

1966

SATURDAY'S national Kickham Trial—third round of the British Championship—produced a sensational result over a superb course near Bath.

Scoring his first national victory on his seven-week-old 250 Bultaco, Derbyshire's Mick Andrews won the solo premier

Fellow Buxton clubman Dave Rowland (250 BSA) was second, his best performance this year.

They not only topped the awards list but, with Jim Sandiford (250 Greeves), formed the winning club team.

Third best was Don Smith (250 Greeves)—a performance which hoisted him to the lead of the Solo Championship.

But the day's top surprise was fourth-man, 18-year-old Ian Haydon (250 Bultaco).

Grandson of the South Western Centre secretary, Ian had the satisfaction of beating the A-CU Star-holder, Sammy Miller (250 Bultaco).

Another shattering performance was put up by Sidecar Star holder Ron Langston.

With the motor of his 500 Ariel rebuilt after a major blow-up six days before in the D. K. Mansell Trial, Ron was right back in tip-top form.

He vanquished "Mansell" winner Ken Kendall (500 Kenman) to the tune of nearly 20 marks—and regained the Sidecar Championship lead.

Casting away his traditional ankle-length mackintosh in deference to an almost cloudless day, clerk of the course Les Nott plotted some superb sections.

The area of the event—it started from Camerton, just north of Radstock—has rocks big enough, streams wet enough and hills steep enough to guarantee a difficult trial, re-

gardless of dry weather.

The first section was at Radford—where a one-in-two ascent brought almost everyone to a standstill.

First clean climb was achieved by Chris Cullen (250 Bultaco), followed in quick succession by Tony Davis (250 Greeves) and Miller. But very few others emulated their performance.

Miller was in dire trouble at Valentines, footing furiously through the first two sub-sections (where dozens of riders were unpenalised), but he was superb on the infamous great step which confronted competitors at The Gully.

PERFECTION

Jon Tye (250 Bultaco) was just as good, but Mick Andrews was perfection itself.

Nobody conquered the following section—a hitherto unused stretch of The Gully—so impossibly tight was the turn around a tree.

And the fourth "sub" at Stony Steps had everyone in trouble, except Colin Dommett (250 Cotton), Don Smith and Mick Wilkinson (250 James).

Mick sailed headlong over the handlebars into a muddy stream—but his front wheel was out of the section before he abandoned ship.

Bryan Hunt (500 Metisse) and Ron Langston were the only two "chairmen" to cope with the last section here, and Langston was alone in mastering Pipehouse Lane and Puddenham Wood.

Oddly enough, he stopped at Filers Way where several were clean, but he could have doubled his score and still have been an easy winner.

PROVISIONAL RESULTS

Best Solo: M. J. Andrews (250 Bultaco), 12 marks lost.

Best Sidecar: R. J. Langston (500 Ariel), 10.

Runner-up solo: R. D. Rowland (250 BSA), 15; 3 D. R. Smith (250 Greeves), 18; 4 I. K. Haydon (250 Bultaco), 19; 5 S. H. Miller (250 Bultaco), 21; 6 J. A. Sandiford (250 Greeves), 22.

Runner-up Sidecar: K. R. Kendall (500 Kenman), 28. **Best Wessex Centre Resident:** P. T. Stirland (250 Greeves), 27.

Club Team Award: Buxton and DMCC (M. J. Andrews, R. D. Rowland and J. A. Sandiford), 49.

First-class Awards. Solo: A. J. Davis (250 Greeves), 24; W. Wilkinson (250 Greeves), 25; S. Ellis (250 BSA), 26; C. J. Cullen (250 Bultaco), M. G. Davis (250 Bultaco), C. F. Dommett (250 Cotton) and P. T. Stirland (250 Greeves), 27.

Sidecar: P. L. Mountfield (500 BSA), 31; P. Wraith (500 Ariel), 32.

Second-class Awards. Solo: R. S. Peplow, 28; L. C. Telling, 29; G. J. Farley, 30; C. J. Watts and P. H. Gaunt, 31; A. Stevens, 32. **Sidecar:** J. B. Hunt, 38.

CHAMPIONSHIP POSITIONS

Solo: 1 D. R. Smith (250 Greeves), 12 points; 2 M. J. Andrews (250 Bultaco), 11; 3 S. H. Miller (250 Bultaco) and R. D. Rowland (250 BSA), 10; 5 P. H. Gaunt (250 James), 8; 6 G. J. Farley (200 Triumph), 6.

Sidecar: 1 R. J. Langston (500 Ariel), 16; 2 P. L. Mountfield (500 BSA) and K. R. Kendall (500 Kenman), 14; 4 C. A. Morewood (500 Ariel), 5 P. Wraith (500 Ariel) and D. F. Shorey (500 Ariel), 5.



Team had unbeatable lead in motor cycling trial

Then one was called to Assizes 400 miles away

CHAPEL-LE-FRITH motor-cyclist Dave Rowland had to drive 400 miles in ten hours, starting in the early hours of last Friday morning, to be in Derby in time to give evidence in a murder trial.

He and two friends had been competing as a team in the Scottish Six-day Motor-cycle Trial, and were all set to win the team award when Dave had to retire. They had an unbeatable lead with only a few hours left to go when Dave had to pull out, but both his team mates were well-placed individually. Mick Andrews, of Elton, came third overall, and Norman Eyre, of Buxton, took 12th position.

Dave says he was very disappointed at having to come back. He had left it as late as he could, as the organizers were trying to see if he could be allowed to complete the course early, but it could not be arranged in time.

The police had told him previously that there was a chance he would not be called to give evidence, he says, and that was what had made him decide to take part.

THE FIRST WITNESS

However, he was wanted, and got to the Assize Court with 30 minutes to spare and was the first witness of the day to be called. He came out at about 11, and was told that he could go



Thumbs up by the Buxton motor-cycle team prior to their departure for the Scottish Six-Day Trials. Left to right: Norman Eyre, David Rowland and Mick Andrews.

back to the Highlands if he liked, but it was too late. Dave is a member of the B.S.A. team, and a win in the motor-

It had been a battle of nerves to the very end between Sid and Sammy. And remember, Mick Andrews had separated them for three days. Possibly poor Dave Rowland could have pulled through to runner-up position had he not been compelled to dash home on Thursday night to appear as witness at a murder trial in Derby. Despite this weight on his mind, Dave was the only unpenalised rider on Thursday.

In his report last week, Peter Howdle wrote: "A sword of Damocles hung over Sammy's head" when it was revealed that he had started work on his machine half an hour too soon (Thursday morning). "Rules are made to ride round!" said he late Brian Stonebridge. Fortunately for Sam, most of the organising committee appeared to take this charitable view.

