

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



Britain's first national enduro champion Geraint Jones (Cee Gee Maico) shoves hard through the Welsh mud in last year's Brechfa Enduro — a picture which shows the tough going typical of the long-distance enduros.

The sport that came in from the cold...

THE British enduro scene had an enormous boost in 1979, backed by an upsurge of interest in the sport which saw more clubs and more events than ever before.

For a start, we had our first enduro champion. That honour went to Welsh Geraint Jones who won the very first ACU national enduro title.

In fact, 1979 saw two national enduro championships, both announced within weeks of each other. Trials and Motocross News was the first to respond to pressure from riders and the trade and the T+MX enduro correspondent, Pete Plummer, swiftly organised a national series for clubmen and experts.

Then the ACU followed suit with a series aimed at the ISDT contenders. And suddenly, there was an embarrassment of riches . . .

But there was more to come. Those crazy men from the enduro sidecar world asked T+MX for a championship too, Plummer moved up a gear and within weeks Britain had its first enduro sidecar series, too.

Eddie Chandler and Brian Warwick in the chair were the first winners with their lightweight 402cc Jawa Wasp outfit. They maintained a consistent, unspectacular pace throughout the season and ran out the winners.

Yes, 1979 was a spectacular year. Clubs mushroomed, the calendar expanded and more and more new faces were seen on the track for the very first time. All this activity stimulated the market and the manufacturers and trade generally had a brisk year.

But the year brought its problems, too. The price of petrol rocketed, which affected transport to the events at least as much as the enduros themselves, and clubs had to pay more money for the land. Some good, regular clubmen competitors were forced out because of the escalating costs. That was the tarnished side of the coin.

Meanwhile, there was another spin-off. So much increased activity meant much increased experience as more people took part in organising events. This pool of expertise is expected to pay dividends this year and in the future.

There can be no doubt that the whole enduro scene in the UK has changed dramatically. Less than 10 years ago it was mainly clubmen, wearing black waxed cotton gear and riding Japanese trail bikes who made up the bulk of the entry at just about every event. Many enduros were run on green lanes with little attention being paid to events run on private land.

It has all changed. There is a huge choice of gear available and the machinery available is specialised in the extreme, owing more to the latest motocross technology than to anything else. These days a specialised open class



Mick "Bonky" Bowers, a veteran of the British enduro scene, presses on hard down a Crychen Forest trail at an ISDT training weekend in 1976.

enduro bike is a ferocious projectile capable of hurtling its rider along forest tracks at speeds greater than 100 mph.

As far as courses are concerned, the emphasis is now on private land. What are now recognised as the top events, the Welsh Trail Riders Association Beacons Enduro and the Caerleon Club's Isca Two-Day are no

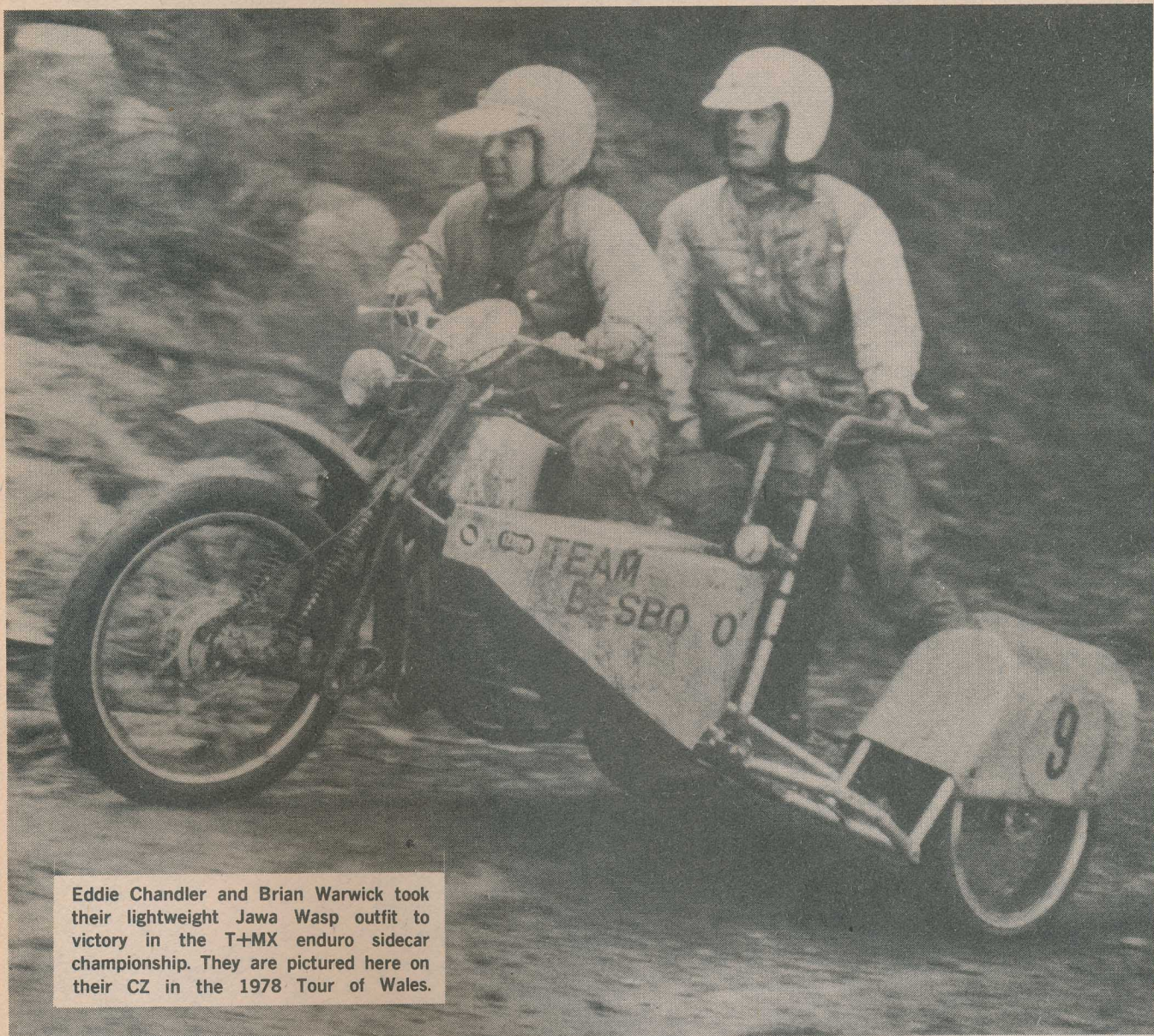
longer run on an open course—they are now deep in the rugged Welsh forests.

In 1980 just three major enduros will be run over an open course — the Denbigh and Mold club's Tour of Wales, the Mid-Wales Trail Riders Powys Enduro and the Welsh International Two-Day event. The Welsh Two-Day format is likely to change in future years,



John May, son of the legendary tuning ace Reg, has been one of Britain's top enduro riders for years. He is pictured here storming along at the Beacons enduro in 1977.

ENDURO — THE BRITISH SCENE



Eddie Chandler and Brian Warwick took their lightweight Jawa Wasp outfit to victory in the T+MX enduro sidecar championship. They are pictured here on their CZ in the 1978 Tour of Wales.

but the 1980 events will be run along the usual lines.

Why the trend towards closed events on private land? Well, the reasons are solid enough. Running an event on an open course involves RAC and police authorisation, permission from possibly umpteen landowners, lots of marshals, hundreds of dayglo arrows and months of planning.

There is another reason of which not too many riders are aware. The open course event often takes in green lanes which are public rights of way over private property. Many of these green lanes which have been public paths for hundreds of years are now under pressure from various environmentalists.

Green lanes nationwide are "under review". This means that they are being scrutinised by county authorities and the Department of the Environment. Many are being reclassified and closed to vehicles—which, of course, includes motor bikes.

Land, in fact, constitutes the biggest threat facing the off-road sport nationwide. There is pressure enough concerning well-organised, controlled events, but the threat is intensified by the enormous problem of illegal riding.

Clubs everywhere have lost land because thoughtless idiots have blasted round without permission and alienated the landowner. A handful of idiots going berserk down a green lane can draw enough complaints from the public to bring about a closure order.

But it isn't just lads on trail bikes who cause all the problems. Regular trials and motocross riders on an unauthorised practice session cause much trouble, too.

If a way isn't found to curb unlawful riding, then the entire off-road movement will suffer.

This is the one note of gloom going forward into the 80s. That apart, the matchless sport of enduro riding is booming as never before.

On January 15 this year, Geraint Jones took his place as British Enduro Champion at the ACU's annual awards ceremony—and that was a great occasion for the sport.

It was an entirely suitable event to usher in the new decade.

T+MX Enduro Championship Final Positions

Experts: Best Overall, T+MX Trophy: Paul Reynolds.

No 50cc Class.

125cc Class, Harglo Trophy: Paul

Reynolds, 2 Lloyd James, 3 Nick Lee.

175cc Class, Roy Carey Cup: Adrian Carter, 2 John Richardson, 3 Roger Finch.

250cc Class, Graham Beamish Trophy: Dave Hetherington, 2 Terry Spencer, 3 Rob Lewis.

350cc Class, Bryan Goss Trophy: Bob Room, 2 Eddie Mace, 3 Michael Woodward.

500cc Class, Jim Sandiford Trophy: Alan Keane, 2 Ian Thompson, 3 Colin Beasley.

Clubmen

Best overall, Comerford Cup: Ken Franklin.

50cc Tiddlers Trophy: Mark Thomas

125cc Class, Harglo Clubman Cup: Mark Slatcher, 2 Nick Fawcett, 3 Alan Whiting.

175cc Class, Kawasaki Cup: Dave Tomlins, 2 Ralph Avis, Ivor Gubb.

250cc Class, Graham Beamish Cup: Ken Franklin, 2 Tim Hughes, 3 Mick Ward.

350cc Class, Bryan Goss Clubmans Cup: Paul Evans, 2 Ralph Bryans.

500cc Class, Jim Sandiford Cup: Dave Jarman, 2 Roger Thomas, 3 Alan Chivers.

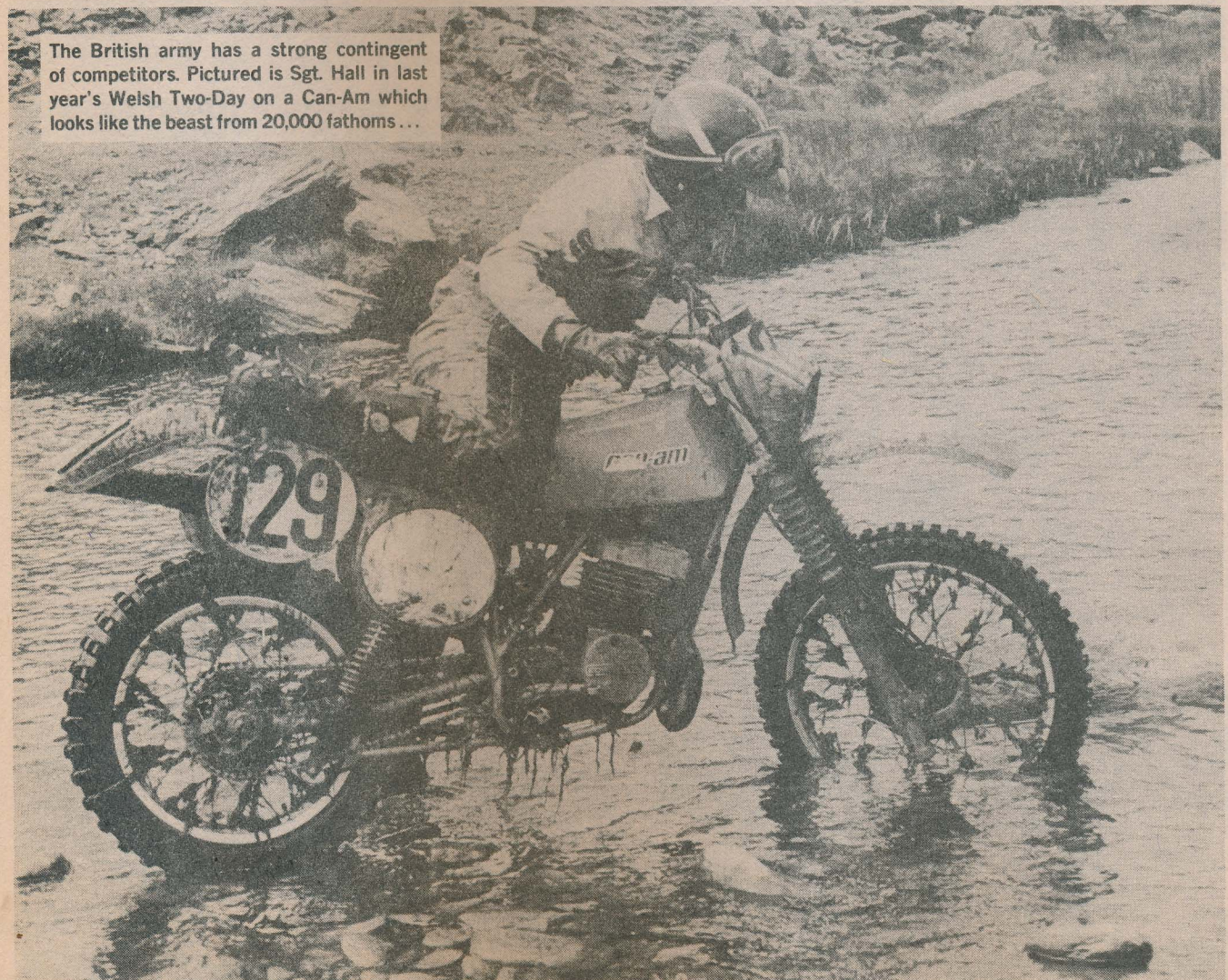
Team Award: Len Thwaites Trophy: Welsh Trail Riders Association (Lloyd James, Mark Slatcher, Michael Jones).



Gulliver's travels . . . Royal Marine rider G. Gulliver about to get some large droplets of mud up his nose as he blasts his Ossa through a stream at the Welsh Two-Day in 1978.

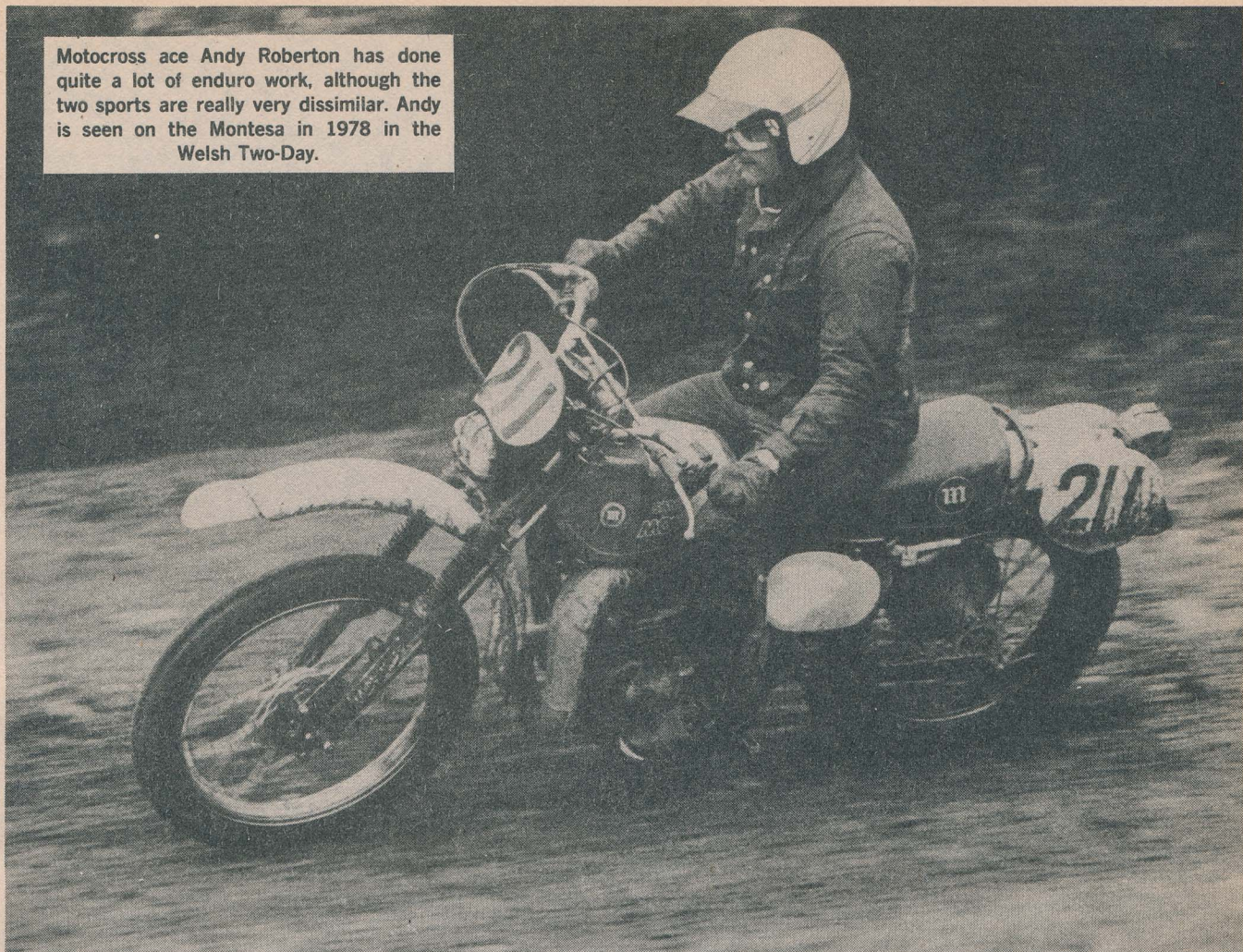


Bob Room, well-known clubman rider and a man who really enjoys his enduros, forces his KTM through a stream in the Welsh Two-Day event in 1978.



The British army has a strong contingent of competitors. Pictured is Sgt. Hall in last year's Welsh Two-Day on a Can-Am which looks like the beast from 20,000 fathoms...

Motocross ace Andy Robertson has done quite a lot of enduro work, although the two sports are really very dissimilar. Andy is seen on the Montesa in 1978 in the Welsh Two-Day.



London dealer Renee Bennett, once a regular competitor in the Scottish Six Days Trial, tackles a wet bit in a Welsh enduro in 1978.



Recognise the lad? Yes, it's British world motocross champion Graham Noyce blasting a Maico through a forest in the Beacons enduro back in 1975.



Arthur Browning, whose epic struggle against adversity in the 1979 ISDT will long be remembered, gets his KTM airborne in the 1978 ISDT in Sweden.



Jumping streams keeps your feet dry . . . Young Alan Brick, son of British ISDT team manager Arthur, flies his Fantic 50 at the Scarborough Enduro in 1978. Alan is a lad to watch and looks set for a good ISDT career.