to 512. Debbie had a 473 to finish 109th. Second Class scores ranged from 516 to 873.



Rob Shepherd's 359 Honda.

Montesa repeated as winners of the Manufacturer's Team Award. The riders were Ulf Karlson, Nigel Birkett and Rob Edwards.

Joe Hedrick saved for three years to make the 12,000-mile trip from Australia to compete.

South America was represented by three riders, encouraged to come by Rob Edwards, who makes annual trips there for the Montesa factory. Armanado Diaz traveled from Venezuela, while Andres Botero and Flincho Restreppo, currently one-two in Colombia, also made the long journey.

Remember the Frying Dutchman, so named when his bike caught fire just ten miles into last year's event? Martin Buuron came back to try again, this time with a specially built, near-bullet-proof (literally) tank complete with Frying Dutchman logo.

Rathmell dazzled the onlookers with his new perm. American Mike McCabe, who has ridden the SSDT in the past, was over spectating this year and was the target of Malcolm's vocal mimicry. You haven't heard anything till you hear a Yorkshireman doing an Oklahoma accent. Maybe it could be called Yokie.

Former Italian champion Giovanni Tosco was halfway through France when the authorities decided the papers for his SWM were not in order. He was escorted back to Italy and had to drive virtually non-stop to make it in time for the start.

Ulf Karlson spent some time at the local police station in Fort William the day the trial ended being questioned regarding some damage done at his hotel, but no charges were filed.

Marland Whaley viewed the final three days of the trial from the sidelines and then flew to Spain where he signed

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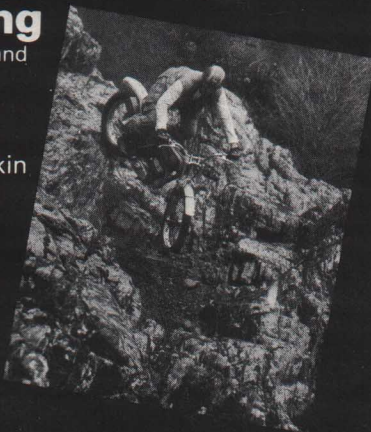
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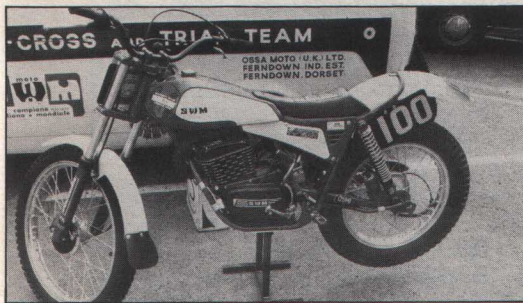
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**Colin Bell's 280cc SWM. The engine is built by the Can-Am-owned Rotax factory in Austria.**

a contract with Montesa which will run through the end of 1980. He'll ride the final six world rounds this year and the entire series next year. And he wants to tackle Scotland again in '79.

Debbie rode a standard TY175 except for a special shift lever and an old pair of Martin Lampkin footpegs. The French monthly *Moto Verte* (green or off-road bike) has invited her to France in September for some exhibition riding at a 24-hour race they are presenting. Both Bultaco and Beamish Suzuki have offered her rides for next year's SSdT. And it is likely that three-time American champion (and fiancée) Lane Leavitt will join her, making them the first couple to ride the Scottish.

Jim Sandiford, Montesa UK importer, who has ridden the Scottish 20 times, was kind enough to provide a press bike for some first-hand course and remote section inspection. Our thanks. Jim has a rather impressive record in the ISDT — ten gold medals, earned in five different displacement classes.

Twelve different brands of bikes started. The rundown on the most favored mounts: Bultaco 95, Montesa 69, Suzuki 28, Yamaha 25, Ossa 20, SWM 7, Honda 4, Kawasaki 3.

The Great British-American Town Hall Brae Press Challenge had to be cancelled when one of the English trials reporters crashed without getting off while riding the course. Another English reporter did get off in an encounter with a sheep. Mick Wilkinson suggested that the sheep was overtaking him at the time.

### Sizing up six days

The pattern seems to be that of one rider coordinating the necessary physical, mental and mechanical skills to answer the peculiar challenge that the Six Days offers. It is quite obvious that Martin Lampkin, twice world champion and current world points leader, has come up with a combination that gets the job done. But it was a slow

simmer rather than a rapid boil that brought him to his success in Scotland. That groove was ten years in the making. In the past two years he has produced the widest winning margin ever (31 points in 1977) and won the toughest contest to date. Next year he'll be shooting to become the first rider to make it four on the trot, as they say over in England. And, odds are, it will take some kind of ride to stop him.

For our American entrants, some disappointments, surprises and laurels. A depressing three days for Marland Whaley, and then his unexpected return to Montesa after a three and a half year tour with Honda. And Debbie, well, she won a lot of admirers, turned 'round the non-believers and earned some deserved publicity for her sponsors. She may have finished 108 places behind Martin Lampkin, but she solidified her designation as the best female trials rider in the world by displaying talent, endurance and determination.

And so, to Martin and Debbie, our bravos. As the Scots say: the worth o' a thing best kenned by the want o't.

### RESULTS

May 1-6, 1978  
Fort William, Scotland

1. Martin Lampkin (GB) . . . . .	Bul	99
2. Rob Edwards (GB) . . . . .	Mon	113
3. John Reynolds (GB) . . . . .	SWM	117
4. Mick Andrews (GB) . . . . .	Oss	118
5. Ulf Karlson (Swe) . . . . .	Mon	119
6. Rob Shepherd (GB) . . . . .	Hon	133
7. Jaime Subira (Spa) . . . . .	Mon	146
8. Norman Shepherd (GB) . . . . .	Bul	147
9. John Metcalfe (GB) . . . . .	Bul	153
10. Malcolm Rathmell (GB) . . . . .	Suz	159
11. Dave Thorpe (GB) . . . . .	Bul	160
12. Sid Lampkin (GB) . . . . .	Bul	166
13. Geoff Chandler (GB) . . . . .	Bul	177
14. Nigel Birkett (GB) . . . . .	Mon	180
15. Chris Milner (GB) . . . . .	Bul	188
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17. Chris Clarke (GB) . . . . .	Bul	192
18. Miguel Cirera (Spa) . . . . .	Mon	195
19. Jo Wallman (Aus) . . . . .	Bul	195
20. John Hemingway (GB) . . . . .	Bul	199

### DAILY LOW SCORES

Monday — 5 Mick Andrews  
Tuesday — 12 John Metcalfe  
Wednesday — 13 Martin Lampkin  
Thursday — 11 Martin Lampkin  
Friday — 11 Ulf Karlson  
Saturday — 5 John Reynolds

259 Starters, 222 Finishers

Total mileage: 535.

Total sections: 190.

**Manufacturer's Team Award:** Montesa (Edwards, Karlson and Birkett)

**Club Team Award:** Wetherby (Reynolds, R. Shepherd, N. Shepherd)

**Best 150:** G. Parken, Fantic

**Best 200:** A. Morrison, Yamaha

**Best 250:** Chris Griffin, Ossa

**Best 350:** Martin Lampkin, Bultaco

**Best Over 350:** Rob Shepherd, Honda

**Best Foreign Rider Award:** Ulf Karlson, Sweden

**Best Newcomer:** Chris Griffin



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