

FOUR FIRST DAY 'CLEANS'

Scottish Six Day Trial

Report: Peter Howdle • Pictures: Brian Holder

NEXT to the brilliant performances of Frenchman Christian Rayer and Swede Hans Bengtsson, Monday's biggest surprise of the Scottish Six Day Trial was that there were no more than four clean sheets—compared with a forecast of 16.

Sammy Miller's clean sheet was expected but Dennis Jones, riding a Sprite with a top speed of only 40 mph, overcame a nervous crisis to record one of the only two British cleans.

Said unflappable Sammy: "It was too easy. I was a bit disappointed they didn't have German Camp on the first day again. The 28 miles of Rannoch Moor were an eye-opener for some of the new boys, but the new sections at Meall Dheanraig were a waste of time.

"We had about three inches of snow near Meall Glas and quite a lot of sleet and rain," he added when he reached the Highland headquarters at Fort William.

Wettest

After Sunday's Edinburgh weigh-in — Scotland's wettest day for 27 years — the trial began in mild weather. Sunshine lasted until the lunch check at Kellin, where Miller was nearly an hour early.

Immediately before lunch, Rayer achieved one of the best climbs of Glenogle, where his Montesa team-mate Charlie Har-

minute suffered the first retirement when Dave Thorpe ran out of electronic ignition before he reached the Forth Road Bridge.

Soon after, a mile before the opening observed sections at Culross, the stator of Roy Peplow's 235 cc Triumph gave up the ghost.

Culross was easy, but Jim Sandiford suffered first day nerves and lost a mark to balance his Bultaco.

The home-brewed Hurricane with 250 Honda twin engine ridden by Roger Martin shed its gearbox final drive sprocket at Glenogle.

Torrent

A raging torrent on Sunday, the hill was easier than ever, but many competitors were caught napping. Among those who lost single marks were Suzuki partners Peter Gaunt and Ray Sayer, Gordon Farley (Greeves), Dave Rowland (Ossa), Jon Tye (Bultaco) and Reg May (Bultaco).

Snow-capped mountains overlooked Meall Glas where Farley made a miraculous recovery. As he trickled through the sections a rock shot from his back wheel. He reacted splendidly and, after pausing a fraction of a second, cleaned the hill where Blackie Holden (Suzuki) ran out of petrol.

Thirsty

Though the Shell organisation

for the second time, Martin is still the youngest rider in the trial.

The oldest is 57-year-old Foster Williamson (Greeves), who came off three times on lonely Rannoch Moor. His rival, Frank Carey, 54, was content to take it easy on his eight-speed twin-gearbox Suzuki.

The sodden moors claimed many casualties, but after drowning his 50 cc five-speed Heldan, Perth's Donald Buchan just managed to make the finish.

Several lost marks for lateness, but Rob Edwards' Cotton scraped home after much tuning. Collapsed wheel bearings cost newcomer Bob Hutshy 39 of his 53 marks, but he didn't give up.

Two soldiers didn't make it! John Wigham seized his Greeves approaching Fort William and a flat battery put out Brian Cowshall's Triumph. After pushing four miles to a deserted railway station, Cowshall reached Fort William by train sitting on a coffin!

FIRST DAY RETIREMENTS

B Cowshall (250 Triumph), M A Gaxin (250 Bultaco), R J Garrington (250 Norton), R Martin (250 Hurricane), A Marston (250 Greeves), J Wigham (250 Greeves), R Peplow (235 Triumph), D Thorpe (235 Ossa), J W Berrit (250 Cotton), T D Barker (250 Firefly), E Fulwood (250 Greeves), M Y Peden (250 Bultaco), H O Carr (250 Bultaco), R B Ward (250 Greeves).



SCOTTISH ROAD HAZARD!

CLEAN SHEET: Gently now! French trials champion Christian Rayer eases his