

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



It's not always easy for the stars — Mick Andrews comes off at Ba House in 1978.

Sid Lampkin on his 325 Bultaco cleans pipeline for the first time in the 1978 Scottish.

SCOTTISH SIX DAYS

A SPORTING HOLIDAY WITH HIGHLAND MAGIC

WITH a history almost as long as motorcycling itself, the Scottish Six Days Trial is held every year in the Western Highlands, and for many years has used Fort William, on the shores of Loch Linnhe, as its base.

In the early days the trial started in Edinburgh, and then men and machines moved to the first night stop which might have been Oban, or Fort William. Light cars, sidecar outfits and solo machines took part then, but as routes got tougher, first the cars and then the outfits were dropped from the event and the last sidecar award was presented in 1950.

In those days a different night stop was used at the end of a day's run so competitors had to arrange for their baggage to follow the trial.

It was not until 1936 that the trial centred on Fort William for four nights and the riders celebrated this with an annual football match against the town's team.

Winning scores were much less in those days, and a loss of two, three or four marks for



Ian Abbott captures the spirit of the Scottish as he is cheered by the children of Acharacle School.



Rob Shepherd on the factory Honda four-stroke tackles Achallader during the 1977 trial.

SCOTTISH SIX DAYS



Five times Scottish winner Mick Andrews tackles pipeline on his Ossa.

the week were quite common. It was also quite in order if half of the entry, which might only total fifty or so machines, were still clean midway through the week.

Riders had to be good mechanics, too, for if there was any work to be done on the bike there was no service car just around the corner. And it was not only small repairs that were done, either. Sometimes a valve or spring had to be changed at the side of the road, and this would involve removing the cylinder head. Sometimes a rider would lose only a few marks on observation throughout the week, and then lose a mark or two on the stop and start test at Blackford Hill which ended the trial in Edinburgh.

Nowadays it is generally remarked that it takes at least four years to learn the "ways" of the Scottish and how to read your route card properly.

Hugh Viney, the famous AJS works rider, squashed this theory in 1947, the first Scottish to be run after the war, when he entered the trial and won at his first attempt. Not content with this he came back the following two years and won, completing the first hat-trick. He again won in 1954 for the fourth time and his record was set.

Throughout the fifties the four stroke continued to dominate, and another works AJS rider took over from Hugh Viney. He was Gordon Jackson and he won four times. His most famous victory was in 1961 when he rode the whole week and dropped only one mark, a dab at the top of Grey Mares Ridge. This was the lowest winning score in the trials history and from then on the marks continued to increase until in 1978 Martin Lampkin lost 99 marks for the week.

Section severity continued to increase as more and more lightweight two-strokes were developed and ridden. Ariel 500s gave way to Bultaco 250s and AJSs to Greeves 250s.



The weigh-in nears completion as Jaime Subira has his Montesa marked with the special paint.

SCOTTISH SIX DAYS

Malcolm Rathmell took victory on the last day of the 1979 trial on his 349 Montesa. He also won in 1973.



SCOTTISH SHOWS



Yrjo Vesterinen snatched third place in the 1979 trial after the last day battle.



The picture which tells it all. Martin Lampkin stops on Ben Nevis and loses the trial

In 1969, Greeves, in the hands of Bill Wilkinson, won the Scottish but the writing was on the wall, and ten years later not a single British bike finished the trial.

While foreign bikes now dominated the trial, their riders were not quite so successful. Two foreigners now share the honour of third place in the event, Thore Evertson, a Swede, in 1974, and World Champion Yrjo Vesterinen from Finland on a Bultaco in 1979.

As the heavyweight bikes gave way to the new generation of two-strokes, so some of the younger works riders moved with them.

Nicknamed the "Monarch of the Highlands" is 34-year-old Mick Andrews. He started his Scottish career in 1962 as the youngest ever works rider in the AJS team. The other members of the team were Gordon Jackson and Gordon McLaughlan.

After several years of near misses, Mick finally won the trial in 1970 on a new Spanish Ossa machine which he had developed. Having found the success he had long waited for, he won the next two years as well and completed the second Scottish hat-trick.

After leaving Ossa, Mick joined Yamaha to develop the Japanese machine and in 1974 he gave Japan its first victory. His bike featured a monoshock rear suspension system first used on the Yamaha motocross bikes. Using a prototype fuel injection system he glided over the Scottish rockery to notch up his fourth and fifth wins on the Yam.

Mick is at present joint record holder with Sammy Miller, both having five wins.

Sammy Miller had a successful history of road racing and scrambling before he turned his attention to trials completely. In 1955 he first rode the 500cc Ariel GOV 132 on which he was to become famous. As he developed the bike over the years he reduced the weight from around 300lbs. to its final version



Debbie Evans was the star of the 1978 trial, riding with more skill than many of her male rivals.

SCOTTISH SIX DAYS



Martin Lampkin just lost out in his bid for four-in-a-row in the 1979 trial.

weighing only 245lbs. He won the Scottish for his second time on the Ariel in 1964, but he was finding it increasingly harder to keep pace with the new two-strokes.

In 1965 he joined Bultaco and won the trial for the third time. Then again in 1967 and '68 he led the rest home. Another Bultaco works rider took up the challenge of the Scottish, Martin Lampkin.

Martin is the youngest brother of two Yorkshiremen, Arthur and Alan, who had won

the Scottish in 1963 and 1966, and he achieved his first success in 1976. In 1977 he again won and in '78 made it a hat-trick with a loss of 99 marks, the greatest in the trials history.

His attempt at a record breaking fourth win (no one has won four times in a row) was thwarted only five sections from the end of the 1979 event when he had a five on a Ben Nevis section. This tipped the balance and his slight lead was gone. Malcolm Ra-

mell slipped through the rocky section clean and recorded his second Scottish win, and Montesa's first.

With continued interest in trials, it is only a matter of time before a foreign rider wins the trial, and writes his name in the history books. The Scottish will continue to move with the times, but as professionalism continues to grow, so the enjoyment of the Sporting Holiday in the Highlands will, unfortunately decrease.