

Trialst Motocross News



1980

OFF-ROAD REVIEW

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By the staff, correspondents and photographers of T + MX

This book is dedicated to the organisers, observers, marshals, course-layers, stake-bashers, scrutineers, lap-scorers, odd-job bods and amiable landowners who endure much for love of the sport.



Trials and Motocross News — or T + MX to more than 100,000 faithful readers — was the first UK newspaper to identify the strength and needs of the off-road market.

This book is a logical follow-on. The team which gave you your first off-road newspaper now presents your first off-road review. We hope you have as much pleasure reading it as we did producing it.

Many people have contributed to this book — so many, in fact, that a full credit list would be well-nigh impossible. Many of our usual outside photographers and correspondents have been involved, together with the editorial and advertisement staff of T + MX — either directly, or by undertaking extra work while their colleagues got on with the book.

And although it is probably fairer to mention no-one, we will take a risk and single out four lads for special thanks.

T + MX motocross boffin Alex

Hodgkinson made a huge contribution, while foreman compositor Keith Simpson's assistance with production was invaluable. Freelance photographers Eric Kitchen (trials) and Jack Burnicle (motocross) confirmed their reputations as the best in the business.

Having said that, I would like collectively to thank every single person whose contribution appears in these pages.

It has been a huge task to produce this book, and we hope that your interest confirms that the effort was worthwhile.

BILL LAWLESS,
Editor, January, 1980.

Bill Lawless



Like many another competitor, I have watched the progress of Trials and Motocross News with interest during the last couple of years.

No-one had ever attempted to run an off-road newspaper before, presumably because they thought there wouldn't be enough people to read it.

But T + MX proved them wrong by quickly getting established and then going from strength to strength. This Off-Road Review is further evidence that our sport is big enough and virile enough to support its own voice — and who better to speak for us than T + MX?

I hope the annual enjoys as much success as the weekly.

MALCOLM RATHMELL
British Solo Trials Champion

Malcolm Rathmell



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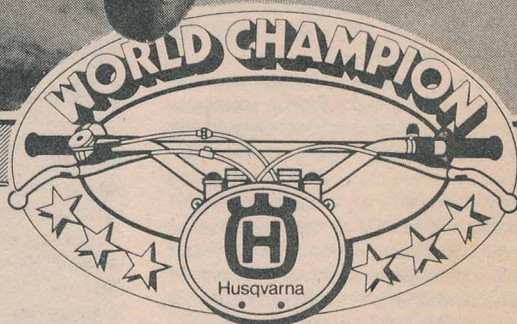


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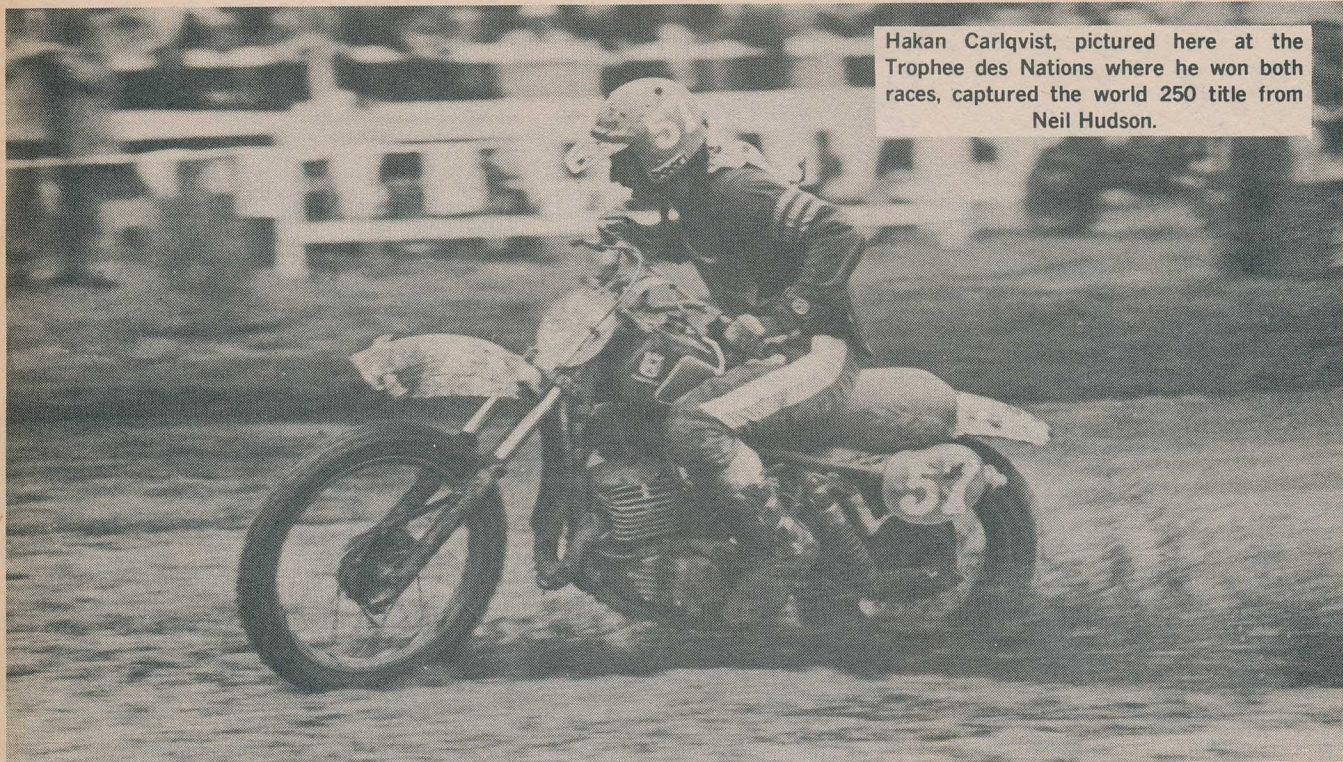
1979 250cc

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Hakan Carlqvist, pictured here at the Trophee des Nations where he won both races, captured the world 250 title from Neil Hudson.

'CARLA' RECAPTURES GLORY FOR SWEDEN

RIGHT FROM the start of the season the 250cc world championship was a two horse race — Sweden's Husqvarna ace Hakan Carlqvist versus Britain's Neil Hudson on the factory Maico.

Victory in the end was clear for the Swede no-one had wanted before the season started, as he took 14 race victories in the 18 motos he finished, from 22 starts.

Despite winning the second heat of the 1978 Trophee des Nations and scoring a runaway win in the early season enduro at Le Touquet, 'Carla' wasn't under contract to the Swedish firm and was turned down for a factory ride during the winter by several other manufacturers.

'Carla' is the first Swede to win a world title since Hakan Andersson in 1973.

It was unfortunate for Neil Hudson that he should register such good results in the same year that Graham Noyce became world champion. Inevitably he didn't get the credit his performances deserved as he was overshadowed in his role as world number two by Graham as world number one.

Neil topped the scorers at three Grands Prix in a row in the first half of the series but a string of disasters ended his championship hopes.

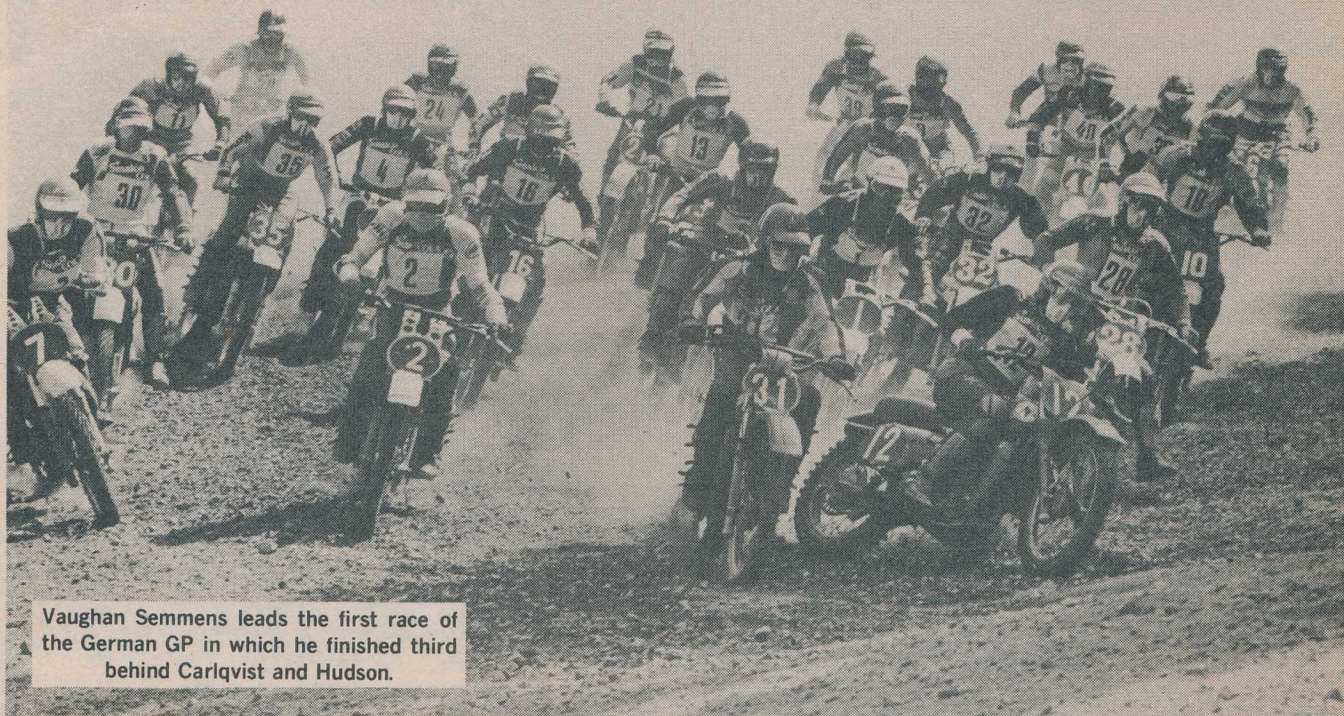
It was a sorry season for the Russian world champion Gennady Moiseev. He never seemed to have the pace to keep with the top duo and had an alarming number of crashes during the season in his efforts to maintain Russian prestige.

Indeed Moiseev was beaten on points by his inconsistent partner Kavinov. Two wins at the end of the year in Bulgaria will give the



Britain's Neil Hudson finished a world second. He had a wonderful start to the season, but a string of disasters wrecked his title hopes.

GRANDS PRIX — 250cc



Vaughan Semmens leads the first race of the German GP in which he finished third behind Carlqvist and Hudson.

Russians some hope for a comeback, but the races were run in farcical condition and, more important, Carlqvist was absent.

The series had started with the Spanish round at Sabadell as usual. For many years the winner of the Spanish round always failed miserably in the championship. Because of its early date some teams are not fully prepared and inevitably this leads to unusual results.

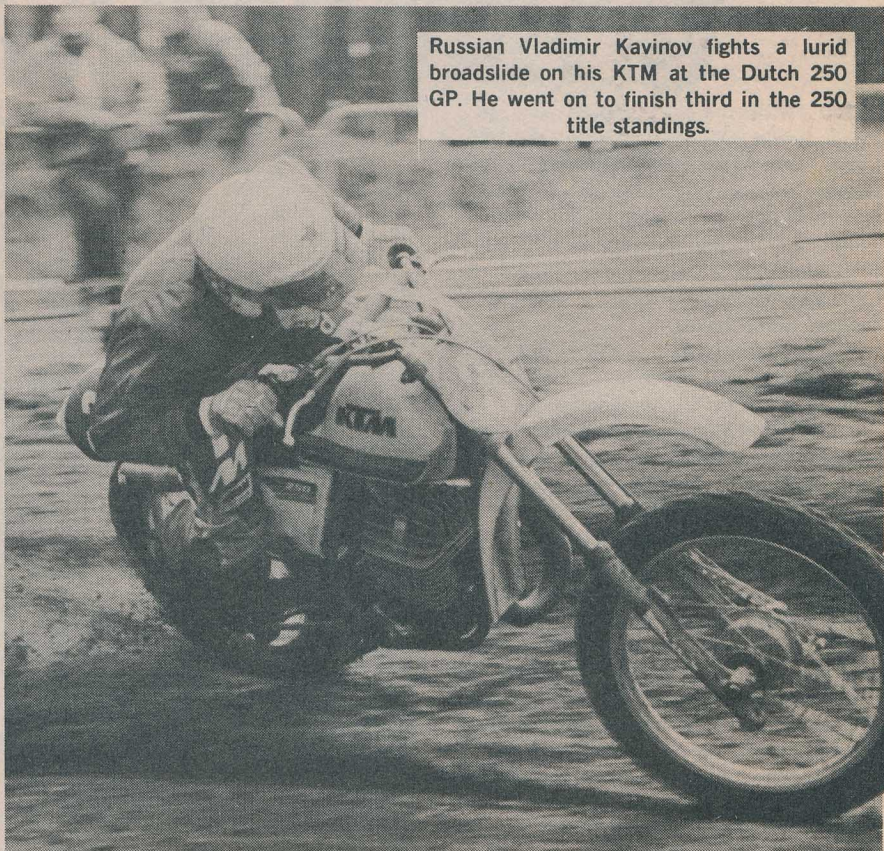
In the very first race the enigmatic Czech Jaroslav Falta, so terribly inconsistent since a serious crash in 1975, tore away from the field who, quite literally in the dry conditions, didn't see him for dust.

Carla was already on his way, however, and won the second leg handsomely after riding through the field to second in the first moto. Rolf Dieffenbach made an excellent start to the season on the 250 version of the Uni-Trak Kawasaki and Hudson made a steady start with 16 points and Vaughan Semmens burst onto the Continental GP scene to score his first ever points with a first race fourth.

The rest of the season was spent consolidating his position and Vaughan eventually finished twelfth in the series, an excellent first year placing.

In the Dutch sand at Halle, Carlqvist was untouchable but there were some superb scraps behind him as Hudson, Moiseev and home stars Kees Van der Ven and Benny Wilken thrilled the crowd.

The first blot on the scoresheet for Hakan came at Cuneo-Bra in Italy when he retired from the first race with gearbox problems. This left the way clear for Neil Hudson to score his first ever GP race win, and fourth place in the second race was enough to ensure him of overall victory on time from Kavinov. The writing was on the wall though, as Carlqvist came back to win the second moto.



Russian Vladimir Kavinov fights a lurid broadside on his KTM at the Dutch 250 GP. He went on to finish third in the 250 title standings.

With no 125 GP on that weekend, the promoters at Genk in Belgium persuaded Harry Everts to add to the excitement. The Suzuki star certainly did that, coming from second row starts to win both races.

As a 125 rider he couldn't score points however and top points again went to Neil Hudson. He followed Everts home in the first race but was beaten by Carlqvist in the

second race. On both occasions Moiseev led the Briton before falling in the first and stalling in the second while being pressed hard.

Carlqvist had been another to fall, on the first corner of the first race! The Swede had said before the meeting that a good start was essential, but went on to prove himself wrong by remounting to finish fourth.

Several younger riders were beginning to

GRANDS PRIX — 250cc



show form by now — Belgians Georges Jobe and Jean Claude Lacquaye were improving with every ride, whilst the Dutch duo of Van der Ven and Wilken were always a threat in sand.

The first of the year's trips behind the Iron Curtain provided drama-a-plenty. Terrible dust problems meant that the Yugoslav event had to be postponed to Monday. Fortunately everything was OK after the entire local community had helped to water the track and Carlqvist won the first race from Hudson with early leader Vaughan Semmens an excellent third until he was brought down two laps from the end by a tail-ender. Vaughan was to suffer breathing problems for the next few weeks as a result of the injuries sustained.

Moiseev never figured after poor starts and Carlqvist struggled, too, in the second race as Neil scored his third successive points victory with another 1-2.

The following week in Czechoslovakia it was Neil's turn to be a non-finisher in one race and problems persisted for the rest of the year. With Carla a double winner, Neil took a first race second before being eliminated by engine failure in the second race.

Moiseev was a distant third in the first race and crashed out of the second leg, which saw Zdenek Velky snatch second place, just to prove that Falta isn't the only Czech who is inconsistent.

More back to back wins followed for Carlqvist in Poland and France and he went into the final four rounds knowing that only Neil Hudson could beat him even if he failed to score again.

Moiseev's challenge ended when he broke

Russian iron man Gennady Moiseev (above) lost his 250 world title in 1979.

Britain's Vaughan Semmens (right) finished 12th — a great performance in his first GP season.

his toes in a first corner crash in Poland and, although he rode in France, the deposed champion had to pull out of both races early on.

Hudson's challenge was also evaporating with a crash in the second race in Poland and a broken front wheel in France while chasing Carlqvist hard in race on.

More problems for Neil came in Finland when he had further motor trouble in the first race before winning the second, but he was given fresh hope by Carlqvist's failure to score.

The Swede crashed heavily in the first race and was out of action for several weeks. Fortunately for him there was a break in the title rounds after Finland.

The next round was at Unadilla Valley in America and, although Carlqvist retired in the first race when a rear shock bolt broke, he took third place in the second moto to clinch the title.

For Neil Hudson it was a terrible trip. He was totally exhausted in the humid atmosphere and failed to start the second race out of fears for his health.

The Americans cleaned up as usual, Marty Trips and Bob Hannah taking the race wins and Kent Howerton the overall. The home crowd loved it, but Carlqvist was overhauling the leaders rapidly until he was signalled that third was enough.

Back in Europe, Carlqvist showed the Germans why he had won the crown with two more wins at Bielstein with Neil second on both occasions and Moiseev crashing on the first lap of both races. Vaughan Semmens put up a tremendous show to finish third in the first race but was out of luck when his front forks seized in the early stages of the second race.

With Carlqvist a non-starter and Neil Hudson failing to finish either race, the muddy farce of Bulgaria saw a double win for Moiseev. He was last at one stage in the first race as Neil pulled out a lead of over a minute before crashing, and Vaughan Semmens also showed well for Britain, leading the second race until he crashed heavily when he was unable to close a muddy throttle.

The Russians had been deposed at last by the Super Swede and our very own 'Nellie'.