

Trialst Motocross News



1980

OFF-ROAD REVIEW

• TRIALS • MOTOCROSS • ENDUROS • SCHOOLBOYS / Price £2.25

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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?

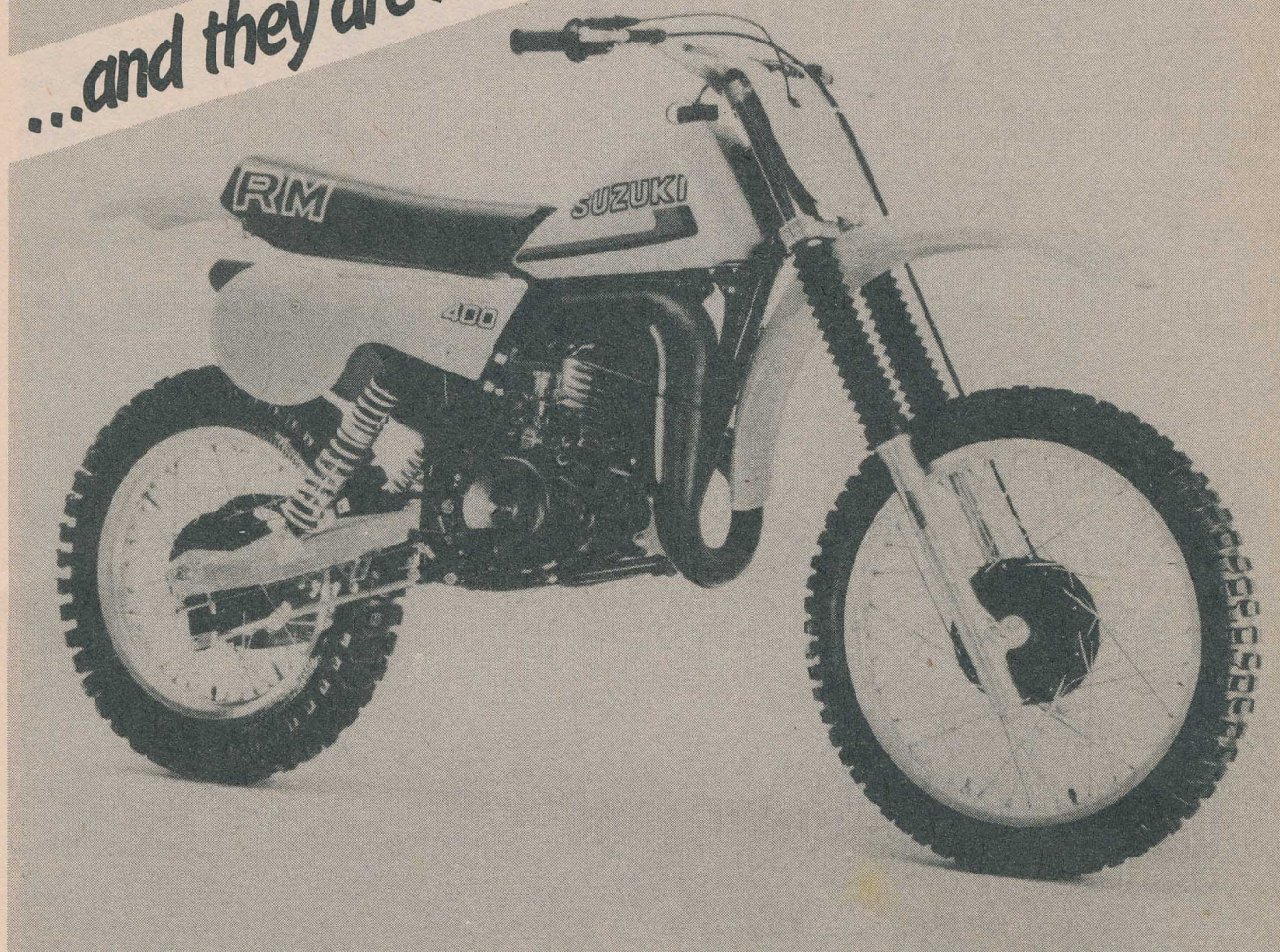
I hope the annual enjoys as much success as the weekly.

MALCOLM RATHMELL
British Solo Trials Champion

Malcolm Rathmell

BEAMISH SUZUKI

...and they are here now!



THE T SERIES MX · ENDURO · TRIALS
SIMPLY SUPERIOR

ENDURO — THE ISDT



The British Trophy team in 1979. Left to right: Mick Bowers, John May, Dave Jeremiah, Arthur Browning, Ted Thomson (reserve), manager Dave Bickers and John Knight. Bickers later dropped out and Arthur Brick took over.

INTERNATIONAL SIX DAYS —THE ENDURO OLYMPICS

THE International Six Days Trial, better known under the most famous initials in the enduro sport, ISDT, has been called the motor cycle Olympics—and with justification.

This annual contest matching men and machines against the clock and the terrain is uniquely tough and truly international and combines the elements of motocross, trials riding, and road racing together with the need to keep meticulous time schedules.

The ISDT is a team contest with the teams fighting for the premier award, the International Trophy, the Silver Vase and three-men club teams chasing coveted FIM diplomas. The fourth element is the highly prized manufacturers team award with Europe's top factories hotly involved.

The name of the game is to keep within specified time limits during each day's run. In addition, there are special tests on motocross circuits with the fastest men in each capacity

class setting standard time. Penalties are incurred by riders slower than standard time.

A system of individual awards—gold, silver and bronze—operates within the team competition based on time percentages within the various capacity classes—50, 75, 100, 125, 175, 250, 350, 500 and 750cc. An ISDT Gold Medal is among the most coveted awards in motor cycle sport.

It all started in 1913 when 162 riders, most of them British, took part in the first ISDT around Carlisle in the Lake District. A third of the field dropped out, and 44 men earned the first Gold Medals. Britain won the Trophy.

After a five-year pause, while much of the world battled it out in the trenches, the ISDT was resumed in 1920 at Grenoble in France, when Switzerland took the first of three Trophies in succession. Great Britain won it six times on the trot between 1924 and 1929, and then three times in succession from 1936 to 1938. The 1939 ISDT in Austria was annulled by the FIM then there was another pause for World War II.

Czechoslovakia, another great ISDT nation, won the first post-war trophy in Czecho, then Great Britain won it five times in six years between 1948 and 1953. Unhappily, 1953 was the last time the Trophy went to the British team.

In the last 25 years, the Trophy has been dominated by Czechoslovakia and East and West Germany with the powerful Italian team grabbing the Trophy in 1979.



British team march past in West German last year — another element of the ISDT reminiscent of the Olympics.

Typical ISDT going . . . One man rides, one shoves, and the other steps off as the long, long trail winds through a West German forest on the Wednesday in 1979.



ENDURO — THE ISDT



Welshman Dave Jeremiah, for years one of Britain's top ISDT men, walks his 175 KTM down a fearsome hill watched by riders and spectators in West Germany.



Alan Brick (Maico), son of team manager Arthur, gets into a spot of bother at a Pre-ISDT practice session. Alan crashed badly later and broke an arm.

Great Britain's decline in ISDT competition lies deeper than in the gradual post-war collapse of the once paramount British motor cycle industry.

We have the riders, and the top European machinery is readily available. The British Trophy effort in recent years, for instance, has been based on the Austrian KTM machines which are unquestionably among the best in the business. The teams have also reaped the benefit of a superlative back-up service from the factory at the events.

Basically, it's a question of approach. The Europeans treat the ISDT, quite properly, as an exercise in national prestige and no expense is spared in mounting their attacks.

Great Britain, on the other hand, is very much the poor relation and successive Trophy team managers have had to split the complex job into two parts—one for the actual team and event, the other to raise cash and various sponsorships.

Until the ISDT gets the recognition it deserves, and proper financial backing, the British Trophy team look doomed to be also-rans in an event they once dominated, despite the gallantry of their efforts.