

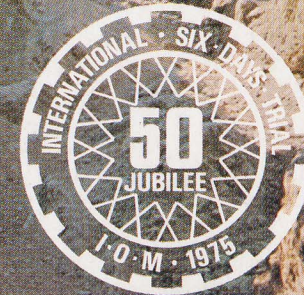
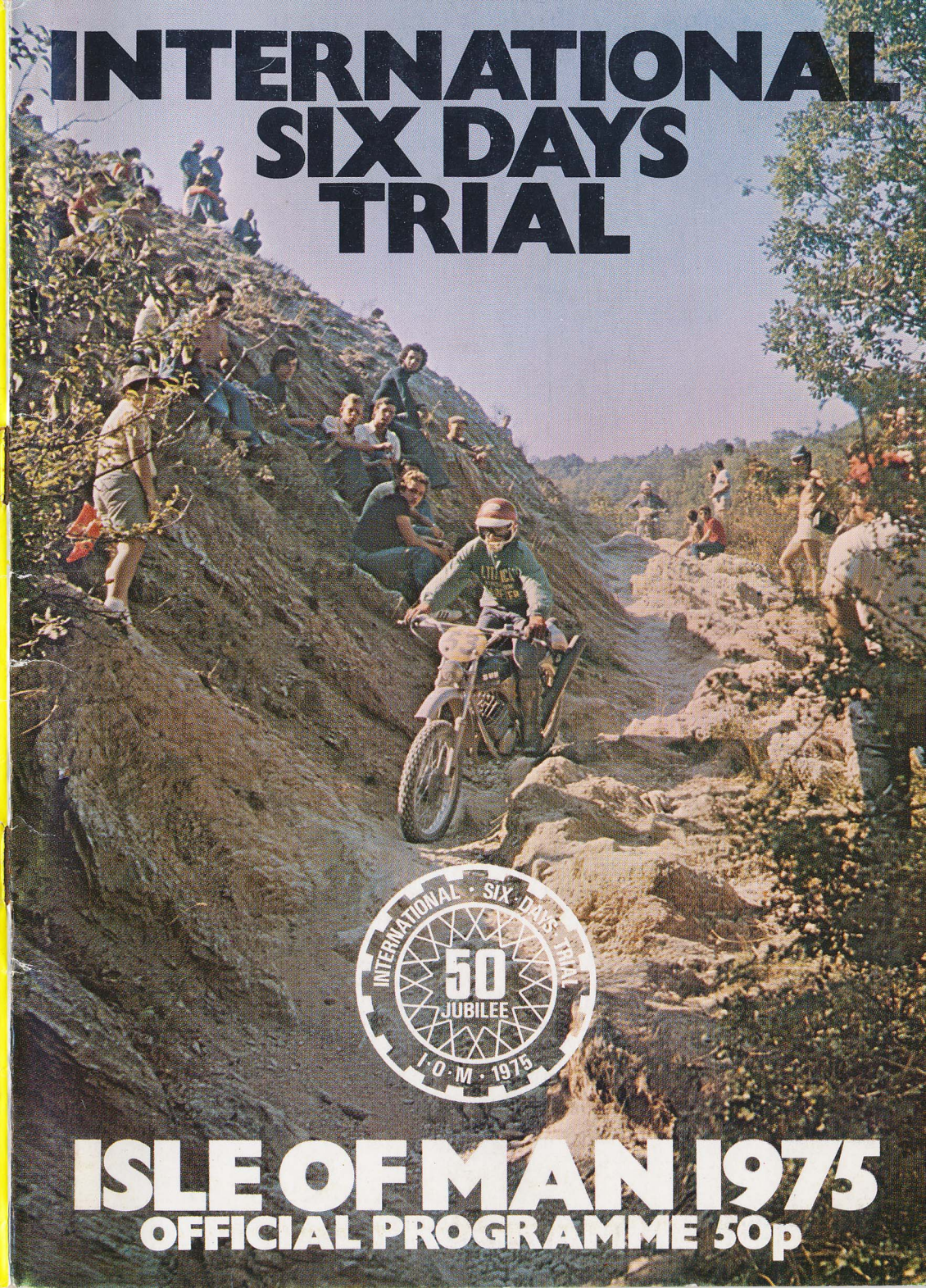


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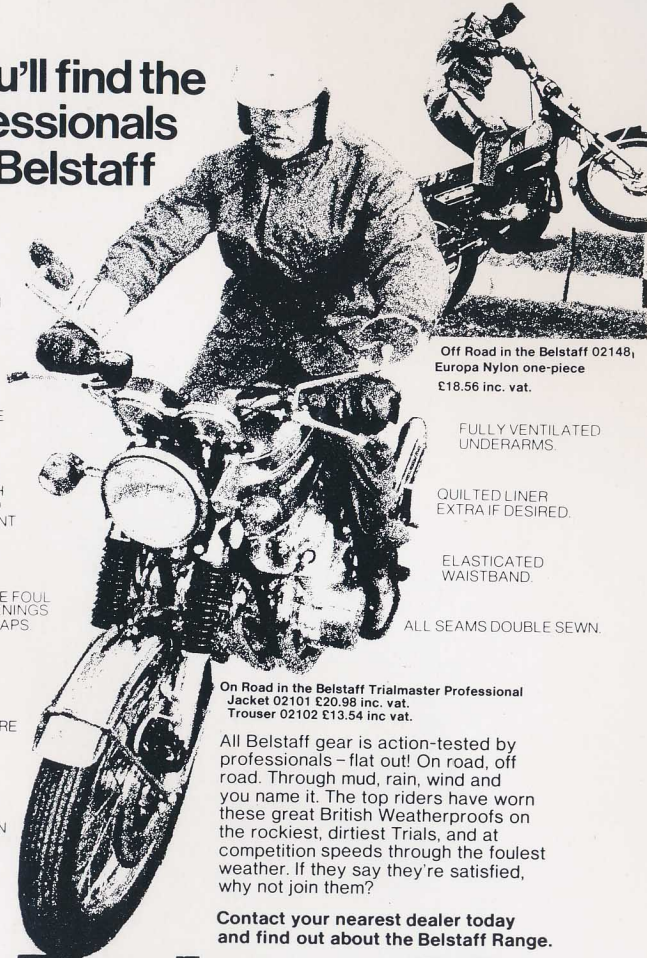


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International Six Days Trial

13th-18th October, 1975

Official Souvenir Programme and Guide

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A MESSAGE FROM

His Excellency the Lieutenant-Governor of the Isle of Man

Sir John Paul, G.C.M.G., O.B.E., M.C.



I am sure that I speak for all followers of Motor Cycle Sport in the Island when I offer a very warm welcome to those organising and taking part in the International Six Days Trial and wish them all a happy and successful week. I would also wish to add that it gives us special pleasure that the Isle of Man—as the centre of competitive motor cycling in its many forms—should have been selected as the venue for the Jubilee ISDT, this being the 50th event in this world famous series.



MAYOR'S PARLOUR
DOUGLAS

A MESSAGE FROM

His Worship the Mayor of Douglas, William Shimmin, J.P.



It is indeed a great pleasure to know that the 1975 International Six Days Trial, being the Golden Jubilee, will be staged in our beautiful Island. I, along with the residents of Douglas and visitors from the mainland and overseas look forward to another spectacular event. The Six Days Trial was previously held here in 1965 and 1971 and I hope that the Isle of Man will continue to be a venue for this event on many future occasions.

The Isle of Man held its first motor cycle race on the 31st May, 1905, and much has happened in the Motor Cycle World since those early days. The Island's famous T.T. Course has become known as the greatest

testing ground for both the racing machine and its rider, and I have no doubt that the Organisers of this outstanding event will have prepared a course to test the reliability of the machines and the durability of the rider over a period of six days in all kinds of weather.

May I conclude by extending a hearty welcome and good wishes to all competitors and their friends to the Island and I sincerely trust that you will have good weather and another very successful Six Days Trial.

William Shimmin, J.P.
MAYOR

Barbour



I.S.D.T. TEAM 1974



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The I.S.D.T.

—and what it's all about

An explanation of the rules for assessment of performance. Based on the F.I.M. Code.

Time Schedules

The same time schedule between checks applies to all drivers irrespective of the capacity of their machine. There is in fact three different schedules, "Standard", "Fast" and "Slow", and the Clerk of the Course makes a decision which one is to be used the evening before each day's run depending on the conditions. The "Fast" schedule does not imply high speed, the F.I.M. rules state that the average speed to be set between checks shall not exceed 50 kilometres per hour (32 mph) but generally the average is about 22 to 25 mph.

Time Checks

The distance between checks is never greater than 20 miles. A driver more than one hour late at a check is automatically retired.

Time Penalties

A driver is allowed to be up to two minutes late at a check without penalty, thereafter he incurs a penalty of 60 points for each complete minute he is behind schedule, a driver who incurs a penalty for lateness between checks cannot lessen it by arriving early at subsequent checks, but he may regain his 2 minute late allowance by so doing. In fact, arriving at a check early, other than at the finish check, incurs a penalty of 60 points for each minute early. If a driver is a member of a team and he retires, his team is debited with 15,000 points for each day of the trial he does not complete.

Other Penalties

In addition to penalties incurred on time, the following also apply:—

	Points
Lamp not working at the final examination of the motorcycle if after repair the lamp is not in working order (max. time for repair is 5 minutes).	10
Entering the closed control with engine running. Replenishing and repairing between time checks at the finish and the closed park.	60
Smoking or throwing away objects in the closed control.	5
Starting an engine in the working area.	300
Starting the engine in the starting enclosure before the starting signal has been given.	50
Work on motorcycle in the "Starting Enclosure" before the starting signal is given.	50
Using tools other than those carried on the motorcycle throughout the Trial or supplied by the organiser in the working area.	300
Not starting the engine within one minute from the time the starting signal has been given.	50
Losing a time card.	10
Starting the engine at the start of the final speed test before receiving the signal to start.	50
Unauthorised oil draining.	10

Special Tests

During the Trial there will be a cross country (MotoCross) test and an acceleration test, on each of the first 5 days. The cross country course is between three and five kms. in length and drivers are timed, each complete second counts as one point lost—the course is so designed that the average speed shall not exceed 50 KPH (32 mph).

The acceleration test course is 200 metres in length, drivers start individually from stationary and the time taken in seconds is multiplied by five and converted into points, thus five points are lost for every complete second. During the second day (Tuesday) and fourth day (Thursday) acceleration tests, a noise level test is included and drivers will be penalised three points for each decibel recorded over 80.

On the sixth day there is a Final Speed Test, starting from the TT Grandstand turning right into Ballanard Road, round behind the Willaston Estate to Hilberry then along the TT course back to the start, missing out the Governors Bridge loop. This too is timed and one point is lost for each complete second. A driver not taking the speed test or not completing the total distance is penalised 10 points for each 100 metres of the course he does not complete.

Assessment of Performance

It will be seen that all drivers will incur

penalty points the lower the total of points the better the performance. To assess the driver's individual performance, the entry is divided into nine capacity classes:—

50cc	175cc
75cc	250cc
100cc	350cc
125cc	500cc
	1,000cc

To gain an individual GOLD medal a driver must not exceed 15% of the number of points gained by the best driver of his class and for a SILVER medal not more than 65% of the best class performance. A BRONZE medal is awarded to every driver who finishes the Trial not qualifying for a Gold, or Silver medal.

Team performance is calculated as follows:

The driver with the lowest number of points in each class everyday after the Trial is completed will score 0 team points. The difference in points between this driver and the other drivers in the class forms the points classification, for the assessment of team performance his team score and for the Trophy, Vase and Club Teams the team with the greatest number of drivers finishing with the lowest number of classification points is the winner.

A Manufacturer's team will gain a Team Gold Medal, provided all members of the team gain an individual GOLD medal.

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MOTOR CYCLE

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International Jury	<i>President:</i> J. Soler Bulto (Spain); W. Boyce (USA); E. Damadian (GB); C. Dillen (Belgium); N. G. van Egdome (Holland); A. Hartmann (GDR); T. Magnusson (Sweden); F. Mosna (Czechoslovakia); M. Mouvot (France); O. Puig (Spain); P. K. Schröder (Austria); B. Stronge (Ireland); Dr. M. Tremaglia (Italy); and FIM delegates without right of vote.
Clerk of the Course	K. E. Shierson
Deputy Clerk of the Course (responsible for Routes)	S. Basnett
Chief Timekeeper	H. W. Shuttleworth
Chief Marshal	W. Boak
Chief Scrutineer and Measurer	E. A. Woods
Chief Depot Marshal	A. B. Mullee
Chief Press Officer	J. C. Clague
Public Relations	Peter Fraser (Murray Evans Associates Ltd.)
Scrutineers	Mrs. A. Davey, P. Davey, D. Harris, D. Lawrence, D. Richmond, B. T. Williams.
Results	E. G. Cope i/c, C. C. Cann, Miss L. Christian, Mrs. B. Corkill, J. A. Laurie, R. Massey, A. Faulkner, Mrs. J. Metcalfe, A. Parkin, J. Stimpson, D. Smith.
Timekeepers	R. Allcock (Deputy i/c), G. Hall (automatic), Dr. W. E. Pycraft, F. J. Henley, J. P. Callin, H. D. N. Hanson, J. T. K. Shimmin
Noise Control	D. Wallis (i/c) G. Ford, J. Smith (Castle Associates).
Travelling Marshals	H. Metcalfe i/c
Check Controllers	R. Coleman, J. Koch, A. Gornes, C. Goody, A. G. Palmer, G. W. Parkins, B. Shuttleworth, S. Rew, W. Whiteman
Route Marking	Worcester Auto Club (S. W. Finch i/c)
Route Co-ordinators	D. Baxter, D. Beaumont, D. Hollingsworth
Machine Recovery	Kings Norton MCC (R. Currie i/c)
Communications	Isle of Man Civil Defence Force
Interpreter	H. P. B. Betlem
Headquarters Staff	Mrs. B. Davies
Secretary of the Meeting	Miss P. Miller

ISLE OF MAN ORGANISING COMMITTEE

A. W. Killip (Chairman), S. Basnett, W. Boak, G. Owen, P. Taubman, R. G. Reid (Isle of Man Tourist Board).

Chairman — ACU Trials Committee: W. E. Swann.

Acknowledgements

The Auto-Cycle Union gratefully acknowledge the co-operation and support given by the Isle of Man Government through the agency of the following Boards and local authorities:

The Isle of Man Tourist Board	The Isle of Man Highway and Transport Board
The Isle of Man Forestry Board	The Isle of Man Local Government Board
The Isle of Man Water Board	The Douglas Corporation
The Isle of Man Constabulary	

To the following firms appreciation is also extended for services and facilities offered in support of the Trial:

Lucas/Girling Group	Sponsorship of Opening Ceremony.
Palace Entertainments Ltd.	Facilities, Entertainment and Hospitality at official ceremonies at the Palace Lido.
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Motor Cycle News	Sponsorship of Moto Cross Special Test.
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To the Landowners, Tenants and Borough Councils, Town and Parish Commissioners for their co-operation in allowing their land to be used for the Trial, and to the members of the following Isle of Man Centre Clubs for surveying and preparing the Routes for the Trial under the direction of Stan Basnett.

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THE BIKE WITH THE UNEQUALLED ISDT RECORD

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Awards

TEAM AWARDS

THE WORLD TROPHY OF THE F.I.M.

Awarded for the best performance by a National team of six drivers nominated by Federations affiliated to the F.I.M., the six machines in a team must include at least three different capacity classes. The motorcycles may be of any country of manufacture.

Only one team may be nominated by each Federation.

THE INTERNATIONAL SILVER VASE

Awarded for the best performance by a National team of four drivers nominated by Federations affiliated to the F.I.M.; the four machines in a team must be of at least two different capacity classes.

Note. A driver may not be a member of both a "Trophy" and a "Vase" team.

Only one team may be nominated by each Federation.

THE WATLING TROPHY

Awarded at the discretion of the International Jury to the National team, other than the winners of the World Trophy, or International Silver Vase with the most meritorious performance.

THE CLUB TEAM DIPLOMA

Awarded for the best performance by a bona fide Club Team of 3 drivers, the three machines must include at least two different makes.

MANUFACTURERS TEAM AWARD

A Gold Medal of the F.I.M. awarded to each team of three drivers entered by a manufacturer (or agent with the manufacturer's consent) and whose team members each win an individual Gold Medal. Machines must be of the same make, bearing the same name.

INDIVIDUAL AWARDS

GOLD MEDAL OF THE F.I.M.

The Gold Medal of the F.I.M. will be awarded to all drivers whose total number of points do not exceed 15% of the number of points achieved by the first driver in their respective capacity.

SILVER MEDAL OF THE F.I.M.

The Silver Medal of the F.I.M. will be awarded to all drivers not qualifying for a Gold Medal whose total number of points do not exceed 65% of the number of points achieved by the first driver of their respective capacity.

BRONZE MEDAL OF THE F.I.M.

The Bronze Medal will be awarded to all drivers who do not qualify for a Gold or Silver Medal, and who complete the trial within the allotted time.

SAT. 11th OCTOBER

Official Opening Ceremony

and

Welcome to the Riders

followed by

an informal Party with

DANCING & CABARET

till 2 a.m.

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SAT. 18th OCTOBER

Presentation of Prizes

by HIS EXCELLENCY the Lieutenant Governor of the ISLE OF MAN
SIR JOHN PAUL, GCMG, OBE, MC.
at the PALACE LIDO 9.30 p.m.

Trial Prospects

Ken Heanes

For me the International Six Days Trial in the Isle of Man revives special memories because it was in the Island, at the last British event in 1971, that I rode in my last ISDT and won the last of my 10 gold medals.

My memories of the warmth of the welcome from the Manx people and of the enthusiastic atmosphere which prevailed throughout the trial still remain and I look forward to being back with the British team again.

In 1971 we had good weather, in contrast to the very wet conditions of the previous Isle of Man ISDT in 1965. However, from the point of view of the chances of the lads in the British teams I would rather see a wet week than a dry one!

I'm sure that the very backbone of the trial, that stalwart band of hard working control officials and course marking crews, will appreciate the spirit in which my remarks about the weather are made! The last thing I would want is to make their task any harder.

I'd like to say a special word of thanks to spectators. I know that, without fail, the ISDT will provide them with a week of interest and excitement. Their support and interest means a lot to the riders in the British teams and to all of us who have tried hard to keep Britain on the ISDT map.

Like most of you I'm sorry that our lads are not riding British bikes. The reasons are too well known for me to need to go into them here.

Having said that I must record our warmest appreciation of the assistance given to us by the Czechoslovak Jawa company who have supplied the machines on which our teams are mounted. The level of support and interest has been unbelievably good and has been a great morale booster for our teams.

The support too, from both companies and individuals in the trade in Britain, for which we are extremely grateful, has also served the double purpose of providing much needed funds and equipment and giving



encouragement as well.

The riders chosen to represent Britain this year form three teams. In the Trophy line-up are Mick Bowers, Dave Smith, Ernie Page, Dave Jeremiah, John Pease and John May. In our Silver Vase team we have Nick Jefferies, Dave Randall, Dave Hobbs and Brian Higgins. Team reserve is Ted Thompson and he rides with Elwyn Price and Brian Goad to form an ACU club team.

In these teams I feel we have a good blend of youth and experience, the bravado so necessary for the special tests nowadays plus the sheer guts needed to produce a good result. At the same time we are continuing to build the foundations of future teams.

Obviously, with their brilliant record, the Czechs must be hot favourites. But I believe we will give them a good run for their money and, with that little bit of luck which anyone needs, flip the form book and really make it a Golden Jubilee ISDT for Britain.

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TY250

Yamaha Trial





If you are reading this programme there are good odds that you are in the Isle of Man at the Golden Jubilee International Six Days Trial. It's probably true too that you have been to the event before or read reports and been sufficiently attracted to take this opportunity to see the event for yourself. In short, all the people who you see at an ISDT are real enthusiasts. It's not the sort of occasion that attracts disinterested hangers-on.

No motor cycle competition can boast a more international character than the ISDT. It is a classic event and it is fitting that, as this is the 50th occasion it has been staged, it is being held in the country where it all began back in 1913.

That year the previous English Six Days became international and, in the years since many different countries have taken a share of the major awards in the trial. Switzerland, Sweden, Italy, East and West Germany, Czechoslovakia, Austria and Great Britain have all held the International Trophy. Norway, France and Holland, as well as most of the Trophy winning nations, have been Silver Vase winners.

For this historic landmark in the story of the ISDT the Auto-Cycle Union has again chosen the Isle of Man as the stage on which this very important long-distance motor cycling contest will take place.

While the weather in the Island can sometimes be slightly unco-operative, to put it mildly, the lasting impression which remains after an event there is of the warmth of the welcome extended to riders, officials and spectators alike.

Journalists who have been to an ISDT in the Isle of Man before know that the ACU guards jealously the very high standard it has achieved over the years with its organisation and information services. This is the second occasion in this decade that the trial has been held in the Island. The last time was in 1971.

In a world where everything focuses increasingly round the individual, the ISDT still remains an object lesson in the success to be gained by determined team effort. Individual merit is still rewarded by a gold medal and these certainly rate as very prized possessions for the select band of motor cyclists who ever manage to win them. And I use the word motor cyclists advisedly because the ISDT is not an event for talented jockeys. To merit a place in a team you have to be a subtle blend of rider, mechanic and wily tactician.

The event is not a race and, in fact, competitors can be penalised for being too early at a control. Suffice to say, however, that some of the time schedules are such that on occasion only a few of the entry manage to remain unpenalised!

Having said that though, the problem of organisers sorting out clear-cut winners on the basis of the road or cross-country speed schedules alone became increasingly difficult over the years. As a result, 15 years ago, the special test system was introduced.

As the years have passed it has been refined a little, but basically it comprises one or two cross-country dashes against the clock for which points are awarded and provide a means of separating ties on marks

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Photo: Graham Forsdyke

Start of the final day's speed test at Camerino

on the overall time schedule. This is very necessary because most countries with serious designs on winning the Trophy expect their teamsters to ride the week to gold medal standard, that is dropping no marks on time, as a matter of course. That is the least they are expected to do. Nowadays they are also expected to be able to see off the opposition on the special tests as well!

The point I made earlier about competitors being first-class mechanics also affects the mark tally. Once the event is under way the complete responsibility for keeping the machine in good order lies with the rider. If it won't start and pull away under its own power each morning within a specified time he can be penalised. If he is caught receiving outside assistance he can be excluded. My connection with the ISDT over many years makes me write "caught" as the operative word. If I was to enlarge on the "tactical" aspect of the ISDT I would need a lot more space!

At the first event which started near Carlisle in the north of England in 1913, three French riders were the only foreign entries. Nowadays the trial is so popular that there has to be an allocation system. Far more people want to ride each year than the organisation in any country can cope with or the hours of daylight will allow. In terms of sheer numbers Britain and West Germany were the largest supporters of the trial for many years, but a new force has now arrived on the scene in the form of the USA with the rapid growth of interest in cross-country motor cycling in that country.

After the 1914-18 war the trial got under way again in Switzerland in 1920. Next significant move came in 1924 when the event was held in Belgium. The Trophy, for many years, was traditionally awarded to the best team mounted on machines built in its own country.

This meant that there was no major prize for those countries without a motor cycle industry. In 1924 this was rectified and the

Silver Vase award was instituted for teams without any qualification relating to the machines they used. In earlier years the size of teams was five for the Trophy and three for the Silver Vase.

When the trial was more of a road event, albeit rough ones, there was a sidecar class and, in fact, for many years the Trophy line-up was three solos and a sidecar. Since the last war the capabilities of solos and sidecars in this event have diverged to an extent where it was no longer practicable to include the three-wheelers.

Britain won the 1924 event in Belgium and Norway became the first country to take the Silver Vase. Britain hosted the trial for the next four years and won both the Trophy and Vase on every occasion!

Clearly something had to be done to revive international interest. Other countries were tiring of being spectators at a British benefit in our own country.

So, in 1929, the FICM (forerunner of the present FIM) embarked on a trial about which a few veterans still flinch when you mention the date, and that applies whether they were riders, officials or just supporters.

The trial covered several countries and its organisation was shared by Austria, France, Germany and Switzerland. Tough enough for competitors it gave team managers nightmares and plunged organisers into darkest gloom as the event dashed wildly from one headquarters town to the next. On the brink of organisational disaster most of the time, it finally staggered to a successful conclusion with everyone vowing never to repeat the formula. And the winners? Britain collected the Trophy and the Vase yet again!

Another ISDT rule was that the winners of the Trophy in a particular year could claim the right to organise the trial the following year. With the good of the sport at heart the British declined. The Italians and French shared the 1930 trial and Italy alone staged the 1931 event.

In 1932 the British again hit the jackpot with Trophy and Vase wins at Merano in Italy. We took up our option to organise the 1933 and another little bit of history began. The venue for this British event was Llandrindod Wells, the attractive little town in central Wales which since this time has



Photo: Graham Forsdyke

Sweden's H. Hansson

hosted several ISDTs, the last in 1961, and is still the home of the Welsh Two Days Trial, our premier event in this type of competition. In 1933 we lost the Trophy to Germany but kept the Vase.

Llandrindod Wells featured again as the venue in 1937 and 1938 with Britain winning the Trophy on both occasions. The 1939 trial was based on Salzburg and due to take place just days before the Second World War began. The results were never approved.

After a gap of seven years the first post-war ISDT took place in Czechoslovakia in 1947. The home teams there won the Trophy and Vase and started an association with the ISDT in which the Czechs have figured as leading contenders for top honours ever since.

The following year the Italians staged a sunny spectacular trial at San Remo where Britain reasserted its claim as top dog on the ISDT scene by bringing back the Trophy and Vase yet again.

Back to Llandrindod Wells for the next two years with British Trophy wins on both occasions. The Czechs took the Vase in 1949 and Britain in 1950 — the last time the Silver Vase came to this country.

Varese in Italy was the scene of the 1951 ISDT and the occasion for another British Trophy success to be recorded. The Dutch won the Vase.

Next year the Austrians held the ISDT at Bad Aussee in rainy mountainous weather which even included snow flurries on the higher roads. The Czechs proved their mastery of the conditions by scoring a Trophy and Vase double.

In 1953 competitors travelled to Czechoslovakia for the trial, the British contingent unaware, in view of our regular success throughout the history of the trial, that this was to be the last British Trophy victory for more than two decades to come. The Czechs retained the Vase.

Next year we were back at Llandrindod Wells, but even home team advantage failed to tip the scales our way. The Czechs took

the Trophy and the Dutch the Vase. The same sort of luck struck the Czechs in 1955 when West Germany beat them for the Trophy at home and they had to content themselves with the Vase.

Revenge was not long coming, however, and at Garmisch in 1956 the Czechs took the Trophy back again and the Dutch again collected the Vase, the top prize for them bearing in mind that at this time the rules did not permit a country not making its own machines to enter the Trophy contest.

So the West Germany versus Czechoslovakia battle continued. In 1957 it was up to the mountains of Spindleruv Mlyn on the Czech-Polish border. West Germany snatched the Trophy back while the Czechs retained some face with the home fans by winning the Vase.

Then, after four years to and fro the Czechs really put on the pressure and in 1958 at Garmisch and 1959 at Gottwaldov in eastern Czechoslovakia they crushed the opposition and took the Trophy and Vase on both occasions.



Photo: Graham Forsdyke

Jiri Stodulka, Czech Trophy Team 1974

In 1960, in Austria, it was almost as though the struggles of the years had exhausted the giants. Or is there some dark link with the fact that it was the year that the special test system was first instituted? However, Austria scored an unexpected but popular home win in the Trophy contest and Italy got back into the ISDT big time for the first time since the early 'thirties by taking the Vase.

The following year at Llandrindod Wells West Germany took the Trophy back and the Czechs the Vase, a result which was repeated at Garmisch in 1962.

Spindleruv Mlyn in 1963 saw the emergence of a new force in the ISDT and a run of success in the Trophy contest unrivalled since the British hey-day of the 'twenties. The East Germans and their fast and reliable MZs won the Trophy for five consecutive years from 1963 to 1967. For good measure they also took the Vase in 1964 in East Germany and 1965 in the very wet trial in the Isle of Man.

In 1963 the Italians won the Vase again while in 1966 the West Germans were successful in their first ISDT to be staged in Sweden since 1923. In 1967 the Czechs took the Vase when the trial was held at the ski resort of Zakopane in Poland.

After 16 years the trial returned to the spa town of San Pellegrino in Italy where the East German domination was ended ironically enough by the West Germans when they won the Trophy with home team Italy scoring a popular Vase victory.

At this stage it might be interesting to take a look at the machinery which features in the ISDT. The trial started out as a proving ground for the road machines of the day and more or less this formula prevailed until well after the Second World War. In fact in the early fifties BSA won the Maudes Trophy with three 500cc twins which were ridden round Europe first and then used by their riders to win gold medals in the ISDT. Until the early post-war years there was even a night run to prove the efficiency of the lighting systems used on the machines.

The variety of machines used was great. There were two and four-stroke singles and twins of a wide range of capacities. Gradually the two-stroke single gained the ascendancy. This was one of the reasons the

special test system was introduced to try and preserve the balance of opportunity between different sizes of machine.

However carefully the rules were worded there were various opinions on the best way to obtain maximum advantage from the formula. The successful Czechs and East Germans have always had a mixture of capacities in their teams while the West Germans and Italians have equally proved the merit of concentrating on very small high performance models.

Gradually special test performances became the critical factor for success in the trial. As a result the ISDT machine of today is far removed from a road model. It is more of a high performance moto-cross machine slightly modified to make it practicable for around 800 miles in six days and at the same time enable the rider to return superfast times on special tests.

Spain in 1970 saw the trial break fresh ground with the first-ever ISDT to be held in the Iberian peninsula. It also marked the beginning of another chapter of Czech dominance. In Spain, and, with one exception, ever since they have won the Trophy and Vase on each occasion!

In the last Isle of Man ISDT in 1971 they did the double. They repeated the success at home in Czechoslovakia in the following year. In the USA in 1973 they took the Trophy as usual but the Americans came out top in the Vase contest.

In last year's trial in Italy it was business as usual with Trophy and Vase wins once more proving that the Czechs on their Jawa CZs are the top ISDT contenders of this decade.

So the stage is set for the Golden Jubilee International Six Days Trial in the Isle of Man. For such an important occasion it is a happy combination of an event and venue both steeped in motor cycling history.

The trial is a climax of many months of preparation aimed at gaining the prestige and satisfaction which success in this motor cycling classic brings. It is also an annual sporting reunion for people of a dozen or more different nationalities. If the future of the ISDT looks a little cloudy at the moment it is the spirit generated in the Isle of Man this year which will help it survive.

Routes

The times the first and last driver is due at a check are based on "standard schedule". As a driver may be up to one hour late at a check; checks remain open for one hour later than stated in the "time due" columns.

Monday Lucas/Girling Day Route Marking — Red

KMS.		Check Point	TIME DUE			
Inter.	Total		First Driver		Last Driver	
			h.	m.	h.	m.
—	—	DOUGLAS (Start)	07	30	08	44
24	24	RUSHEN ABBEY	08	02	09	16
20	44	PORT ST. MARY	08	27	09	41
28	72	DALBY (Fuel)	09	10	10	24
31	103	ROCKMOUNT	09	53	11	07
31	134	CRONK	10	37	11	51
28	162	GINGER HALL (Fuel)	11	17	12	31
28	190	POINT OF AYRE	11	59	13	13
30	220	GOOSENECK	12	39	13	53
29	249	LONAN (Fuel)	13	17	14	31
29	278	KERISTAL	13	59	15	13
14	292	DOUGLAS (Finish)	14	26	15	40

Tuesday B.P. Day Route Marking — Green

KMS.		Check Point	TIME DUE			
Inter.	Total		First Driver		Last Driver	
			h.	m.	h.	m.
—	—	DOUGLAS (Start)	07	30	08	44
22	22	LONAN	07	59	09	13
29	51	GOOSENECK	08	37	09	51
30	81	POINT OF AYRE (Fuel)	09	16	10	30
28	109	GINGER HALL	09	57	11	11
28	137	CRONK	10	36	11	50
31	168	ROCKMOUNT (Fuel)	11	19	12	33
31	199	DALBY	12	01	13	15
28	227	PORT ST. MARY	12	44	13	58
20	247	RUSHEN ABBEY (Fuel)	13	09	14	23
21	268	KERISTAL	13	38	14	52
14	282	DOUGLAS (Finish)	14	05	15	19

Wednesday Girling/Lucas Day Route Marking — Orange

KMS.		Check Point	TIME DUE			
Inter.	Total		First Driver		Last Driver	
			h.	m.	h.	m.
—	—	DOUGLAS (Start)	07	30	08	44
20	20	GREEBA	07	59	09	13
22	42	CRONK NY MOGHLANE	08	31	09	45
27	69	BALLAUGH (Fuel)	09	12	10	26
27	96	NORTH BARRULE	09	53	11	07
29	125	BEINN Y PHOTT	10	35	11	49
20	145	DOUGLAS (Fuel)	11	05	12	19
20	165	GREEBA	11	34	12	48
22	187	CRONK NY MOGHLANE	12	05	13	19
27	214	BALLAUGH (Fuel)	12	46	14	00
27	241	NORTH BARRULE	13	27	14	41
29	270	BEINN Y PHOTT	14	08	15	22
18	288	HILLBERRY	14	35	15	49
9	297	KERISTAL	14	50	16	04
14	311	DOUGLAS (Finish)	15	17	16	31

Thursday Route Marking — Purple

KMS.		Check Point	TIME DUE			
Inter.	Total		First Driver		Last Driver	
			h.	m.	h.	m.
—	—	DOUGLAS (Start)	07	30	08	44
20	20	BEINN Y PHOTT	08	00	09	14
29	49	NORTH BARRULE	08	41	09	55
27	76	BALLAUGH (Fuel)	09	22	10	36
27	103	CRONK NY MOGHLANE	10	03	11	17
22	125	GREEBA	10	34	11	48
20	145	DOUGLAS (Fuel)	11	03	12	17
20	165	BEINN Y PHOTT	11	32	12	46
29	194	NORTH BARRULE	12	12	13	26
27	221	BALLAUGH (Fuel)	12	52	14	06
27	248	CRONK NY MOGHLANE	13	32	14	46
22	270	GREEBA	14	03	15	17
24	294	KERISTAL	14	37	15	51
14	308	DOUGLAS (Finish)	15	04	16	18

Fifth Day

Friday		Smith's Industries Day	Route Marking — Blue		
KMS.			TIME DUE		
Inter.	Total	Check Point	First Driver		Last Driver
			h.	m.	h. m.
—	—	DOUGLAS (Start)	07	30	08 44
30	30	RENSHENT	08	10	09 24
29	59	FRIARY	08	49	10 03
30	89	SOUTH BARRULE (Fuel)	09	29	10 43
27	116	CROSBY	10	06	11 20
22	138	DOUGLAS (Fuel)	10	35	11 49
30	168	RENSHENT	11	15	12 29
29	197	FRIARY	11	53	13 07
30	227	SOUTH BARRULE (Fuel)	12	33	13 47
27	254	CROSBY	13	10	14 24
19	273	KERISTAL	13	35	14 49
14	287	DOUGLAS (Finish)	14	02	15 16

Sixth Day

Saturday		Route Marking — Pink		
KMS.			Time	TIME DUE
Inter.	Total	Check Point	Between Checks	First Driver Last Driver
			h. m.	h. m.
—	—	DOUGLAS (Start)	—	
22	22	CROSBY	29	
27	49	SOUTH BARRULE (Fuel)	1.06	The order and times of start to be announced on Friday, 17th October.
30	79	FRIARY	1.46	
29	108	RENSHENT	2.24	
30	138	DOUGLAS (Finish)	3.04	

SPEED TEST — PARKFIELD CIRCUIT

Start : 1 p.m., T.T. Grandstand, Glencrutchery Road

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Recommended Vantage Points

As with any Trial of the magnitude of the I.S.D.T., the route has to use sections of private land and this is particularly so within the relatively small area of the Isle of Man. In many cases, permission has been given for the use of land on the days of the Trial only, and spectators are asked not to abuse the generosity of landowners by trespassing, particularly with motorcycles.

The following vantage points are recommended for their ease of access and should offer the spectator a good view of competitors. Please co-operate with officials of the Trial to avoid causing congestion on the route which could impede the progress of competitors, and finally, respect the country code.

ROUTE 1. This route virtually circles the Island and is 292km. in length being used in a clockwise direction on Monday and in an anti-clockwise direction on Tuesday.

Cregneish to Bradda Head. The Trial passes through a picturesque village MR 188672, vehicles should be parked clear of the single track road and there is a car park within 100 yards of the route. A short walk will view the competitors in open moorland. Bradda Head MR 185700 offers a good view of the competitors, but vehicles should not be parked on the single track road.

Approx. time of first competitors in area:

Monday 08.30 Tuesday 12.30

Sloc area. MR 217735. Offers a good spectating point.

Monday 08.45 Tuesday 12.15

Peel Hill. MR 240840. Limited parking on the Quayside but good parking a short distance away in the town. The com-

petitors ride over the hill which dominates the town before disappearing along a disused railway track to St. Johns.

Monday 09.15 Tuesday 11.15

Ballaugh to Lhen. The trial takes to the shore over this section and should provide interesting watching.

Monday 10.00 Tuesday 10.30

Point of Ayre. MR 465050. Plenty of parking with a good opportunity to see activity around a time check but please avoid hindering competitors and officials.

Monday 12.00 Tuesday 09.15

ROUTE 2. This route is approx. 150km. in length and is used twice on Wednesday in a clockwise direction and twice on Thursday in the opposite direction.

Cornelly Mines area. MR 295795. Competitors can be seen on a variety of terrain in this area.

Wednesday 07.45 and 11.15
Thursday 10.45 and 14.15

Druidale area, from MR 345865 competitors can be seen on three different stages of the route within 1 km. radius. Motorists are advised not to travel over the single track road whilst the Trial is in progress, however, limited parking is available at the ford MR 355880, but you are advised to get there early.

Wednesday 08.45 and 12.00
Thursday 09.30 and 12.45

Verandah. MR 405880. Parking on lay-by on T.T. course and at the Black Hut. Competitors can be seen from the road over approx. 4 km. of the route with some spectacular climbs included.

Wednesday 10.00 and 13.45
Thursday 08.15 and 12.00

Lanjaghan Lane. MR 385818. Requires a short walk from Creg ny Baa but well worth the effort as there is usually plenty of water about.

Wednesday 10.45 and 14.30
Thursday 07.45 and 11.30

Friday 09.00 and 12.00

Rushen Mines. MR 265780. Good parking with a good variety of going within easy reach.

Friday 09.45 and 12.45

ROUTE 3. This route is approx. 140km. in length and is used twice on Friday in a clockwise direction and once on Saturday in an anti-clockwise direction.

Stoney Mountain. MR 285775. Good rough going easily accessible on foot from the main road above Foxdale.

Friday 08.15 and 11.15

Cronk ny Laa. MR 232745. Open moorland.

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List of Entries

No.	Driver	Entrant	Machine	Nationality
250cc CLASS				
1	P. T. Readshaw		Ossa 244	British
2	T. J. Hay		Suzuki 247	British
3	T. J. Thompson		Jawa 250	British
4	P. F. Sampson		Bultaco 247	Irish
5	C. Levesque			Canadian
6	G. D. McKee		CZ 248	Irish
7	B. Bower		Husqvarna 245	American
8	W. S. Clague		Ossa 244	British
9	J. Stefl		Jawa 246	Czechoslovakian
10	J. Harris		Can-Am 247.3	American
11	W. K. A. Shimmin		Ossa 250	British
12	P. A. Kroupa		KTM 246	S. African
13	P. L. Cain		Ossa 244	British
14	A. Asp		Husqvarna 250	Swedish
15	W. Stokes		Ossa 248	Australian
16	J. W. Gazeley	Wilf Green Ltd.	MZ 250	British
17	L. A. Sykes		Ossa 244	British
18	S. Rubottom		Husqvarna 245	American
19	D. Beane		KTM 246	British
20	R. E. Fish		250	Canadian
21	J. Van der Hoek		Montesa 246	Dutch
22	R. Powderly		Bultaco 244.29	Irish
23	T. A. Leonard		Montesa 246	British
24	J. Sucarrats Grau		Montesa 250	Spanish
25	G. Younkings		Penton 245.47	American
26	T. Karlsson		Husqvarna 250	Swedish
27	A. Gritti		KTM 250	Italian
28	P. Peterson		MZ 243	British
29	G. Moreno de Carlos		Bultaco 250	Spanish
30	F. Piasecki Jr.		Husqvarna 245	American
31	G. Betti	KTM OAMTC	KTM 250	Italian
32	J. P. Mathieu		KTM 250	French
33	R. Burleson		Husqvarna 245	American
34	J. Meusel	VEB Motorradwerk Zschopau		
35	H. G. von Woroniecki		MZ ETS 246 KTM 246	German GD W. German

No.	Driver	Entrant	Machine	Nationality
36	A. Franku		Ossa 244	French
37	J. Rabas		Jawa 246	Czechoslovakian
38	J. Penton		Penton 245	American
39	B. Gustavsson		KTM 250	Swedish
40	D. I. Banks	Wilf Green Ltd.	MZ 250	British
41	U. Fabke	VEB Motorradwerk Zschopau		
			MZ 246	German GD
42	H. Janssen		KTM 246	Dutch
43	C. Magnusson		Husqvarna 250	Swedish
44	G. Chandler		Ossa 250	British
45	F. Happel		Maico 248	W. German
46	J. M. Huguet		KTM 250	French
47	D. Hobbs		Jawa 250	British
48	F. Mrazek	UAMK CSSR	Jawa 246	Czechoslovakian
49	R. Bush		Penton 245.47	American
50	G. M. Facchinetti	Moto Club Costa Volpino	Penton 250	Italian
		KTM OAMTC	KTM 350	Italian
			250	Canadian
51	P. Miccheli		Jawa 250	British
52	M. Classey		MZ 243	Irish
53	B. Higgins		Penton 245.47	American
54	S. W. Buchanan		Montesa 250	Spanish
55	E. Jensen		Jawa 246	Czech
56	J. Bellsola Subirats		Ossa 244	French
57	J. Stodulka		KTM 246	W. German
58	G. Galland		KTM 246	Belgian
59	H. Staab		Jawa 250	British
60	A. Piron		Montesa 246.3	American
61	N. Jefferies		KTM 246	Belgian
62	D. Hulse		Husqvarna 245	American
63	J. Corbeels		Bultaco 250	Spanish
64	D. Ashley		KTM 250	Swedish
65	N. Casas		Ossa 244	Australian
66	B. Ekeberg		KTM 246	British
67	D. M. Lock			
68	W. Richardson			

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No.	Driver	Entrant	Machine	Nationality
69	D. Cutler		Ossa 244	American
70	E. Nielsen		250	Canadian
71	J. de Jong		KTM 246	Dutch
72	J. Casanovas Miquel		Montesa 250	Spanish
73	M. Markowitz		Ossa 244	American
74	D. Randall		Jawa 250	British
75	D. Cole		Ossa 244	French
76	P. Blahuta		Jawa 246	Czechoslovakian
77	R. LaMastus		Ossa 244	American
78	W. Ingemar		KTM 250	Swedish
79	J. M. Pibernat		Bultaco 250	Spanish
80	R. Haskins		Montesa 248	Australia
81	J. A. Davies		Jawa 246	British
82	T. Penton		Penton 245.47	American
83	H. Peretalkin		250	Canadian
84	D. J. Mills		Bultaco 244.29	Irish
85	A. Marsinach-Sellares		Ossa 250	Spanish
86	E. G. R. Page		Jawa 250	British
87	F. Beltran		Bultaco 250	Spanish
88	W. Steurer		KTM 246	W. German
89	G. Andreini		KTM 250	Italian
90	F. Schubert	VEB Motorradwerk Zschopau	MZ ETS 246 250	German GD Canadian
91	J. Smith			
92	H. Knuijan	D.de Vos Mossark	Monark 186	Dutch
93	L. Laarson		KTM 245.47	American
94	J. Pease		Jawa 250	British
95	R. E. Loriaux		KTM 246	Belgian
96	D. Stover		KTM 245.47	American
97	S. E. Hillman		Ossa 250	Swedish
50cc, 75cc CLASS				
98	E. Schneidewind	VEB Fahrzeug und Jagdmaschinenwerk	Simson 73.	German GD
99	B. Brinkmann	Nurnberger Hercules Werke GmbH	Hercules 49.9	W. German

No.	Driver	Entrant	Machine	Nationality
100	J. Kozuch	UAMK CSSR	Jawa 75	Czech
101	G. Perego	Racing Motor Frigerio	Puch 50	Italian
102	S. Mauersberger	VEB Fahrzeug und Jagdmaschinenwerk	Simson 73	German GD
103	H. Brinkmann	Nurnberger Hercules Werke GmbH	Hercules 49.9	W. German
104	L. Schunemann	VEB Fahrzeug und Jagdmaschinenwerk	Simson 73	German GD
105	D. Franke	VEB Simon Suhl Sportabteilung	Simson 73	German GD
106	F. Oldrati	Moto Club Bergamo	Gori 50	Italian
107	G. Haatz	VEB Fahrzeug und Jagdmaschinenwerk	Simson 73 Zundapp 50	German GD W. German
108	P. Vogel			
109	J. Davies	VEB Simon Suhl Sportabteilung	Simson 73	British
110	F. Hieronymus	Zundapp Werke GmbH	Zundapp 50	W. German
100cc CLASS				
111	A. Marinoni	Moto Club Careter	SWM 100	Italian
112	K. D. Ruck	VEB Fahrzeug und Jagdmaschinenwerk	Simson 98.5	German GD
113	J. Sirucek	UAMK CSSR	Jawa 100	Czech
114	J. Wolgruber	Zundapp Werke GmbH	Zundapp 97	W. German
115	S. Kalina		KTM 100	W. German
116	P. Neuman	Zundapp Werke GmbH	Zundapp 97	W. German
117	M. Kremel		Jawa 100	Czechoslovakian
118	K. H. Klenk	SWM Sportbetreuung Deutschland	SWM 97 SWM 100	W. German Italian
119	P. Gagni		SWM 100	Italian
120	E. Weber	Zundapp Werke GmbH	Zundapp 97	W. German
121	A. Petrogalli		SWM 100	Italian
122	O. Scaburri	Moto Club Bergamo	DKW 100	Italian

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No.	Driver	Entrant	Machine	Nationality
125cc CLASS				
123	P. Rottigni		SWM 125	Italian
124	K. O. Gush		Rickman 123	British
125	G. Signorelli	Racing Motor Frigerio	Puch 125	Italian
126	D. Portal		Portal 125	French
127	A. Hallberg		Monark 125	Swedish
128	R. Witthoft	Zündapp Werke GmbH	Zündapp 124	W. German
129	T. Burge		125	Canadian
130	J. Lanting		SWM 123	Dutch
131	G. Webb	Army Motor Cycle Ass.	Rickman 123	British
132	R. Foresti	Motor Club Careter	KTM 125	Italian
133	G. Portal		Portal 125	French
134	O. Ekman		Monark 125	Swedish
135	R. Grisse		KTM 123	W. German
136	L. Gillespie		125	Canadian
137	H. Poorte	D.deVos Monark	Monark 123	Dutch
138	J. Ballantyne		Monark 122	British
139	E. Zampolli	Moto Club Madunina	SWM 125	Italian
140	J. P. Lloret		BPS 125	French
141	J. Earlicher		KTM 122	W. German
142	J. Staman	D.deVos Monark	Monark 123	Dutch
143	S. M. Young		Monark 124	British
144	P. Sironi	Moto Club Madunina	SWM 125	Italian
145	P. Ramade		BPS 125	French
146	D. Degenhardt		Jawa 500	W. German
147	H. van Stuyvenberg	D.deVos Monark	Monark 123	Dutch
148	P. Stienlet		Hercules 124	Belgian
149	J. S. Winton		Monark 124	British
150	J. L. Figureau		BPS 125	French
151	F. Gualdi	Moto Club Bergamo	DKW 125	Italian
152	A. Allexi		KTM 122	W. German
153	G. Kruiper	D.deVos Monark	Monark 123	Dutch
154	C. Johnson		MCB 125	British
155	G. Petrogalli	Moto Club Italia	SWM 125	Italian

No.	Driver	Entrant	Machine	Nationality
156	H. Renken	SWM Sportbetreuung Deutschland	SWM 122	W. German
157	A. M. Down		Monark 124	British
158	P. Laureati	Moto Club Italia	SWM 125	Italian
159	J. Grisse	Zündapp Werke GmbH	Zündapp 124	W. German
160	R. Morris		SCS 122	British
161	G. Brissoni		SWM 125	Italian
175cc CLASS				
162	D. Pochlatko		Puch 175	Austrian
163	N. Nilsson		Monark 175	Swedish
164	B. Gualdi	Racing Motor Frigerio	Puch 175	Italian
165	D. Vandecar		Penton 171.01	American
166	E. Schmider	Zündapp Werke GmbH	Zündapp 174	W. German
167	B. Heman		SWM 173	Dutch
168	R. Fisher		175	Canadian
169	J. Queirel		KTM 175	French
170	P. Leclercq	Racing Sport Joel Robert	Puch 175	Belgian
171	P. Cemus		Jawa 174	Czechoslovakian
172	J. Zotzek		Puch 175	Austrian
173	R. Mathews		175	Canadian
174	J. O. Korell		Monark 175	Swedish
175	A. Radici	KMT OAMTC	KTM 125	Italian
176	A. Smith		Hercules 171.01	American
177	H. Wagner	KTM Stocklmeier	KTM 171	W. German
178	J. Posik		Jawa 174	Czechoslovakian
179	D. Willems		SWM 173	Dutch
180	J. Godfroid	Racing Sport Joel Robert	Puch 175	Belgian
181	J. L. Fleurance		KTM 175	French
182	S. Pachernegg		Puch 175	Austrian

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features.



No.	Driver	Entrant	Machine	Nationality
183	H. Erlandsson		Monark 175	Swedish
184	F. Foresti	Moto Club Ilnaukio	KTM 175	Italian
185	B. Uhl		CanAm 173.6	American
186	F. Hendlmeier		Puch 169	W. German
187	M. Ing. Jedlicka		Jawa 174	Czechoslovakian
188	H. Zijdemans		SWM 175	Dutch
189	G. Marliere	Racing Sport Joel Robert	Puch 175	Belgian
190	G. Totems		Ossa 174	French
191	E. Andrioletti		KTM 175	Italian
192	F. Boyer		BPS 175	French
193	M. Albert		KTM 171	Belgian
194	A. Dreezen		KTM 172	Dutch
195	G. Bayer	Nurnberger Hercules Werke GmbH	Hercules 172	W. German
196	M. Miele		KTM 175	Italian
197	D. Leimbach		Penton 171.01	American
198	E. Capelli		KTM 175	Italian
199	J. Barbara		BPS 175	French
200	G. Elbert		SWM 173	Dutch
201	R. J. Brel		Puch 175	Belgian
202	G. Edmond		Can Am 173.6	American
203	R. Christel	Nurnberger Hercules Werke GmbH	Hercules 172	W. German
204	R. Musch		KTM 172	W. German
205	E. Hau	Zündapp Werke GmbH	Zündapp 174	W. German
206	R. Boom		SWM 173	Dutch
207	J. Gerber		Penton 171.01	American
208	H. van Hoegee	D. de Vos Monark	Monark 174	Dutch
209	P. Borguet		Puch 169	Belgian
210	J. Tijhuis	D. de Vos Monark	Monark 174	Dutch
211	S. Tell		KTM 175	Swedish

No.	Driver	Entrant	Machine	Nationality
212	D. Young		Penton 171.01	American
213	P. Valek		Jawa 174	Czechoslovakian
214	B. Eno		KTM 175	Swedish
350cc CLASS				
215	L. Carrara	Moto Club Costa		
		Volpino	KTM 350	Italian
		Hercules Wankel	Hercules 300	Italian
216	J. Saravesi		Jawa 344	Czechoslovakian
217	O. Toman		350	Canadian
218	D. Amor			
219	U. Kothe	VEB Motorradwerk Zschopau	MZ ETS 340	German GD
		MAICO Fahrzeugfabrik	Maico 345	W. German
220	P. Hajek		Rokon 335	American
221	R. Bishop		Jawa 350	British
222	M. Bowers		KTM 350	Swedish
223	B. Thornblom		340	Canadian
224	W. Taylor		Bultaco 344	Dutch
225	J. de Groot		Jawa 344	Czechoslovakian
226	J. Cisar		Maico 325	W. German
227	E. Haas		Jawa 350	British
228	J. H. May		Rokon 335	American
229	J. Hollander			
230	H. Sturm	VEB Motorradwerk Zschopau	MZ ETS 340	German GD
231	P. Bous		KTM 350	Austrian
232	K. Masita		Jawa 344	Czechoslovakian
233	B. Kolb		KTM 346	W. German
234	B. J. Goad		Jawa 344	British
235	D. Wilford		Hercules 292	American
236	P. Cihelka		Jawa 344	Czechoslovakian
237	L. Peres		Maico 386	W. German
238	W. Budden		Jawa 350	British

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No.	Driver	Entrant	Machine	Nationality
239	J. Fogle		Rokon 335	American
240	J. Fisher		350	Canadian
241	W. Renner		KTM 252	W. German
242	D. J. Rayner	Wilf Green Ltd.	MZ 350	British
243	M. Adent		KTM 346.83	American
244	J. A. Soler		Bultaco 350	Spanish
245	R. Herbertz		KTM 346	W. German
246	D. Mungenast		Rokon 335	American
247	F. Witzel	Nurnberger Hercules Werke GmbH		
248	K. LaVoie		Hercules 294	W. German
249	J. Grein		Ossa 252	American
250	C. Cranke		KTM 345	W. German
251	M. Samofal		Penton 346.83	American
252	M. Smith		Ossa 259	French
253	D. J. Smith		Husqvarna 348	American
254	C. Vincent		Jawa 350	British
255	K. Maahs		Ossa 252	American
256	J. Simmons		Husqvarna 347	American
			Rokon 335	American
500cc, 750cc Class				
257	J. Kauler		Jawa 362	Czechoslovakian
258	C. Paganessi	Moto Club Careter	KTM 500	Italian
259	M. Jager	VEB Motorradwerk Zschopau		
260	J. K. Barkley		MZ ETS 380	German GD
261	L. Muller		Bultaco 363.168	Irish
262	T. Martini	Maico	Maico 386	W. German
263	K. O. Lundberg		400	Canadian
264	D. Jeremiah		Husqvarna 360	Swedish
265	C. Bethards		Jawa 360	British
266	B. Wassink		Bultaco 352	American
267	E. Bosser		KTM 356	Dutch
268	R. Promberger		Bultaco 500	Spanish
269	I. Testori		KTM 366	Austrian
			KTM 500	Italian

No.	Driver	Entrant	Machine	Nationality
270	S. Zloch		Jawa 362	Czechoslovakian
271	W. J. McMahon		Bultaco 363.168	Irish
272	J. Fenwick		360	Canadian
273	I. Osterberg		Husqvarna 360	Swedish
274	E. J. Price		CZ 360	British
275	B. Higgins		Maico 386	American
276	M. Wassink		KTM 356	Dutch
277	E. Abad		Bultaco 500	Spanish
278	J. Sommerauer		KTM 352	Austrian
279	Z. Cespiva		Jawa 362	Czechoslovakian
280	C. Rinaldi	Moto Costa Volpino	KTM 500	Italian
281	A. Perret		360	Canadian
282	B. Back		Husqvarna 400	Swedish
283	K. Ablewhite	Army M/Cycle Assn.	Greeves 390	British
284	H. Schek	Maico Fahrzeugfabrik	Maico 504	W. German
285	C. Carter		Yamaha 397	American
286	H. Eriksson		KTM 356	Swedish
287	A. Taiocchi	Fed. Motociclistica Italiana	KTM 500	Italian
288	J. R. Belton	Army M/Cycle Assoc.	Greeves 390	British
289	K. Fischer		Maico 504	W. German
290	E. Schmidt		Lindstrom 400	American
291	J. Kelly	Metropolitan Police	Cheney	
292	L. Gorgos		Triumph 649	British
293	D. E. Glover		Maico 501	W. German
294	G. T. Cannell	Metropolitan Police	Triumph 650	British
295	H. Buse		Bultaco 363	British
296	J. P. B. Knight	KTM Stocklmeier	KTM 352	W. German
297	T. Stocklmeier		KTM 355	British
298	A. I. Lynch	KTM Stocklmeier	KTM 352	W. German
299	J. R. Haddock		KTM 355	British
300	R. G. Butchers	Metropolitan Police	Bultaco 360	British
			Cheney	
			Triumph 649	British

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International Trophy Teams

Austria

162	D. Pochlatko	175	Puch
172	J. Zotzek	175	Puch
182	S. Pachernegg	...	...	...	175	Puch
231	P. Bous	...	...	...	350	KTM
268	R. Promberger	...	...	...	400	KTM
278	J. Sommerauer	...	...	...	400	KTM

Canada

70	E. Nielson	...	...	...	250	
83	H. Peretalkin	...	...	...	250	
218	D. Amor	...	...	...	350	
240	J. Fisher	...	...	...	350	
272	J. Fenwick	...	...	...	360	
281	A. Perret	...	...	...	360	

Czechoslovakia

48	F. Mrazek	...	...	...	246	Jawa
57	J. Stodulka	...	...	...	246	Jawa
226	J. Cisar	...	...	...	344	Jawa
232	K. Masita	...	...	...	344	Jawa
270	S. Zloch	...	...	...	362	Jawa
279	Z. Cespiva	...	...	...	362	Jawa

France

32	J. P. Mathieu	...	...	...	250	KTM
46	J. M. Muguet	...	...	...	250	KTM
126	D. Portal	...	...	...	125	KTM
133	G. Portal	...	...	...	125	KTM
169	J. Queirel	...	...	...	175	KTM
181	J. L. Fleurance	...	...	...	175	KTM

Great Britain

86	E. Page	...	...	...	250	Jawa
94	J. Pease	...	...	...	250	Jawa
222	M. Bowers	...	...	...	350	Jawa
228	J. May	...	...	...	350	Jawa
253	D. Smith	...	...	...	350	Jawa
264	D. Jeremiah	...	...	...	360	Jawa



Photo: Graham Forsdyke

Polish Trophyman Zadenka Wiezorek (250 Jawa)

Holland

92	H. Knuiman	...	...	186	Monark
137	H. Poorte	...	...	123	Monark
142	J. Staman	...	...	123	Monark
147	H. Van Stuyvenberg	...	...	123	Monark
208	H. Van Hoegee	...	...	174	Monark
210	J. Tjihuis	...	...	174	Monark

Italy

27	A. Gritti	...	...	250	KTM
89	G. Andreini	...	...	250	KTM
191	E. Andrioletti	...	...	175	KTM
198	E. Capelli	...	...	175	KTM
269	I. Teston	...	...	175	KTM
287	A. Taiocchi	...	...	500	KTM

Sweden

39	B. Gustavsson	...	...	250	KTM
78	I. Wernersson	...	...	250	KTM
211	S. Tell	...	...	175	KTM
214	B. Eno	...	...	175	KTM
223	B. Thornblom	...	...	350	KTM
286	H. Eriksson	...	...	400	KTM

U.S.A.

38	J. Penton	...	...	245	Penton
55	E. Jensen	...	...	245	Penton
82	T. Penton	...	...	245	Penton
197	D. Leimbach	...	...	171	Penton
212	D. Young	...	...	171	Penton
250	C. Cranke	...	...	346	Penton

West Germany

110	P. Neumann	...	...	97	Zundapp
114	J. Wolfgruber	...	...	97	Zundapp
120	E. Weber	...	...	97	Zundapp
128	R. Witthoft	...	...	124	Zundapp
159	J. Grisse	...	...	124	Zundapp
205	E. Hau	...	...	174	Zundapp

Silver Vase Teams

Belgium

60	A. Piron	...	...	246	KTM
63	J. Corbeels	...	...	246	KTM
95	R. Loriaux	...	...	246	KTM
193	Mr. Albert	...	...	171	KTM

Canada

20	R. E. Fish	...	...	250	
136	L. Gillespie	...	...	125	
224	W. Taylor	...	...	350	
262	T. Martini	...	...	400	

Czechoslovakia

187	M. I. Jedlicka	...	...	174	Jawa
213	P. Valek	...	...	174	Jawa
236	P. Cihelka	...	...	350	Jawa
257	J. Kauler	...	...	500	Jawa

France

36	A. Francru	...	...	244	Ossa
75	D. Cole	...	...	244	Ossa
190	G. Totems	...	...	174	Ossa
251	N. Samofal	...	...	259	Ossa

G.D.R.

90	F. Schubert	...	...	250	MZ ETS
98	E. Schneiderwind	...	...	73	Simson
107	G. Haatz	...	...	73	Simson
259	M. Jager	...	...	400	MZ ETS

Great Britain

47	D. Hobbs	...	...	250	Jawa
53	B. Higgins	...	...	250	Jawa
61	N. Jefferies	...	...	250	Jawa
74	D. Randall	...	...	250	Jawa

Holland

42	H. Janssen	...	...	246	KTM
71	J. De Jong	...	...	246	KTM
194	A. Dreezen	...	...	172	KTM
276	M. Wassink	...	...	356	KTM

Ireland

22	R. Powderley	...	...	...	244	Bultaco
84	D. J. Mills	...	...	...	244	Bultaco
260	J. K. Barkley	...	...	...	363	Bultaco
271	W. J. McMahon	...	...	...	363	Bultaco

Italy

119	P. Gagni	...	...	...	100	SWM
121	A. Petrogalli	...	...	...	100	SWM
123	P. Rottigni	...	...	...	125	SWM
161	G. Brissoni	...	...	...	125	SWM

SPAIN

65	N. Casas	...	...	...	250	Bultaco
79	J. M. Pibernat	...	...	...	250	Bultaco
87	F. Beltran	...	...	...	250	Bultaco
244	J. A. Soler	...	...	...	350	Bultaco



Battle in the streets. Pole E. Rechul on a 250 WSK leads West German Gerhard Lzdislav through a tiny hamlet in the Italian mountains.

Photo: Graham Forsdyke

Sweden

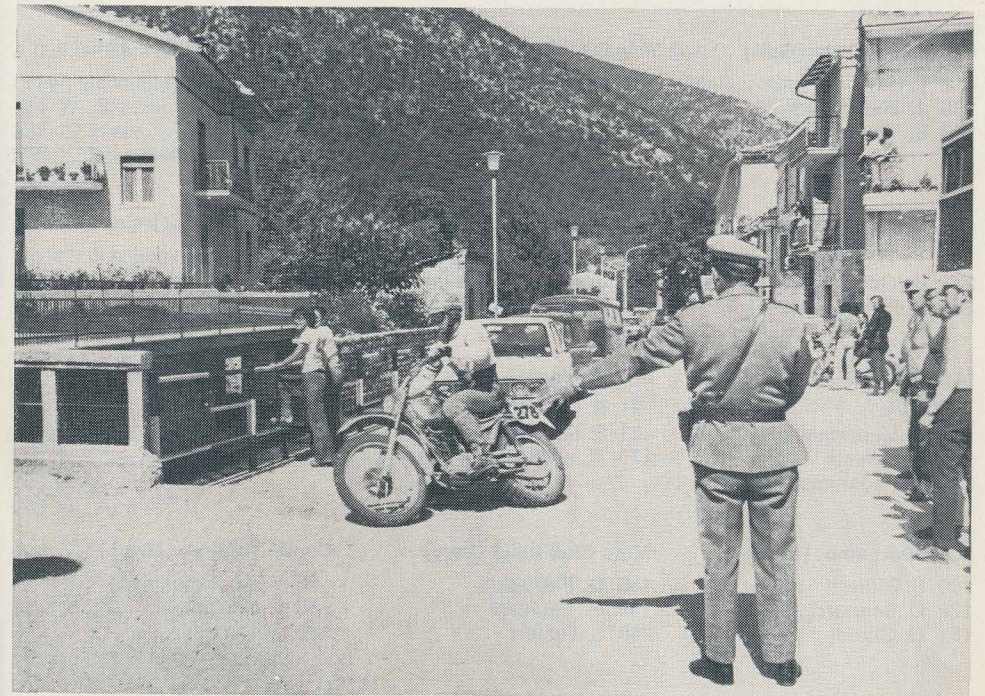
66	B. Ekeberg	...	...	...	250	KTM
97	S. E. Hillman	...	...	...	250	Ossa
183	H. Erlandsson	...	...	...	175	Monark
282	B. Back	...	...	...	400	Husquarna

America

69	D. Cutler	...	...	...	244	Ossa
73	M. Markowitz	...	...	...	244	Ossa
254	C. Vincent	...	...	...	252	Ossa
248	K. Lavoie	...	...	...	252	Ossa

West Germany

195	G. Bayer	...	...	...	175	Hercules
203	R. Christel	...	...	...	175	Hercules
261	L. Muller	...	...	...	500	Maico
284	H. Schek	...	...	...	500	Maico



J. Briza's gold medal in 1974 helped his Czech Jawa team win the Silver Vase.

Photo: Graham Forsdyke

Club Teams

Royal Auto Moto Club

Anderlecht (Belgium)
148 P. Stienlet
201 R. Brel
209 P. Borguet

U.A.M.K. C.S.S.R.

(Czechoslovakia)
9 J. Stefl
178 J. Posik
217 O. Toman

R.A.F. M.S.A. (G.B.)

148 Sgt. J. Winton
154 Lac. C. Johnson
157 Flt. Lt. A. M. Downs

Scottish A.C.U. (G.B.)

2 T. Hay
138 J. Ballantyne
143 S. Young

Basingstoke M.C.C. (G.B.)

3 T. Thompson
234 B. Goad
274 E. Price

M.C. L'Italica A.S.S. Careter (Italy)

111 A. Marinoni
132 R. Foresti
258 C. Paganessi

M.C. Bergamo (Italy)

106 F. Oldrati
122 O. Scaburri
151 G. Gualdi

M.C. Sams (Sweden)

43 C. Magnusson
163 N. Nilsson
174 J. O. Korell

C.M.A. Club (Canada)

5 C. Levesque
52 M. Claffey
129 J. Burge

Scutat M.C. (France)

58 G. Galland
140 J. P. Lloret
192 F. Boyer

Welsh Trail Riders (G.B.)

28 P. Peterson
68 W. Richardson
299 J. Haddock

A.M.C.A. (G.B.)

131 Sgt. G. Webb
283 Cpl. K. Abblewhite
288 Sgt. R. Belton

M.C. Amsterdam (Holland)

21 J. V. D. Hoek
225 J. D. Groot
266 B. Wassink

M.C. Brembate (Italy)

31 R. Consonni
51 E. Dossena
175 T. Masserini

Moto Club Italia (Italy)

155 G. Petrogalli
158 P. Laureati
269 I. Testori

Military Club (A) (Sweden)

14 A. Asp
127 A. Hallberg
263 K. O. Lunberg

Ruda Hvezda

(Czechoslovakia)
37 J. Rabas
76 P. Blahuta
171 P. Cemus

Manx M.C.C. (G.B.)

13 P. L. Cain
23 T. A. Leonard
294 G. T. Cannell

M.C.C. of Wales (G.B.)

81 A. Davies
124 K. Gush
160 R. Morris

Metropolitan Police M.C. (G.B.)

291 J. Kelly
293 D. Glover
300 R. G. Butchers

Temple M.C.C. (Ireland)

4 P. F. Sampson
6 G. D. McKee
54 W. Buchanan

M.C. Il Naviglio (Italy)

139 E. Zampolli
144 P. Sironi
184 F. Foresti

Costa Volpino (Italy)

50 G. M. Facchinetti
215 L. Carrara
280 C. Rinaldi

Military (B) (Sweden)

26 T. Karlsson
134 O. Ekman
273 I. Osterberg

E.C.E.A. (U.S.A.)

64 D. Ashley
96 D. Stover
176 A. Smith

Conn Ramblers (U.S.A.)

7 B. Bower
202 M. Adent
243 G. Edmond

Silver Lake Enduro Riders (U.S.A.)

30 F. Piasecki, Jr.
62 D. Hulse
93 L. Laarson

A.D.A.C. Stuttgart (W. Germany)

88 W. Steurer
227 E. Hass
292 L. Gorgos

A.D.A.C. Munchen (W. Germany)

186 F. Handlmeier
237 L. Peres
241 W. Renner

A.D.A.C. Frankfurt (W. Germany)

45 F. Happel
108 P. Vogel
249 G. Jurgen

Shamrocks (U.S.A.)

10 J. Harris
265 C. Bethards
292 D. Wilford

Maywood Mustangs (U.S.A.)

277 R. Lamastus
207 J. Gerber
246 D. Mungenast

Loco Ciento (U.S.A.)

33 R. Burseson
252 M. Smith
290 E. Schmidt

A.D.A.C. Nurnberg (W. Germany)

141 J. Erlicher
233 B. Kolb
289 K. Fischer

A.D.A.C. Koln (W. Germany)

116 D. Degenhardt
152 A. Arnulf
245 H. Rainer

Real Motoclub Espana (Spain)

29 G. Morena de Carlos
72 J. M. Casanovas
244 J. Bellsola

Potosi M.C. (U.S.A.)

185 B. Uhl
239 J. Fogle
275 B. Higgins

South Penn Enduro Riders (U.S.A.)

18 S. Rubottom
255 K. Maahs
285 C. Carter

D.M.V. Frankfurt (W. German)

59 H. Staab
103 H. Brinkmann
135 R. Grisse

A.D.A.C. Neunstadt (W. Germany)

35 H. G. V. Woroniecki
115 S. Kalina
146 F. Hieronymus

A.D.A.C. Karlsruhe (W. Germany)

118 K. H. Klenk
156 H. Renken
204 R. Musch

Real M.C. Cataluna (Spain)

24 J. M. Succarrats
267 E. Bosser
277 E. Abad

Manufacturers' Teams

BPS (France)
145 P. Ramade
150 J. L. Figureau
199 J. Barbara

Bultaco "A" (Spain)
65 N. Casas
87 F. Beltran
244 J. A. Soler

**G. Elbert—SWM
"A" (Holland)**
130 J. Lanting
200 G. Elbert
206 R. Boom

**G. Elbert—SWM
"B" Holland**
167 B. Heman
179 D. Willems
188 H. Zijdemans

**Hercules "A"
(W. Germany)**
99 B. Brinkmann
195 G. Bayer
203 R. Christel

**Hercules "B"
(W. Germany)**
216 I. Saravesi
247 F. Witzel
292 D. Wilford

**Jawa "A"
(Czechoslovakia)**
57 J. Studulka
232 K. Masita
270 S. Zloch

**Jawa "B"
(Czechoslovakia)**
48 F. Mrazek
226 J. Cisar
279 Z. Cespiva

**Jawa "C"
(Czechoslovakia)**
187 M. I. Jedlicka
213 P. Valek
236 P. Cihelka

**Jawa "D"
(Czechoslovakia)**
100 J. Kozuch
113 J. Sirucek
117 M. Kremel

KTM (Austria)
31 G. Betti
51 P. Michelli
175 A. Radici

**KTM Italia "A"
(Italy)**
27 A. Gritti
191 E. Andrioletti
287 A. Taiocchi

**KTM Italia "B"
(Italy)**
89 G. Andreini
196 M. Miele
198 E. Capelli

**KTM Stockmeier
(W. Germany)**
177 H. Wagner
295 H. Buse
297 T. Stockmeier

K.T.M. (G.B.)
19 D. Beane
296 J. Knight
298 A. G. Lynch-
Goodwin

M.Z. (G.B.)
16 J. W. Gazeley
40 D. I. Banks
242 D. J. Rayner

**M.Z. "A"
(W. Germany)**
90 F. Schubert
107 M. Jager
230 H. Sturm

**M.Z. "B"
(W. Germany)**
34 J. Meusel
41 U. Fabke
219 U. Kothe

**Maico
(W. Germany)**
220 P. Hajek
261 L. Muller
284 H. Schek

**Ossa Isle of Man
(G.B.)**
1 P. T. Readshaw
8 W. S. Clague
11 W. K. A. Shimmin

Ossa (Spain)
44 C. Chandler
85 A. Marsinach-
Sellares
97 S. E. Hillman

Penton "A" (U.S.A.)
38 J. Penton
82 T. Penton
250 C. Cranke

Penton "B" (U.S.A.)
55 E. Jensen
197 D. Leimbach
212 D. Young

Penton "C" (U.S.A.)
25 G. Younkins
49 R. Bush
165 D. Vandecar

Puch Italia (Italy)
101 G. Perego
125 G. Signorelli
164 B. Gualdi

**Puch (Joel Robert)
(Belgium)**
170 P. Leclercq
180 J. Godfroid
189 G. Marliere

Rokon (U.S.A.)
221 R. Bishop
229 J. Hollander
256 J. Simmons

**Simson Suhl "A"
(G.D.R.)**
98 E. Schneidewind
102 Mauersberger
107 G. Haatz

**Simson Suhl "B"
(G.D.R.)**
104 L. Schunemann
109 J. Davies
112 K. D. Ruck

SWM "A" (Italy)
121 A. Petrogalli
123 P. Rottigni
161 G. Brissoni

Yankee (U.S.A.)
69 D. Cutler
248 K. Lavoie
254 C. Vincent

**Zündapp "A"
(W. Germany)**
114 J. Wolfgruber
128 R. Witthoft
205 E. Hau

Zündapp "B" (W. Germany)
110 P. Neumann 120 E. Weber 159 J. Grisse



Photo: Graham Forsdyke

German 250cc Maico rider Peter Hajek tries a little low flying.

1913—1974 Results

Year	Location	Trophy	Vase
1913	England (Carlisle)	Great Britain	—
1920	France (Grenoble)	Switzerland	—
1921	Switzerland	Switzerland	—
1922	Switzerland	Switzerland	—
1923	Sweden and Norway	Sweden	—
1924	Belgium (Chaufontaine)	Great Britain	Norway
1925	England (Southampton)	Great Britain	Great Britain
1926	England (Buxton)	Great Britain	Great Britain
1927	England (Ambleside)	Great Britain	Great Britain
1928	England (Harrogate)	Great Britain	Great Britain
1929	Mid-Europe	Great Britain	Great Britain
1930	France and Italy (Grenoble)	Italy	France
1931	Italy (Merano)	Italy	Holland
1932	Italy (Merano)	Great Britain	Great Britain
1933	England and Wales (Llandrindod Wells)	Germany	Great Britain
1934	Germany (Partenkirchen)	Germany	Great Britain
1935	Germany (Obertsdorf)	Germany	Germany
1936	Germany (Freudenstadt)	Great Britain	Great Britain
1937	England and Wales (Llandrindod Wells)	Great Britain	Holland
1938	England and Wales (Llandrindod Wells)	Great Britain	Germany
1939	Germany (Salzburg)	Results not approved	by F.I.C.M.
1947	Czechoslovakia (Zlín)	Czechoslovakia	Czechoslovakia
1948	Italy (San Remo)	Great Britain	Great Britain
1949	England and Wales (Llandrindod Wells)	Great Britain	Czechoslovakia
1950	England and Wales (Llandrindod Wells)	Great Britain	Great Britain
1951	Italy (Varesse)	Great Britain	Holland
1952	Austria (Bad Aussee)	Czechoslovakia	Czechoslovakia
1953	Czechoslovakia (Gottwaldov)	Great Britain	Czechoslovakia
1954	England and Wales (Llandrindod Wells)	Czechoslovakia	Holland
1955	Czechoslovakia (Gottwaldov)	Germany	Czechoslovakia
1956	Germany (Garmisch Partenkirchen)	Czechoslovakia	Holland
1957	Czechoslovakia (Spindelmühle)	Germany	Czechoslovakia
1958	Germany (Garmisch Partenkirchen)	Czechoslovakia	Czechoslovakia
1959	Czechoslovakia (Gottwaldov)	Czechoslovakia	Czechoslovakia
1960	Austria (Bad Aussee)	Austria	Italy
1961	England and Wales (Llandrindod Wells)	Germany (OMK)	Czechoslovakia
1962	Germany (Garmisch Partenkirchen)	Germany (OMK)	Czechoslovakia
1963	Czechoslovakia (Spindleruv Mlyn)	Germany (ADMRV)	Italy
1964	Germany (Erfurt)	Germany (ADMRV)	Germany (ADMRV)
1965	Isle of Man (Douglas)	Germany (ADMRV)	Germany (ADMRV)
1966	Sweden (Orebro)	Germany (ADMRV)	Germany (OMK)
1967	Poland (Zakopane)	Germany (ADMRV)	Czechoslovakia
1968	Italy (San Pelegrino)	Germany (OMK)	Italy
1969	Germany (Garmisch Partenkirchen)	Germany (ADMRV)	Germany (OMK)
1970	Spain (El Escorial)	Czechoslovakia	Czechoslovakia
1971	Isle of Man (Douglas)	Czechoslovakia	Czechoslovakia
1972	Czechoslovakia (Spindleruv Mlyn)	Czechoslovakia	Czechoslovakia
1973	U.S.A. (Pittsfield, Mass.)	Czechoslovakia	U.S.A.
1974	Italy (Camerino)	Czechoslovakia	Czechoslovakia

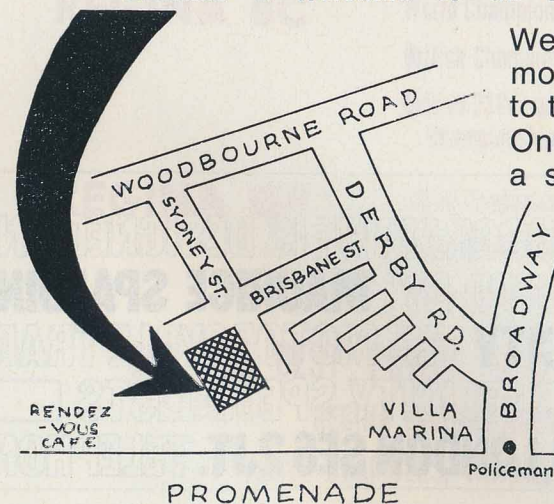
National Colours

In Team Competitions such as the I.S.D.T., the F.I.M. regulations require that National Teams be distinguished by wearing approved helmet colours. All team members in this Trial will have helmets coloured as follows:

AUSTRIA	Bright Red and Black
BELGIUM	Yellow
GREAT BRITAIN	Green
CANADA	Green and White
CZECHOSLOVAKIA	Blue with Red, White and Blue striped border
FRANCE	Blue
WEST GERMANY	White with Black stripe
GERMAN DEMOCRATIC REPUBLIC	White with Black border and Blue, Gold and Black triangular badge
IRELAND	Green and Orange
ITALY	Red
NETHERLANDS	Orange
SPAIN	Yellow and Red
SWEDEN	Blue and Yellow
U.S.A.	Blue with two White stripes

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