

WORLD'S TOUGHEST ENDURO

1970 International Six Days Trials

by Kevin Markham

Say what you like about the Greenhorn Enduro, the Mint 400 or even the Baja 1000. Tough as these American off-road marathons are, even they have to take second place to the International Six Days Trials. This classic European off-road grind is in its 45th year, sees competition from all of the major manufacturers and national teams from all over the world, and is the equivalent of at least six successive Southern California hare and hounds or New England woods enduros!

The barren plains and rugged mountain foothills around the Spanish capital of Madrid was the scene of this year's event and 45 American hopefuls crossed the Atlantic to do battle with the European specialists.

American teams have entered the Six

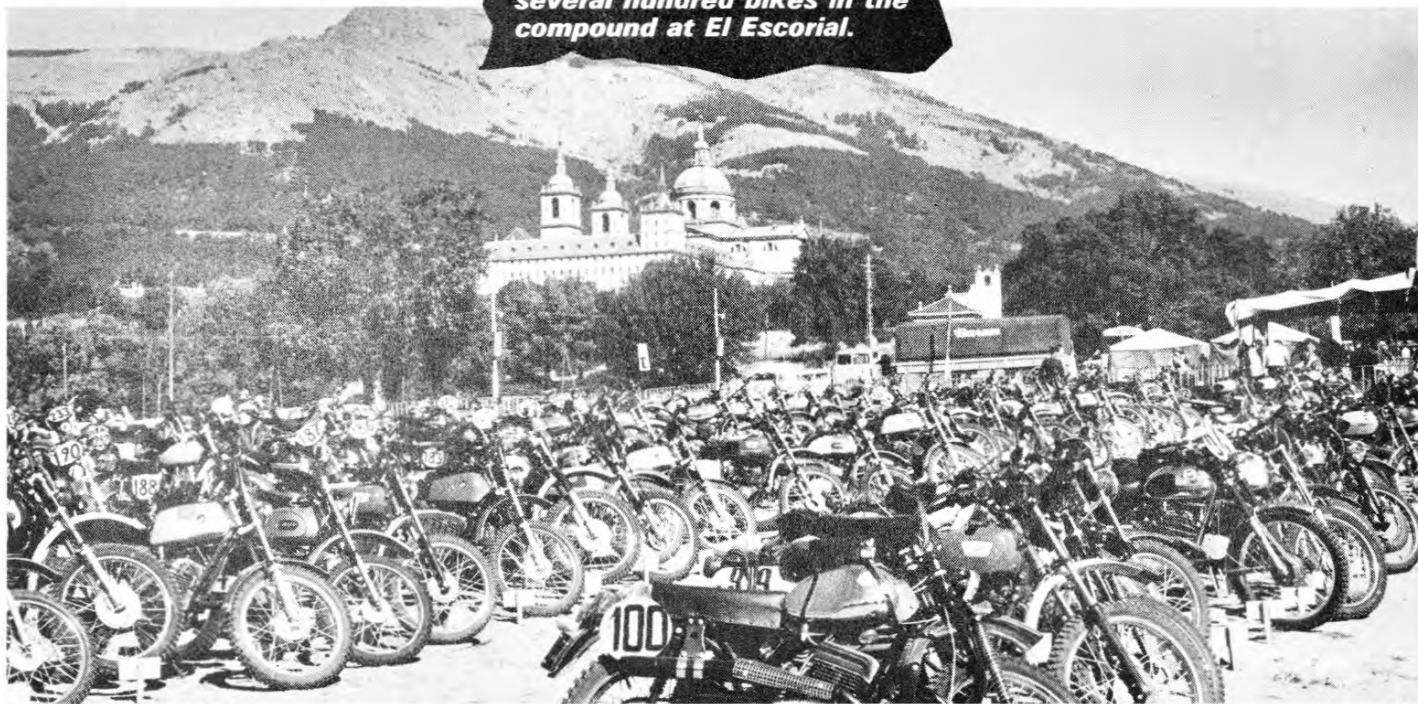
Days for years but there was a big difference for the 1970 event. The FIM had changed the rules of the trials so that teams in the main World Trophy section could ride machines manufactured outside their own country. In previous years the American teams had to compete in the Silver Vase section of the event (a less prestigious class) because there were simply no machines manufactured in the States that would have given them any chance at all.

This year the Swedish Husqvarna factory's offer of machinery had the American team all fired up, especially as the terrain in Spain was allegedly similar to that encountered by the West Coast off-

The scene at the start of the trial: just a section of the several hundred bikes in the compound at El Escorial.



The BMW 750 makes a heavy but really rugged and reliable ISDT bike. Felbert Scheer of West Germany is in the saddle.



American Gold Medallist, Jack Penton, on one of his father's Penton 125cc two-strokes, led the U.S. Vase team to a fifth place finish.

British private rider and medal winner, George Webb, completed the trial on this BSA Victor 500.



road specialists that made up the bulk of our Trophy team.

As it happened things didn't go so well for us. Team leader, Bud Ekins, broke his hand in a pre-race mishap in the States and Malcolm Smith took his place as captain. Into the team came the first reserve choice, the very capable Whitey Martino, who captured the Number One plate in Southern California desert racing last year on his 400cc Husky. So going into the trial things still looked good . . . talented riders, some of the best machinery available and lots of enthusiasm. All that was needed was the little bit of luck that so often makes the difference between winning and placing nowhere in an event like the Six Days.

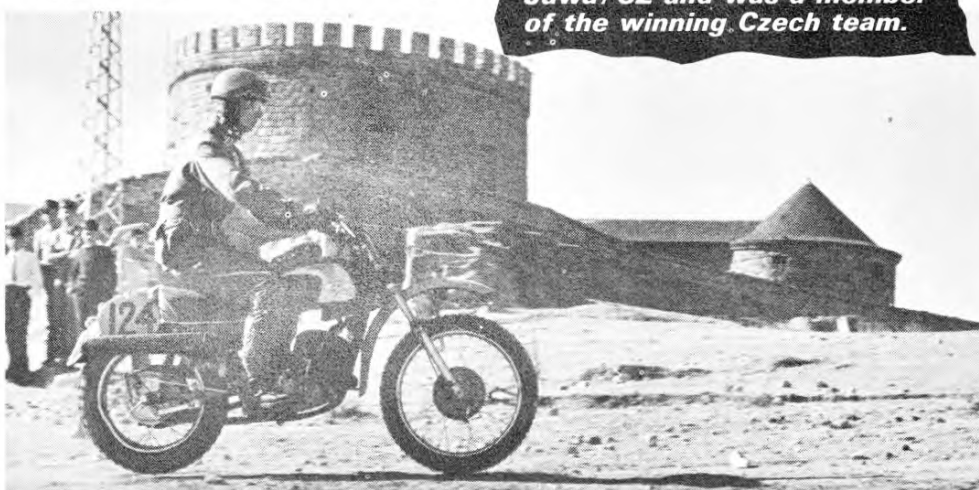
Alongside Smith and Martino were aces like Mike Patrick, Ron Bond and John Peton, so the talent was certainly there. Unfortunately, the luck was missing.

On the very first day, as the teams got their machines from the impound area for the cold engine start, the Americans saw their chances of an overall win go right down the drain. The engine of Whitey Martino's 400cc Husky just point-blank refused to fire up and some



American privateer, John Nelson, has his Husqvarna gone over at the technical inspection.

Petr Cemus of Czechoslovakia won the 175cc class for Jawa/CZ and was a member of the winning Czech team.





West German rider, Leo Zeller, takes his Maico 400 around a fast uphill curve.

The speed trial which concluded the ISDT was held on the Jarama road race course near Madrid, scene of last year's Spanish Grand Prix. Sergio Belusi (Puch) here leads fellow Italian, Fausto Vergani (Gilera 125).



Mick Andrews turned down a place in the British national team to ride a factory OSSA Pioneer 250. His confidence in the product was rewarded with a Gold Medal.



Kvetoslav Masita led the Czech team to a completely unpenalized win, won a Gold Medal himself and the 500cc class for the Jawa/CZ factory.



British team member, Jim Sandiford, won a gold medal and the 750cc class on this overbored (504cc) Cheney Triumph twin.

16 minutes passed before he could get the thing running and set off after the rest of the team. With crack teams such as the Czechs, the East and West Germans, the British, Austrians and Italians to compete against, any marks lost at all means that you are just about certainly out of contention.

Even after the start Martino's troubles were not over. His machine was running erratically and he slipped further behind. The American team completed the first day with 72 marks lost but still in a creditable ninth place out of the 12 teams entered.

On the second day things got even worse. On a fast dirt road up in the mountains, Dave Mungenast crashed his 400 Husky off the side of a narrow bridge and injured his back. This mishap definitely put paid to any American placing in the top half of the results list. Poor Mungenast was unable to continue in the trials so the whole team was docked 100 marks for every day that he did not start. This meant an automatic 400 mark debit by the time the sixth day was over.

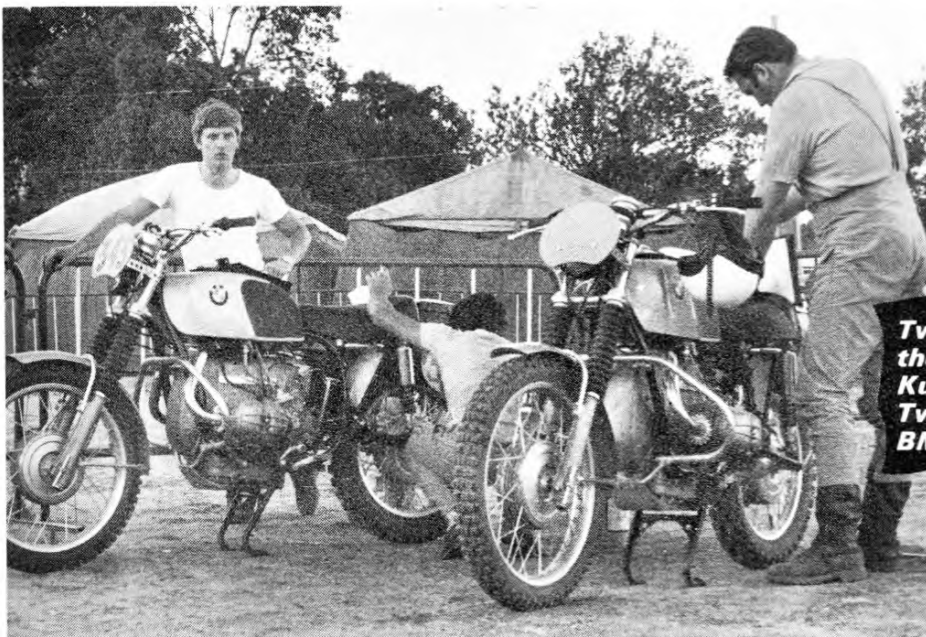


Two riders from behind the Iron Curtain, Malec Miroslav of Poland on an MZ and Jawa-CZ mounted Zdoner Cespina, race along a dirt road.

This shot of the rim of Englishman Scott Ellis' Puch 175 shows how tough six days of off-road riding is.



Two of the toughest men in the ISDT! Husky Germans, Kurt Dietler and Kurt Twessman, with their special BMW 750s.



Hans Ericsson of Sweden (Husqvarna) leads Czech team rider, Kvetoslav Masita (Jawa).



The American team finally placed eighth with 972 marks lost, but of the six man team, three riders were awarded gold medals for completely unpenalized finishes. Malcolm Smith, Ron Bond and John Penton all finished with clean sheets while Mike Patrick took a silver medal for a low-penalty finish.

America also had a team competing in the Silver Vase section ... all were mounted on Penton 125cc two-strokes and three of the riders were from the Penton family! Jack, Tom and Jeff were all out to emulate their father's performance in the Trophy team.

Jeff and Tom did just that, taking gold medals and leading the Vase team to a highly creditable fifth place out of twenty entries. Brother Jack took a bronze medal by finishing within the official time limit although penalized and teammate Doug Wilford took the same award.

Another American gold medal went to Gerry Pacholke, riding for the Bultaco manufacturer's team while silver medals went to Bob Hicks (OSSA) and the Sachs-mounted trio of Gene Cannady, Steve Hurd and Max Switzer.

More bronze medals went to private entrants, Don Cutler, Bob Maus, Mike Lewis, Bill Friant and Bill Messer.

Of the rest of the teams entered, Czechoslovakia's were completely unapproachable. Czech national teams swept both the Trophy and Vase contests ... all team members finishing completely unpenalized. Not only that,

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I.S.D.T. Continued

team riders P. Cemus, F. Mrazek, J. Masita and J. Briza, took the 175, 250, 350 and 500cc classes for Jawa-CZ. Several other teams finished with no loss of marks. West Germany, Sweden and Italy all escaped without penalty but the Czechs outdid them on the special tests to score more bonus points and so clinched the double win.

The East German team . . . who many ISDT fans had come to regard as invincible . . . had a lot of trouble with new electronic ignition systems on their MZs and lost a staggering 1300 marks putting them in the last of but one finishing position.

Britain was trying this year with the only all big-bike team in the Trials. They were all mounted on special Triumphs fitted into Cheney frame kits . . . super-light machines with 500cc unit construction engines for most of the team but with some bored out to 504cc to qualify for the biggest class in the trials.

A series of front wheel punctures suffered by John Pease on the first day lost the team 21 marks but after that they never dropped a mark and finished in sixth spot. Another indication of how a little bad luck can make all the difference in an event like the Six Days.

CG

OFFICIAL RESULTS

WORLD TROPHY: 1. Czechoslovakia, no marks lost (3.5 evaluation points); 2. West Germany, 0 (50.6); 3. Sweden, 0 (899.9); 4. Italy, 0 (2,784.7); 5. Poland, 16 (2,673.3); 6. Great Britain, 21 (810.4); 7. Spain, 924; 8. USA, 972; 9. Holland, 1,161; 10. Finland, 1,221; 11. East Germany, 1,300; 12. Canada, 2,509.

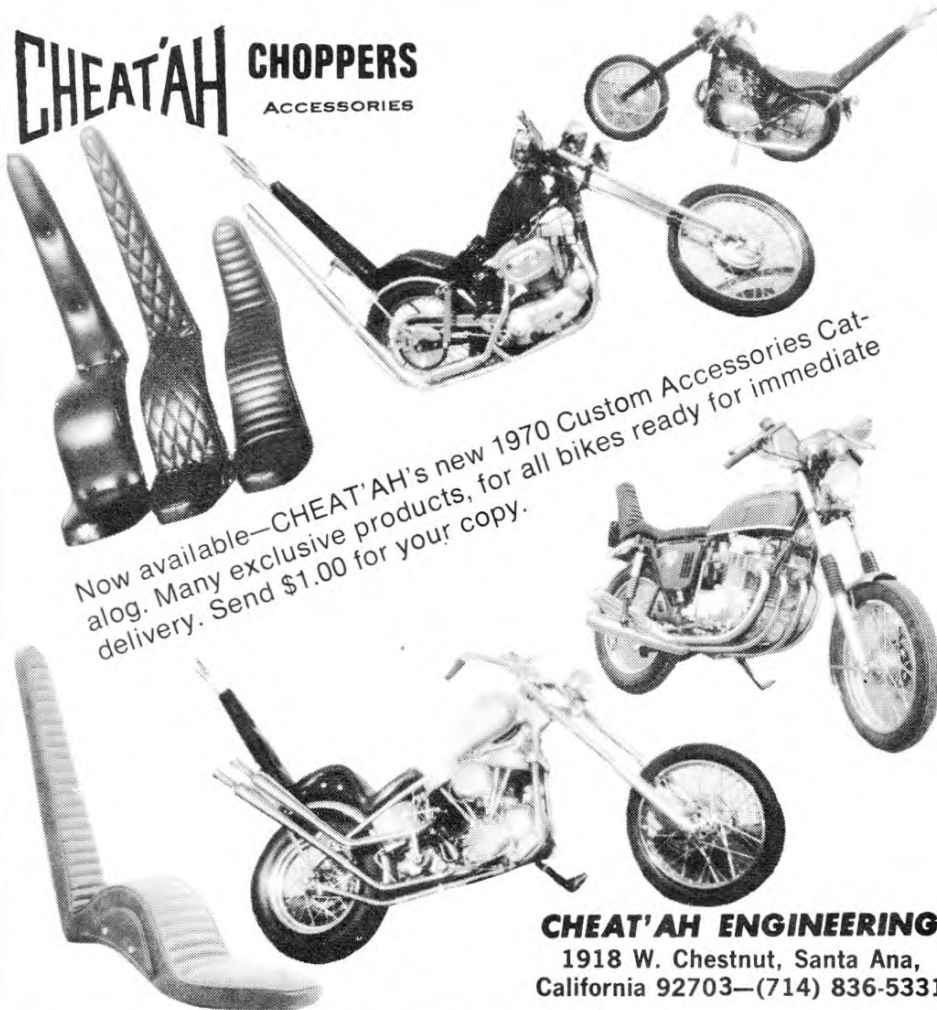
SILVER VASE: 1. Czechoslovakia, 0 (198.9); 2. East Germany A, 0 (329.4); 3. Czechoslovakia, 0 (479.0); 4. Sweden B, 38 (2,483.0); 5. USA A, 65 (2,414.4); 6. W. Germany B, 400; 7. East Germany B, 509; 8. Finland, 531; 9. Belgium, 536; 10. Spain A, 583; 11. West Germany A, 605; 12. Italy B, 620; 13. Sweden A, 622; 14. Italy A, 700; 15. Spain B, 978; 16. Britain A, 984; 17. Britain B, 1,152; 18. USA B, 1,428; 19. Canada, 1,490; 20. Holland, 1,500.

MANUFACTURER'S TEAM CONTEST. All no marks lost. In merit order. 1. Zundapp A; 2. Jawa B; 3. Jawa A; 4. Zundapp B; 5. Jawa C; 6. Husqvarna B; 7. Simson; 8. Zundapp C; 9. Jawa B; 10. Husqvarna A; 11. MX C; 12. KTM; 13. Husqvarna C; 14. MCB A; 15. Morini B; 16. Morino D; 17. Morini A.

BEST CLASS PERFORMANCES: 50cc: H. Brinkmann (Zundapp), 0 (3,268.0 penalty points); 75cc: A. Brandl (Zundapp), 0 (3,146.3); 125cc: R. Witthoft (Zundapp), 0 (2,852.3); 175cc: P. Cemus (Jawa), 0 (2,812.3); 250cc: F. Mrazek (Jawa), 0 (2,707.1); 350cc: J. Masita (Jawa), 0 (2,717.8); 500cc: J. Briza (400 Jawa), 0 (2,743.3); Over-500 cc: J. Sandiford (504 Cheney Triumph), 0 (3,067.4).

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