

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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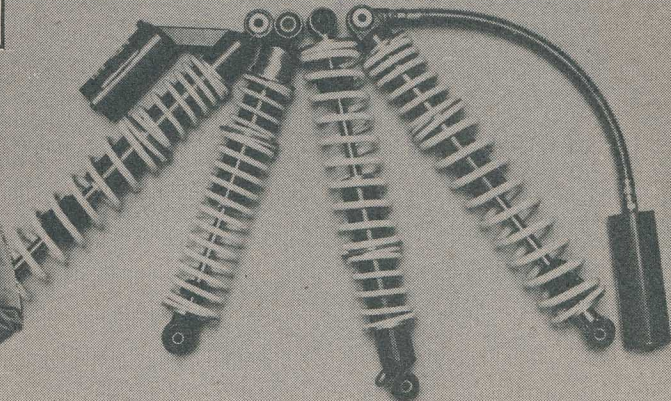
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THE CHAMPS — HAKAN CARLQVIST



The flying Carlqvist on his meteoric way to a double win in the French 250cc Grand Prix at Lavaur in June 1979.

HAKAN AND THE VIKING PROCESS

FOR MANY, success has come quickly to Hakan Carlqvist. The Swede was a little known quantity in Britain before he raced away with this year's 250cc world championship, yet the signs were there if you looked closely.

The fine line between failure and outstanding success can be affected by many things — injuries and the lack of a mechanic are but two which have affected 'Carla' as Hakan is affectionately known by the GP circus.

Although he is 25 'Carla' has only been racing for eight years, a comparatively short time, and there was no 'bike bought by father' to set him on his way.

Hakan's father insisted that he had to pay for everything himself so every penny had to be saved by the apprentice glazier to buy a Penton enduro bike which he used in the Swedish 125 junior class after taking the lights off. Amazingly he won his first three races and was never out of the first five all year, changing to a Maico in mid-season.

Hakan decided he was ready for the national championship in 1972 and bought an ex-Ake Jonsson 250 Maico for the assault. A

broken chain in his qualifying meeting restricted Hakan to a season of lesser meetings but he made no mistake in his qualifier in 1973 with a new motor installed.

Seventh place in the championship at his first attempt attracted the attentions of the Ossa importer and he even got the chance to ride three GPs, scoring his first world points at Bielstein in West Germany.

Success on the domestic scene was highlighted by his runner-up spot in the 250 championship to Hakan Andersson, beating Torliel Hansen whose race tactics of demoralising the opposition as soon as possible in a race, Hakan has tried to emulate.

Hakan stayed with Ossa for 1975, quitting his glazing job during the winter. Nothing went right all year however. A broken thumb sustained in a pre-season training crash proved to be the first of many mishaps and only eight world points came the Swede's way all year.

Ossa kept faith with him but a disheartening start to the 1976 season saw Hakan split with the Spanish concern and borrow a spare Kawasaki from Torliel Hansen.

There was a dramatic improvement in



Carlqvist, the 250cc champ and a man with plenty to smile about last season.



Hakan flies the Husky on his way to another two-race win — this time at the Dutch round last April.

THE CHAMPS — HAKAN CARLQVIST



This is the view most of the 250 GP boys had of Carla last season — the back end, disappearing rapidly. In this great shot, Hakan proceeds to yet another double — at the German GP.

Hakan's fortunes. He scored a couple of fifth places in the GPs and made it a 1-2 for the Green Meanie in Sweden by chasing Hansen for the 250 crown.

The return to form again attracted a factory, this time the Swedish Husqvarna factory with the offer of a full factory contract. Hakan jumped at the offer and made an impressive start to 1977, riding high in the world points table. Then, disaster!

Just when he looked to be on his way to the top, 'Carla' found himself on the way to hospital. A crash in the Belgium GP left his left leg broken at the knee and he was in hospital for 45 days.

Amazingly he returned to the fray within three months to ride at Hawkstone Park in the British 250 GP. He finished seventh but

constant problems with his knee severely restricted his activities for the rest of the year.

Support was cut dramatically by Husqvarna in 1978 and Carlqvist was left without a mechanic. A first ever win in a GP moto when the series opened at its traditional home, Spain, showed that Hakan was good enough but he never repeated that form all year, probably because he was not mentally tuned after preparing his own bike.

When he came to ride for his country however, Hakan showed his early season fire. 'Carla' and Torlief Hansen led a tremendous bid by Sweden to cut down Belgium's first race lead. The duo were in devastating form, with Hakan taking the win when Hansen's gearbox jammed in the closing stages. Still Carlqvist was second in the home championship to his mentor however.

Several offers came in for 1979 but Husqvarna eventually made Carlqvist a decent offer again including a mechanic and he signed. The mechanic was Tommy Jansson, previously with Hansen, and the partnership clicked from the start.

Carlqvist scored a runaway win in the annual race at Le Touquet and his world championship exploits are recorded elsewhere in this book. The new Swedish hero capped a tremendous season by taking double wins in the Trophee des Nations which took his country to within one point of victory in their homeland. Hakan Carlqvist had arrived and his name will forever be mentioned alongside the great names of the past — Nilsson, Lundin, Tibblin, Hallman, Aberg, Andersson. Add Carlqvist.