

# **Trialst Motocross News**



**1980**

**OFF-ROAD REVIEW**

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# OFF-ROAD REVIEW

• TRIALS • MOTOCROSS • ENDUROS • SCHOOLBOYS

*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*

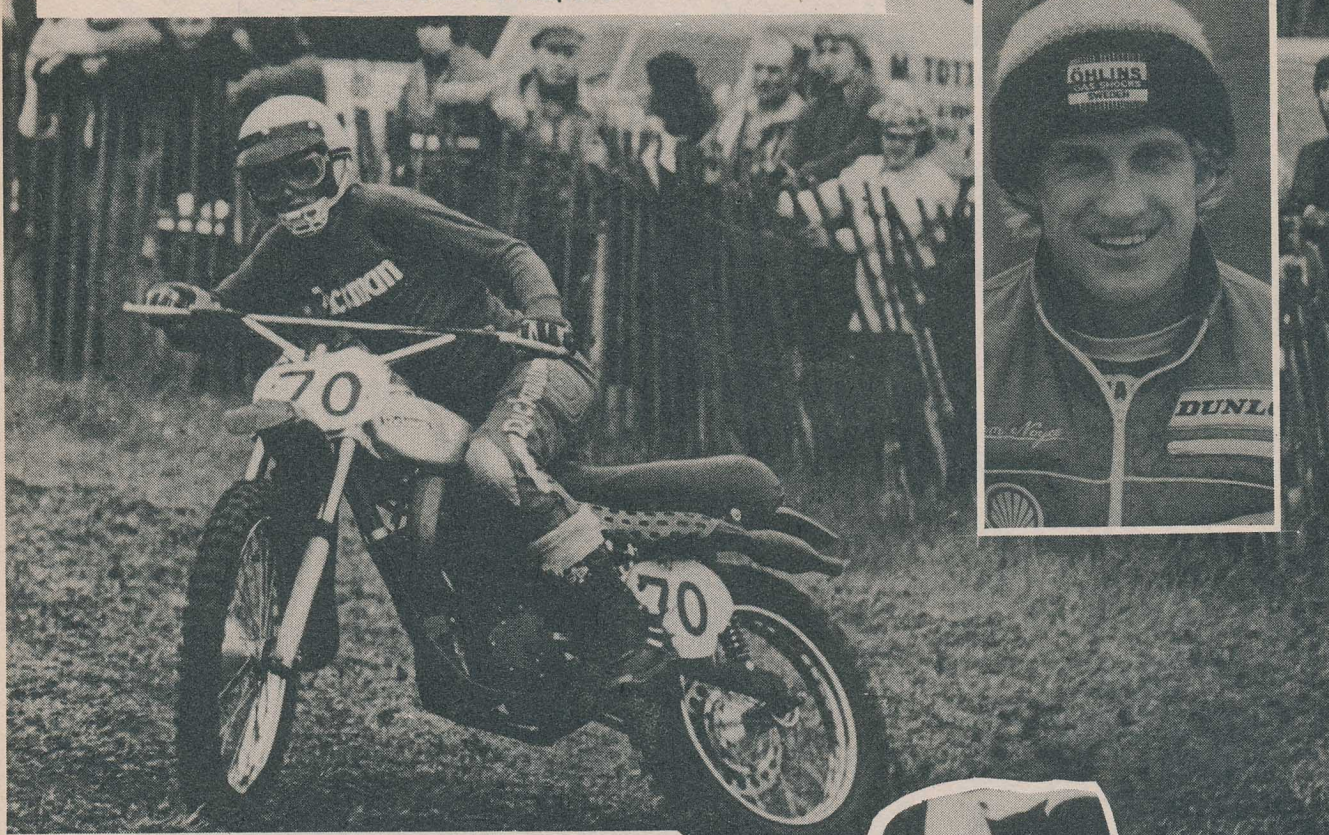
*Malcolm Rathmell*



Where others fear to jump . . . Graham Noyce launches his Honda into the Sandpit at Hawkstone Park. Graham is not only the fastest rider in the world; he is also one of the most spectacular and daring.

# THE CHAMPS— GRAHAM NOYCE

Just out of the schoolboys, the 16-year-old Graham Noyce thrills the crowds with his vivid riding style in the support races to the 1974 British Grand Prix at Dodington Park on the Rickman Husqvarna.



## Noyce rules the world!

**THE KING of Britain is king of the world. Last year Graham Noyce became the first Briton to win the world 500cc motocross championship, the sport's premier title, since the heady days of Jeff Smith and the BSA in 1966.**

For Graham the world crown marks the culmination of a 12 year riding career but, at the age of 23, he has the world at his feet and more honours must surely come the way of the Hampshire youngster.

Encouraged by Graham's efforts in the back garden on a Mobylette moped, his parents bought him a BSA Bantam when he was ten so that he could compete in the growing sport of schoolboy scrambling.

Graham soon showed he could beat lads on better bikes and the Bantam was replaced by a Zundapp-engined Rickman. Graham developed a good relationship with the Rickman brothers who had been amongst the best riders in the world a few years before; on one occasion Graham went to their workshops, a few miles from his parents home, to ask for help when his bike broke down.

The Rickmans had been impressed by the results Graham was achieving and immediately offered him the loan of a 125 to

replace his 100cc model.

At the age of 15 Graham won his first major title on the bike, the senior British Schoolboy Championship.

On leaving school, Graham went to work at the Rickman factory as an apprentice. At the same time he joined the adult ranks and was upgraded to expert after his first six months. His mount that year was a 250 Montesa-engined Rickman but for 1974 he was testing the 460 Husqvarna engined bike.

In between a frustrating series of breakdowns, Graham rocked the stars on this open class bike. First of the importers to step in to obtain his services was Bryan Goss. Graham accepted his offer of support and began a highly successful three year association on the German Maico.

What an eventful start to the partnership there was however. Graham had also been wooed by Husqvarna and a contract wrangle kept him out of the sport for some time.

The matter was settled just before the second round of the new style British championship at Tirley and Graham astonished everyone by winning it. Despite having missed the first round, Graham showed it was no flash in the pan by disputing every point in the following rounds as well.



## THE CHAMPS — GRAHAM NOYCE



Proving that he doesn't need a works bike to win, Graham took a production 250 Honda to victory in the Ken Hall scramble two years ago. Graham's parents live ten miles away from the Langrish track.

A four-cornered battle for the championship between Graham, Vic Allan, John Banks and Vic Eastwood went right to the last race of the series. Graham won the first race at Bury St. Edmunds to hoist himself to within a couple of points of the championship pace and was way out in front in the second race, seemingly certain to clinch the title, it was not to be however. The gear pedal snapped and Graham broke his collarbone.

Graham had contested a couple of rounds of the 125 world title earlier that year without any great success but he made a terrific impact on the 500 class, refusing to be overawed by the opposition at Hawkstone

Park and earning himself rides in the remaining rounds.

Although he had no adult titles to his name, Graham was the man to beat in Britain in 1976. He refused to be ruffled however and won the British title with ease, a feat he has repeated every year since.

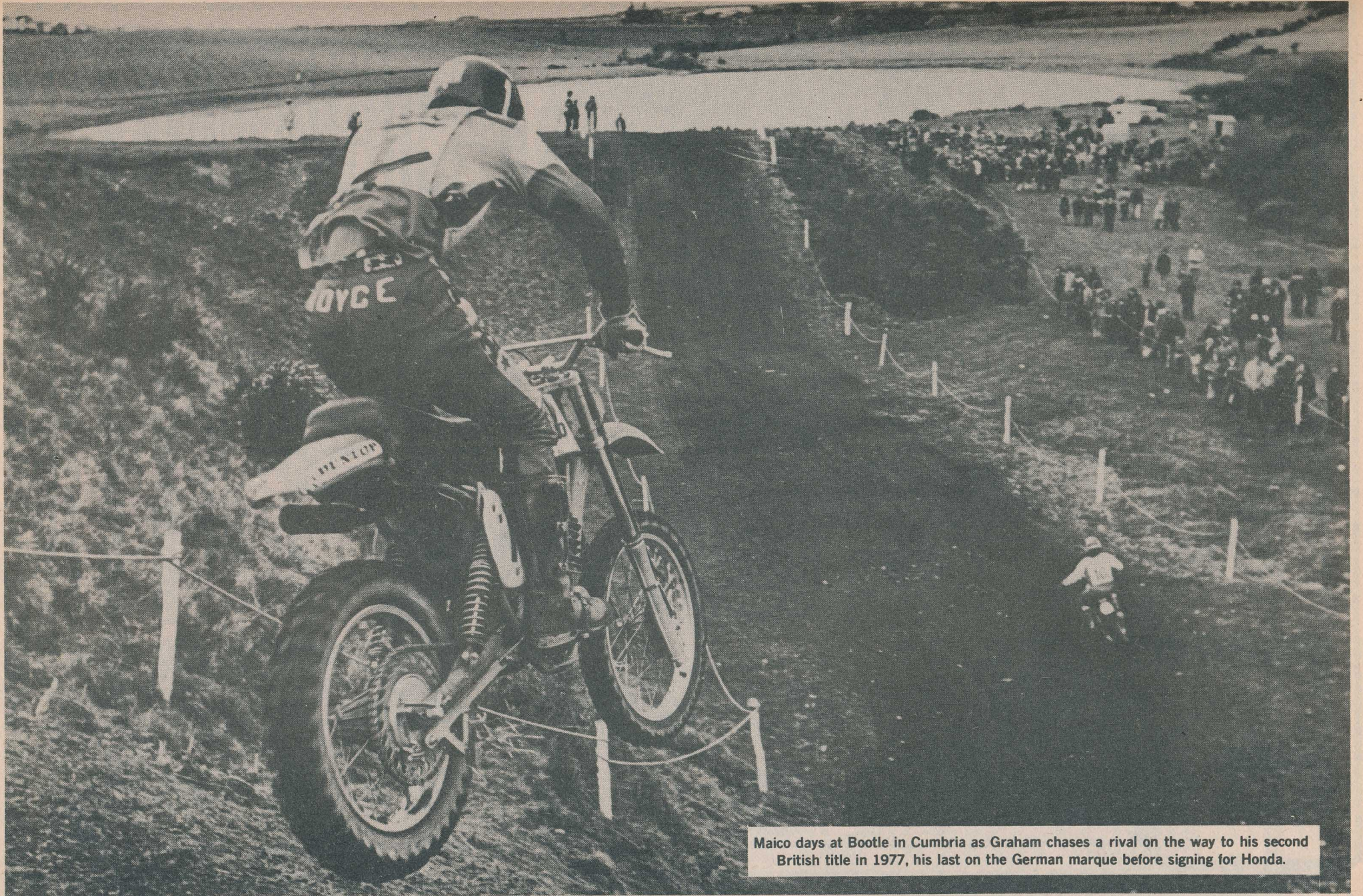
Graham was also the young new star of the GPs. He rarely finished both races of a GP but his placings in the races he finished were good enough to give him fourth in the world.

The highlight of his year was his first moto win in the British GP at Dodington Park but was put out in a multiple pile-up on the

second corner of the second race. Graham had to wait three years, until last July at Farleigh Castle, to win his home GP.

Despite a disappointing year in the GPs during 1977, Graham landed a works contract with Honda for 1978. A run of mechanical failures kept him away from the championship pace but he had a dazzling return to form in the final GPs and was the best placed European in the Trans-AMA during the autumn of 1978.

His performances in 1979 are now legend. There is no reason why he shouldn't go on to more titles. Graham Noyce is the king of the world and he is British. Long may he reign. □



Maico days at Bootle in Cumbria as Graham chases a rival on the way to his second British title in 1977, his last on the German marque before signing for Honda.

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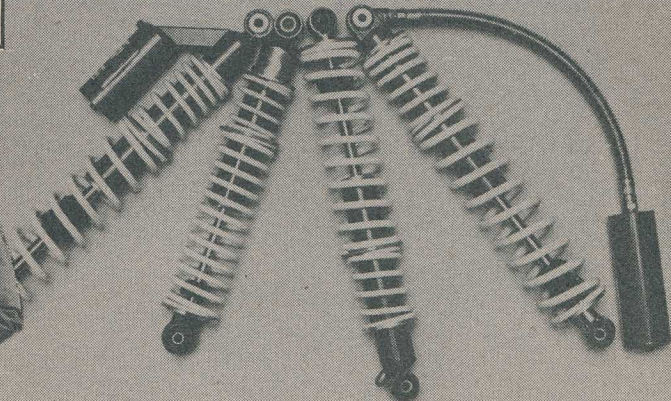
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