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MOTO-CROSS DES NATIONS

Farleigh Castle

13-14 Sept. 1980

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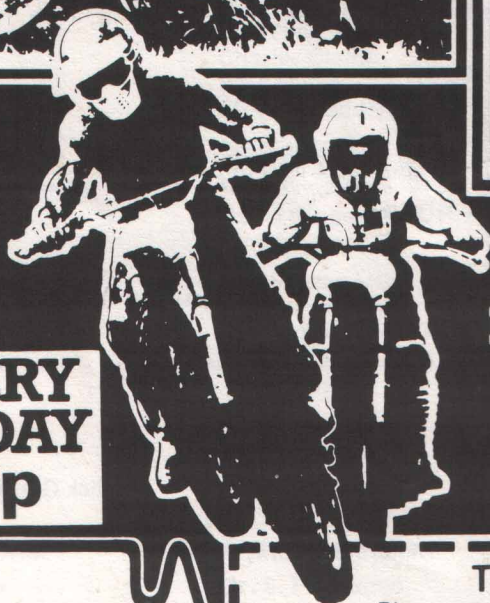
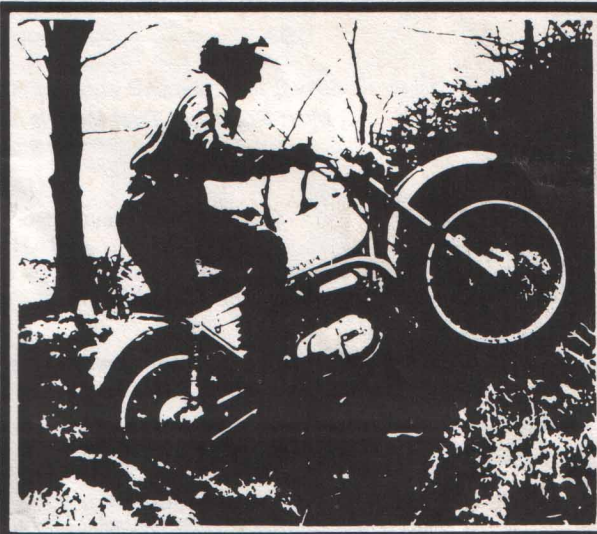
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The Meeting is held under the International Sporting Code of the F.I.M. and the General Rules (10th Edition) of the A.C.U., the Standing Regulations of the A.C.U. and the Supplementary Regulations of the Promoting Club.

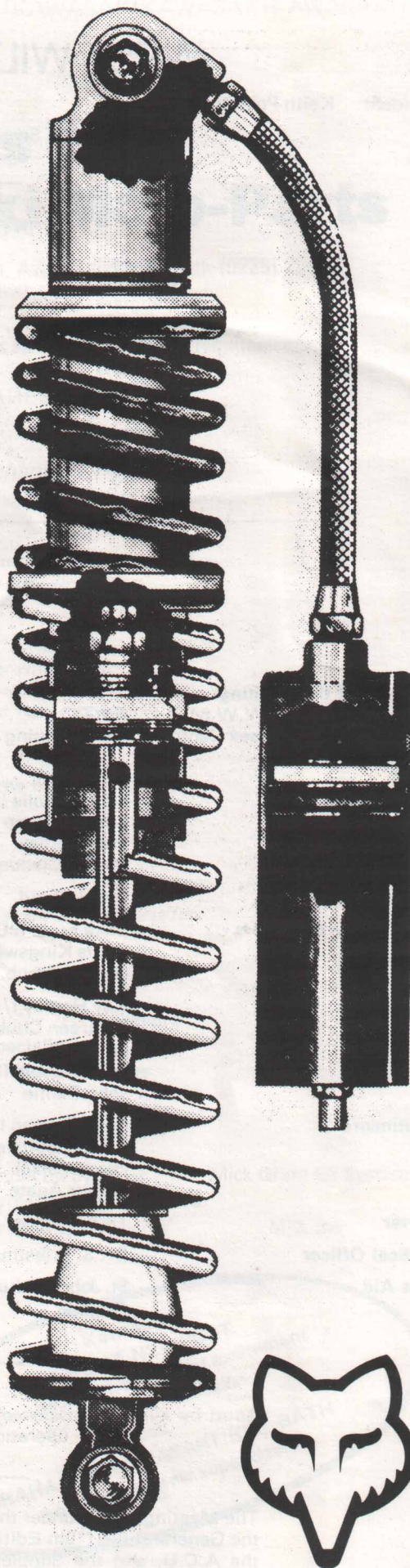
FOX WINS 125 CC GRAND PRIX!

In the fevered world of 125 World Championship Grand Prix racing, a new star is emerging. Michele Rinaldi from Italy won both motos of the Italian round on June 15th to move into third place in the standings. Since equipping his factory TGM with FOX FACTORY SHOX, Rinaldi has been a new force to consider. His competition has been noticing, too, and so at the last round **four of the top six riders** were using FOX FACTORY SHOX including second place winner Tarao Suzuki.

Yes, the New Era in Sophisticated Suspension Technology has begun. Whether you are racing World Championship Grand Prix's like Michele Rinaldi, or National Championships like Jo Jo Keller, Jim Weinert, Mike Loeffler, Bill Grossi, Carlos Serrano, Lenny Giger, Derek Wedding and Wayne Boyer, or just tearing up your local track, you can now buy the same world-beating suspension for your bike ... FOX FACTORY SHOX. In stock now at your local dealer or direct from the FOX himself for only £195 complete with reservoirs and springs. Available for: Honda, Suzuki, Maico, Can-Am, Husky, etc.

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Acknowledgements

It is always very difficult to thank everybody who helps in the running of an event such as this since help in various forms comes from so many directions. The one thing we can say is that without all the support and help we do get it would be very difficult to do credit to such a great event. Therefore, to anyone who has helped in any way the West Wilts Motor Club extend their very grateful thanks with a special "Thank You" to the following: —

Mrs. J. J. Cartwright-Hignett and Mr. W. W. Douglas for the use of the land. **Camel** (R.J. Reynolds Tobacco International S.A.) and **Champion Spark Plug Co. Ltd.**, particularly for their financial support but also for all the other assistance with publicity materials, trophies, etc.

Kawasaki and **Shell** for financing the new venture — the pedestrian bridge — and also for providing secretarial offices.

Yamaha for sponsoring the Sunday Support Race and providing the Trophy. **Girling** and **Southern Raceways** for sponsoring the Saturday Support Races.

Avon Tyres for their hospitality to the International Jury.

Bradford-on-Avon Town Council for their hospitality to the International Jury.

Parkroad Motorcycles, Southampton for assistance with International Jury meeting accommodation.

Guyrex for providing the commentary tower and presentation podium.

Allins Motorcycles, Bath for providing motorcycles for the gates and car park organisers.

Motor Cycle News for assistance with car park marshals.

Castrol for providing a caravan for Club use.

Walter Lawrence Engineering for donation to help with cost of event.

Bristol Motor Cycle Club for the use of their national flags and **Salop Motor Club** for the use of their photocopier.

Davis of Marshfield, International Tractor Dealers, for assistance with supply of tractor.

Motorcycle Service Centre, Westbury and **KL Moto Accessories** for 'Cagvia' and 'Moto-Gori' respectively for use by Travelling Marshals.

St. John Ambulance Brigade attend this meeting for everyone's benefit, not just the riders. Please give generously to their collection as you leave the course.

Any lost children should be taken to the St. John Ambulance base at the lower part of the course.

WARNING

MOTOR SPORT IS DANGEROUS AND PERSONS ATTENDING THE MEETING DO SO ENTIRELY AT THEIR OWN RISK. It is a condition of admission that all persons having any connection with the promotion and/or organisation and/or conduct of the meeting, including the owners of the land and the drivers and owners of the vehicles, are absolved from all liability arising out of accidents howsoever caused resulting in damage and/or personal injury to spectators or ticket holders.

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LIST OF SUPPORTING DRIVERS

No.	Name	Machine	Entrant	Home Town
1	Graham Noyce	450 Honda	Honda Britain Racing Team	Eastleigh
2	Chris Small	420 Suzuki	Beamish Motors Ltd.	Soberton Heath
3	Gary Evans	250/420 Kawasaki	Kawasaki Motors (UK) Ltd.	Hereford
4	Ian Preston	440 Bill Brown Maico		Lancaster
5	Bob Wright	620 C.C.M.		Blackburn
6	Rob Hooper	440 Maico		Rugeley
7	Steven Beamish	490 Suzuki	Suzuki GB Ltd.	Portslade
8	Pete Mathia	414 Castrol Sandiford Montesa		Northwich
9	Roger Harvey	440 Maico	John Hewitt Ltd.	Rugeley
10	Bill Aldridge	420 Suzuki		Steyning
11	Jonathan Wright	420 Suzuki		Portslade
12	Vic Allan	490 K.T.M.	K.T.M. (UK) Ltd.	Tolworth
14	Chris Maindonald	440 Maico		M. Harborough
15	Dave Tomasik	420 K.T.M.		Hereford
16	Mike Pearce	440 Maico		Sunbury
17	Roger Garrett	440 Maico		Axbridge
18	James Aird	580 C.C.M.		Barnard Castle
19	Gary Dunn	465 Fowler Yamaha		Swindon
20	Stephen Harrison	420 Kawasaki		M. Harborough
21	Dave Bower	440 Bryco Maico		Wilmslow
22	Chris Bryan	440 Maico	Stormer Moto Cross	Bristol
23	Mike Stephens	500 Wilcomoto		Hereford
24	Paul Harrison	440 Berrill Maico		M. Harborough
25	Howard Lucas	250/420 Kawasaki	Kawasaki Motors (UK) Ltd.	Stockport
26	Cameron Knox	440 Maico	Island Services M/Cs.	Torquay
27	David Drake	465 Yamaha		Stafford
28	Stephen How	420 K.T.M.		Buckingham
29	Dave Thorpe	420 Kawasaki	Kawasaki Motors (UK) Ltd.	Bracknell
30	Perry Leask	412 Husqvarna	Leask Motors Ltd.	Hickstead
31	Paul Hunt	465 Yamaha	Mitsui-Yamaha	Ottershaw
32	Neil Griffiths	420 Suzuki		Rhondda
33	Michael Watts	420 Kawasaki	Doug Wheeler M/Cs.	Oxford
34	Gary Woollam	410 Maico		Old Woking
35	Brett Steele	440 Tilston Maico		Apperknowle
36	Alan Clarke	420 P & S K.T.M.		Chesterfield
37	Nick Toms	420 Husqvarna	D & B Motocross	Dursley
38	Adrian Willmott	420 K.T.M.		Shepton Mallet
39	Tim Stowe	440 Maico		Wellesbourne
40	Garry Hudson	465 Fowler Yamaha		Bristol
41	Jeremy Whatley	250/420 Kawasaki	Kawasaki Motors (UK) Ltd.	Poole
42	Kevin Ruddock	450 Honda	Honda Britain Racing Team	Slough

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Your attention is drawn to the serious consequences which could arise following an accident caused by unauthorised riding in the paddock. Liability for any claim could rest with the owner of the machine being used (or the parents in the case of a minor

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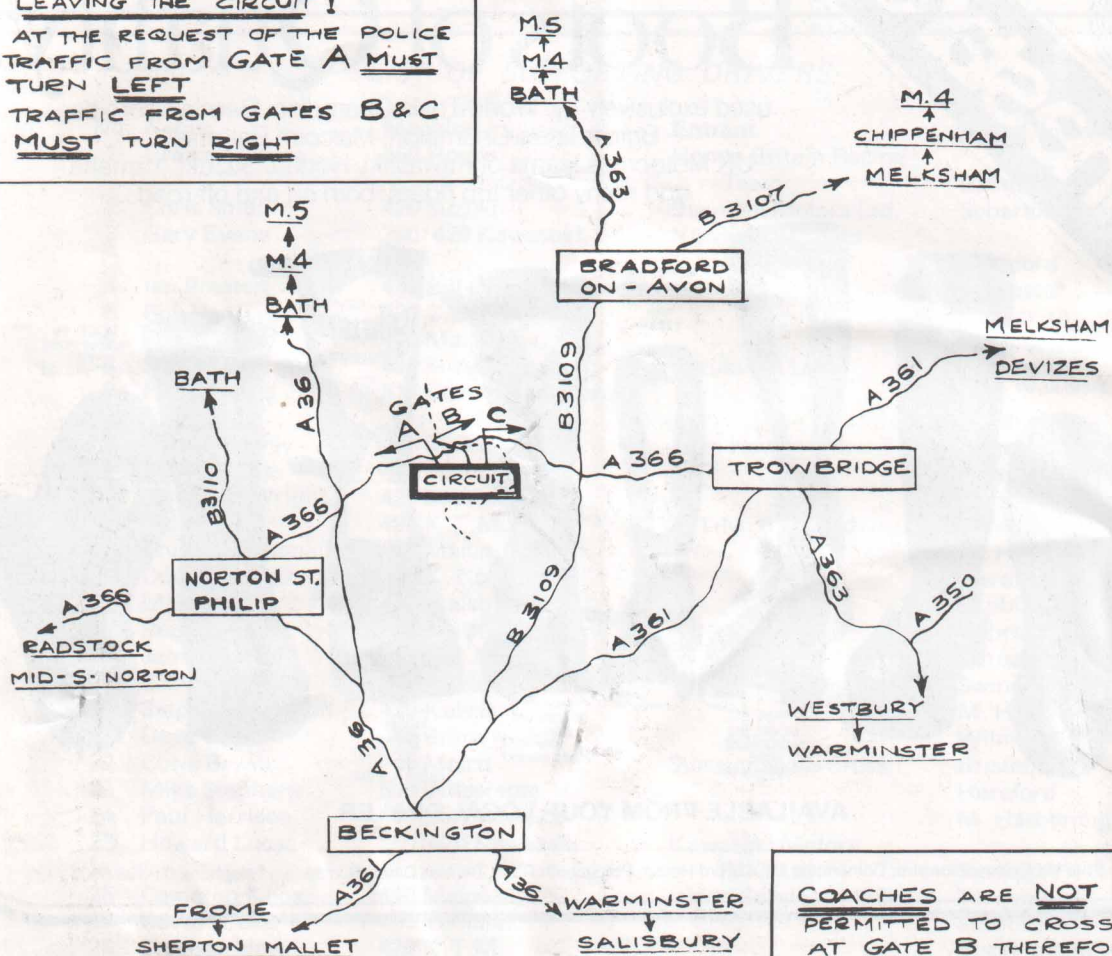
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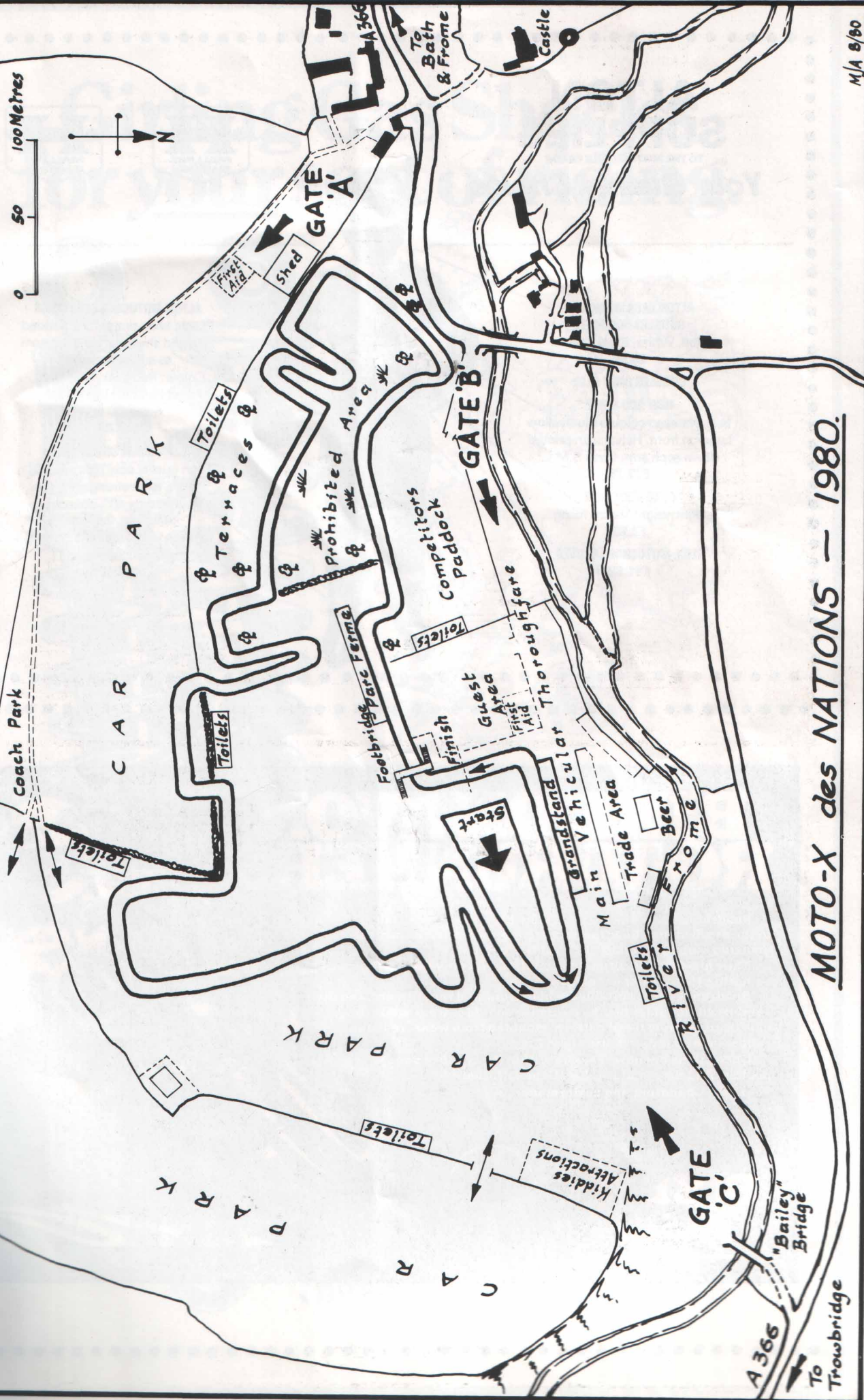
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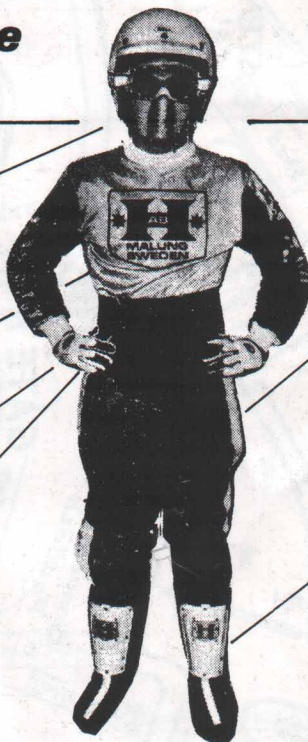


MOTO-X des NATIONS — 1980.

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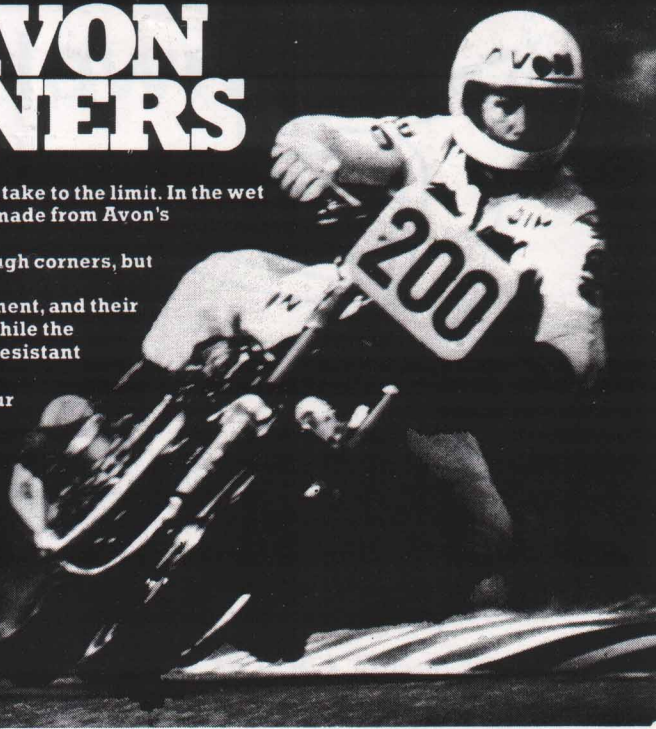
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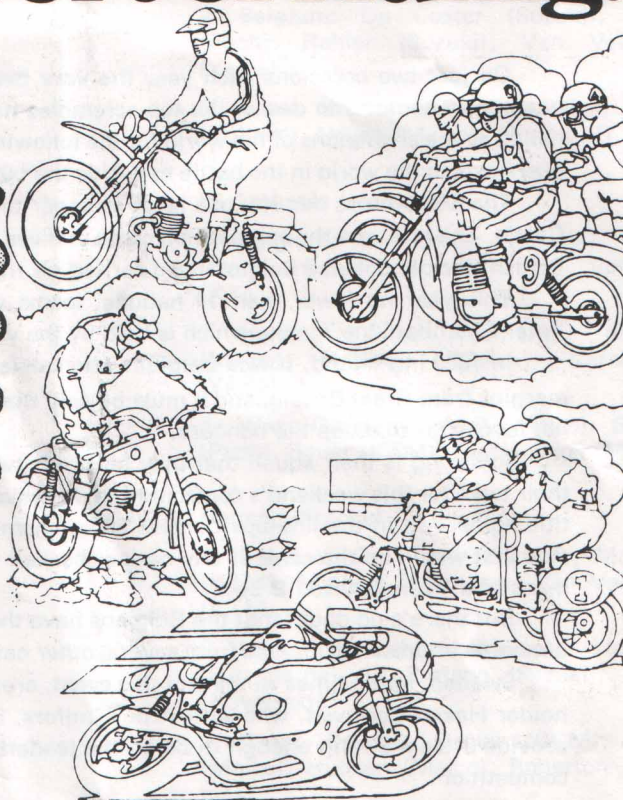
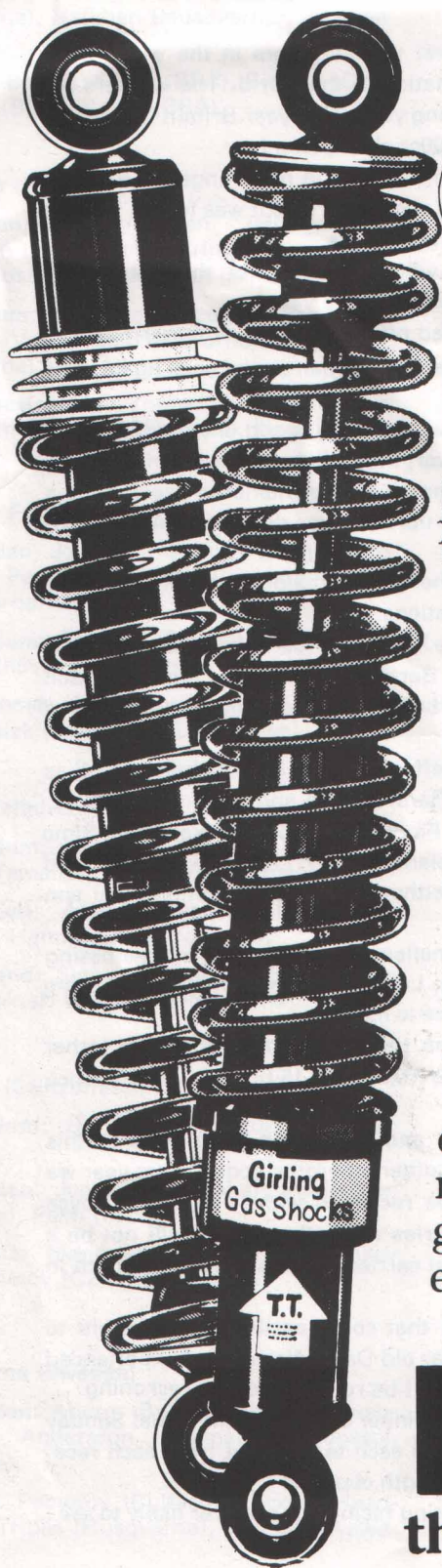
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MOTO-CROSS DES NATIONS

By PAUL FOWLER
(Motor Cycle News)

On just two occasions each year the very best moto-crossers in the world meet head-on in contests to decide the top scrambles nation in the world. The winners are hailed as the champions of the world for the following year. This year Britain is proud to play hosts to the world in the battle to decide the 500cc champions !

The Moto-Cross des Nations is no stranger to Britain and no stranger to Farleigh Castle. The last time the competition came to these shores, in 1969 it was to this revered British track and it was Belgium who carried off the honours.

This year no fewer than 14 national teams will be bidding for the prestigious Peter Chamberlaine Trophy which is held by the victors for a year.

In 1979 in Finland, it was Belgium who carried off the award by the narrowest of margins from Great Britain, and it must be said that the Belgian squad once again start hot favourites to scoop the honours.

So strong is their squad that they have left two reigning world champions out of their team for this weekend's confrontation. However, they still have one reigning world title holder left in the line-up. Current 500cc champion Andre Malherbe spearheads a side that would be the envy of any nation, backed up by Roger de Coster, Andre Vromans and Yvan van den Broeck.

But there's no doubt that the Belgians have the strongest side on paper, there are almost as impressive line-ups from several other nations.

Sweden, seven times winners of this event, are headed by last year's 250 world title holder Hakan Carlqvist, who with Arne Lindfors, Bertil Oevgard and Conny Carlsson provide a team strong enough to be on the leaderboard at the end of the weekend of competition.

West Germany, with the Honda duo of Rolf Dieffenbach and Fritz Kobele as well as Herbert Schmitz. Holland, with Gerrit Wolsink, Gerard Rond and Toon Karsmakers. France, led by Jean-Jacques Bruno; the emerging Finns with Tapani Pikkarainen, Simo Taini, Jukka Sintonen and Matti Tarkkonen; Ireland led by Laurence Spence; and Luxembourg led by the ever-popular Jaak van Velthoven, are other nations you can expect to see on the leaderboards.

But there could be some surprises from the smaller, less recognised moto-crossing nations. Denmark, Norway, Italy, Austria, Luxembourg and Switzerland bring the number of teams up to 13. There is just one more to mention.

Britain has won the Moto-Cross des Nations title more times than any other country. Since 1947 we have been top 500cc team no fewer than 15 times — nearly twice as many victories as any other nation.

However, our last victory was 13 years ago, and since then moto-cross in this country has diminished in importance compared to other emerging sports. Last year we realised that Britain was once more a force to be reckoned with — Graham Noyce became world 500cc champion. Unfortunately injuries mean that Noyce will not be a member of the British squad today but the team that carries our hopes has a strength in depth that cannot be denied.

UK number two Neil Hudson heads a team that could easily bring honours to Britain this year. East Anglian Geoff Mayes, 20 year old Dave Watson and experienced campaigner Andy Roberton make up a team that can't be ruled out of the reckoning.

Remember, it's not the nation that provides the winner of the two individual Sunday races that takes the title, the three best results from each team count from each race. It's teamwork that counts and that's where our strength could lie !

So sit back and enjoy two days of the most exciting racing you are ever likely to see !

MOTO-CROSS DES NATIONS

THE WINNING TEAMS SINCE LAST STAGED AT FARLEIGH CASTLE

the riders shown are those whose score counted.

1969 Farleigh Castle

1 **Belgium:** De Coster (CZ), Teuwissen (Husqvarna), Robert (CZ), Geboers (CZ).

2 **Sweden:** Aberg (Husqvarna), Kring (Husqvarna), Hallman (Husqvarna), Jonsson (Maico).

3 **Great Britain:** Smith (BSA), Bickers (CZ), Rickman (BSA), Banks (BSA).

1970 Maggiora (Italy)

1 **Sweden:** Hammargren (Husqvarna), Johansson (Husqvarna), Kring (Husqvarna), Aberg (Husqvarna), Jonsson (Maico).

2 **Belgium:** Geboers (Suzuki), De Coster (CZ), Van Velthoven (Husqvarna), Teuwissen (Husqvarna).

3 **Czechoslovakia:** Toman (CZ), Stodulka (CZ), Hammersmid (CZ), Valek (Jawa).

1971 Vannes (France)

1 **Sweden:** Jonsson (Maico), Aberg (Husqvarna), Pettersson (Suzuki), Hammargren (Husqvarna).

2 **Belgium:** Geobers (Suzuki), Rahier (CZ), Van Velthoven (Husqvarna), Van Loen (CZ).

3 **Czechoslovakia:** Konecny (CZ), Toman (CZ), Valek (Jawa), Stodulka (Jawa).

1972 Norg (Holland)

1 **Belgium:** De Coster (Suzuki), Van Velthoven (Yamaha), Van de Vorst (Husqvarna).

2 **Sweden:** Aberg (Husqvarna), Jonsson (Maico), Hammargren (Yamaha).

3 **Holland:** Sigmans (Maico), Karsmakers (Husqvarna), Wolsink (Husqvarna).

1973 Wohlen (Switzerland)

1 **Belgium:** De Coster (Suzuki), Heeren (Maico).

2 **Sweden:** Jonsson (Yamaha), Andersson (Yamaha), Palm (Puch).

3 **Russia:** Mandritchanko (CZ), Botchkov (CZ), Efimov (CZ), Popenko (CZ).

1974 Husqvarna (Sweden)

1 **Sweden:** Aberg (Bultaco), Kring (Husqvarna), Andersson (Yamaha), Jonsson (Yamaha).

2 **USA:** Pomeroy (Bultaco), Lackey (Husqvarna), Tripes (Husqvarna), Weinert (Kawasaki).

3 **Russia:** Moisseev (KTM), Rulev (KTM), Popenko (KTM), Khoudiakov (CZ).

1975 Sealcanska (Czechoslovakia)

1 **Czechoslovakia:** Baborowsky (CZ), Churavy (CZ), Novacek (CZ), Velky (CZ).

2 **Belgium:** De Coster (Suzuki), Everts (Puch), Rahier (Suzuki), Van Valthoven (Yamaha).

3 **Great Britain:** Allan (Bultaco), Miller (Bultaco), Noyce (Maico), Nunn (CZ).

1976 St Anthonis (Holland)

1 **Belgium:** De Coster (Suzuki), Everts (Puch), Rahier (Suzuki), Van Velthoven (KTM).

2 **Holland:** Rond (Yamaha), Sigmans (Maico), Herlings (Maico), Karsmakers (Yamaha).

3 **West Germany:** Weil (Maico), Schmitz (Puch), Bauer (KTM), Dieffenbach (Maico).

1977 Cognac (France)

1 **Belgium:** De Coster (Suzuki), Malherbe (KTM), Mingels (Montesa), Van Velthoven (KTM).

2 **USA:** Stackable (Maico), Howerton (Husqvarna), Di Stefano (Suzuki), Semics (Kawasaki).

3 **Great Britain:** Banks (CCM), Noyce (Maico), Hudson (Maico), Robertson (Montesa).

1978 Gaildorf (Germany)

1 **Russia:** Moisseev, Korneev, Kavinov (KTM).

3 **West Germany:** Maisch, Weil, Kobele (Maico).

3 **Belgium:** De Coster (Suzuki), Malherbe (KTM), Vromans (Suzuki).

1979 Ruskeasanta (Finland)

1 **Belgium:** De Coster (Suzuki), Everts (Suzuki), Malherbe (Honda).

2 **Great Britain:** Noyce (Honda), Hudson (Maico), Hooper (Maico).

3 **West Germany:** Schmitz, Kobele, Maisch (Maico).

1980 Farleigh Castle (Great Britain)

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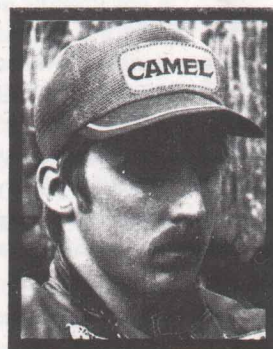


ANDRÉ MALHERBE

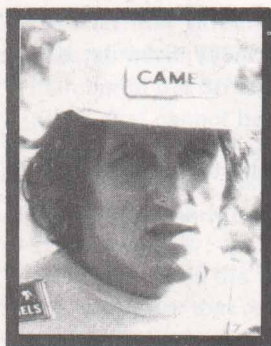
Our warmest congratulations to 24 year old Belgian André Malherbe on winning the 1980 World 500cc Moto-Cross Championship. Back in 1973 he won what was then called the FIM 125 Championship before it was given World Championship status and won it again in 1974. 1975 was not a good year for him, so 1976 saw him try the 250cc class with a KTM with which he finished 14th. The following year he won his first GP, this time on a Works KTM and finished 3rd in the 250cc Championship. The factory prevailed on him in 1978 to contest the World 500cc Class and he finished a most creditable 6th. Last year saw his real chance come when Honda offered him a contract and he fulfilled the Japanese factory's faith in his undoubted ability finished in 3rd place — just one point behind runner-up Gerrit Wolsink. This year of 1980 has seen his dreams come true — a World Championship to his credit — a fitting reward to a thoroughly dedicated and determined young rider.

HAKAN CARLQVIST

The career of Hakan Carlqvist, the 26 year old from Stockholm, in the last two years can best be summed up as meteoric. Riding a privately entered Husqvarna he finished 7th in the World 250cc Championship in 1978 after a series of ups and downs since he first started moto-cross in 1971. In 1979, after Husqvarna came up with a Works 250cc machine for him, he absolutely pulverised the opposition at the start of the season then consolidated his position on the table with some consistent rides and finished 3rd on the World 500cc Championship a Swedish rider had taken the title for 6 years. This year he came up a class, having left Husqvarna for Yamaha, had some splendid and consistent rides and finished 3rd in the World 250cc Championship table — an extremely talented rider carrying on the tradition of his country in producing World Moto-Cross Champions like Torsten Hallman, Ralph Tibblin, Bill Nilsson, Stan Lundin and Bergt Aberg.



GERRIT WOLSINK



1980 will be a year that Gerrit Wolsink, the 33 year old Dutchman whose original profession before taking to moto-cross was dentistry, will want to forget. Switching from Suzuki — with whom he had been contracted since 1974 — to Maico at the end of last season things have just not gone right for this popular and very knowledgeable rider. He started riding in 1966 and two years later got his first International licence with a Husqvarna. In the 1970 World 500cc Championship he finished 10th, was 12th in 1971, 10th in 1972, he then changed to Maico and came 5th in 1973 and during that series had his first Overall GP win — in France. Joining Suzuki in 1974, he notched a 4th place, in 1975 up to 3rd, and in 1976 he was runner-up to Roger de Coster, in 1977 it was 3rd, in 1978 up to 2nd again — a position he retained in 1979. The World 500cc Crown has been so close to him — but never has he attained the coveted award — so long over-shadowed by fellow Suzuki rider and five times World Champion Roger de Coster. May 1981 see his fortunes change.

André Malherbe has just become the World Motocross Champion, riding a Honda RC500, fitted with our new Pro-Link suspension. And with Roger De Coster coming 5th, Honda take the Manufacturers Championship for the second year running.

So where were the problems? Well, Graham Noyce, last year's Champion, had some tough luck when he broke his leg in the 6th round of this year's competition. (Though it says a lot for Graham's riding and his Honda machine that he still came 8th overall).

But despite the setbacks, our consistent performance has kept us the world title. You'll find the same consistency of performance

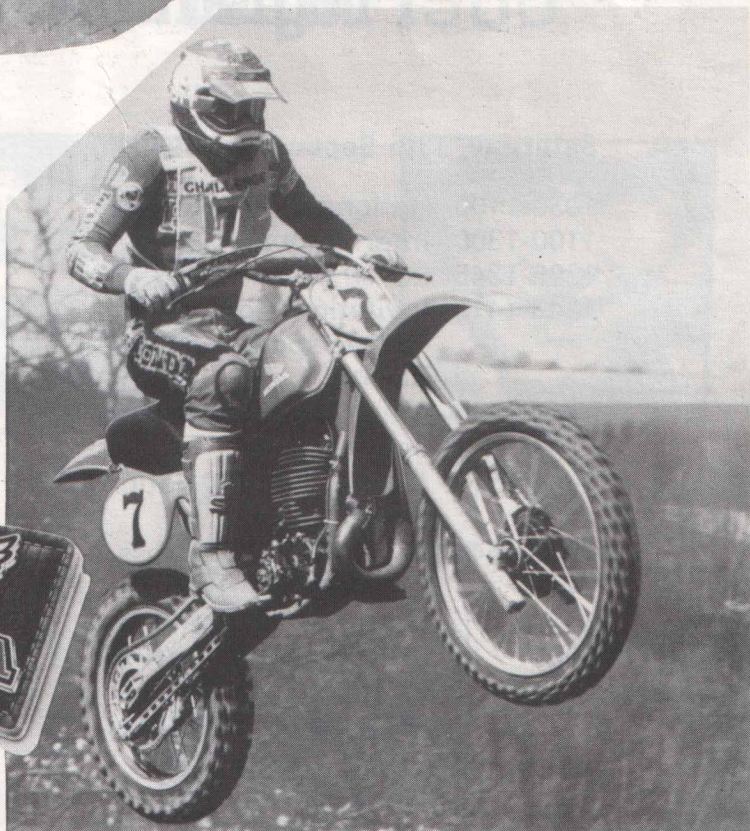
DESPITE SOME TOUGH BREAKS HONDA ARE STILL WORLD MOTOCROSS CHAMPIONS.

in Honda's entire range of off-road competition bikes – bikes derived from championship machines, built to stay ahead and built to last. From the CR80R to the CR250R, Honda have something for every rider who's ready to profit from our race-won expertise.

Honda are proud to have helped André Malherbe,

Roger De Coster and Graham Noyce. Congratulations to them all. And better luck next year, Graham!

Honda. Race bred. Thoroughbred.



125 Champ



This year Bel-Ray riders have achieved the grand slam in world moto cross, by winning the 125, 250 and 500 cc titles.

Never before in recent times has any oil company had all three classes in the same year. And it didn't stop there. Bel-Ray riders took the first six places in the 500 cc class plus numerous other places.

So how does this all help you, you say. Simply the more research and testing under actual race

250 Champ



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All round protection for forks, gear boxes, brakes and engines.

No. 1 protection from the champions on and off the track.

No. 1 is Bel-Ray.

Programme of Events

Saturday, 13th September, 1980

- 1030-1100 National Practice
- 1100-1300 International Practice
- 1300-1345 Lunch Break
- 1345-1415 Invitation Moto-Cross
1st Leg sponsored by
Girling
- 1415-1445 Moto-Cross des Nations
Series A Race
- 1445-1515 Moto-Cross des Nations
Series B Race
- 1515-1545 Invitation Moto-Cross
2nd Leg sponsored by
Southern Raceways
- 1600 Presentation of Awards
to Overall Winners of
Invitation Moto-Cross

Sunday, 14th September, 1980

- 1000-1100 International Practice
- 1100-1130 National Practice
- 1130-1300 Lunch Break
- During this period there
will be a display by the
Holcombe Majorettes
prior to them leading the
Teams out for presen-
tation and also a display
by the Royal Marine
Band.
- 1300-1400 Moto-Cross des Nations
Group A First Race
- 1400-1500 Moto-Cross des Nations
Group B Race
- 1500-1530 Yamaha Trophy
Invitation Race
- 1530-1600 Interval
- 1600-1700 Moto-Cross dea Nations
Group A Second Race
- 1730 Presentation of Winning
Teams

500 Champ

700 Champ



Andre Malherbe



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No.1

The Great Britain Team 1980



● Neil Hudson



● Geoff Mayes



● Andy Robertson



● Dave Watson



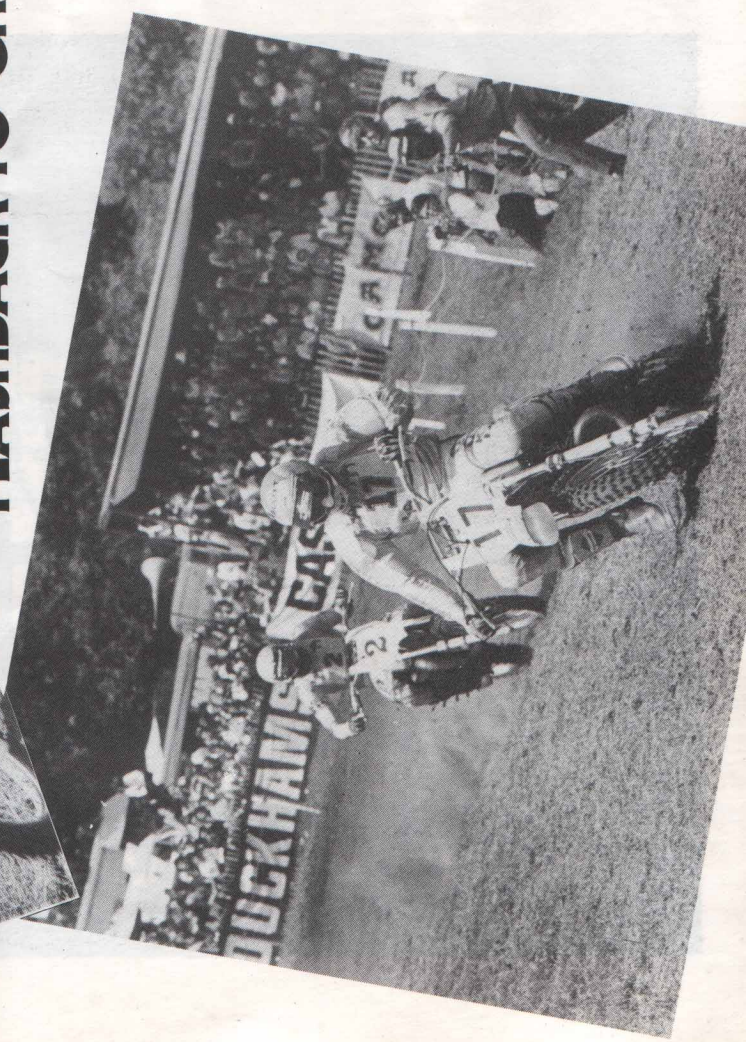
● Dave Nicoll *Manager*

LET'S MAKE IT A 'HOME WIN' AND WISH THE BRITISH TEAM THE VERY BEST OF LUCK

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NEIL HUDSON



Neil Hudson, whose home at Pensford in Somerset is but a few miles across the hills from Farleigh, is another rider whose year has been both difficult and frustrating with a problem over which make of machine he should ride and then in May an injury to his right ankle which he sustained in Germany that put him out of the sport for a critical period. A rider of outstanding talent and ability he has represented his country in the Moto-Cross des Nations, Trophee des Nations and the Coupe de C'Avenir (the International Under 21 Team Championship) and like his friend and rival Graham Noyce, won the Pinhard Prize for the most outstanding teenager in British Motor Cycle Sport. 3rd place in the 1976 British Championships, 3rd again in 1977, 2nd in 1978 and 1979 and currently fighting his way back up the table in 5th place. He scored Britain's first Overall World 250cc GP win for 13 years by winning the Swedish Round in 1978 and ended the year in 3rd place. Last year he had his best ever season, ending as runner-up to the World 250cc Champion and in 1980 he had high and justifiable hopes of both British and World 250cc Championships but it will need a near miracle in the former and in the latter he has finished a season he will want to forget and which has ended with him well down in the final placings.

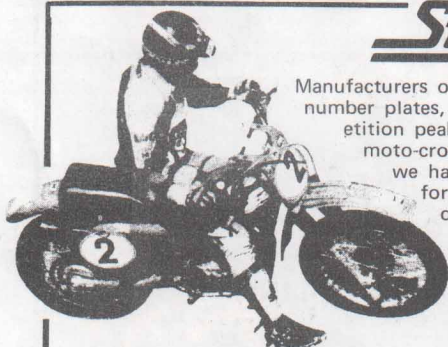
GEOFF MAYES

Geoff Mayes, from Cambridgeshire, 25 year old younger brother of British 250cc Champion Fred, started riding like so many others on a 125cc Bantam, rode a number of different machines whilst "learning the trade" not only in England but he made forays to the Continent, all of which added to his experience and to his undoubted ability. 1975 saw him finish 11th in the British National Championship, and to his delight was No. 1 on the British Grading List to contest the World 250cc Championship in 1976, in which he finished 18th. The next year gained him 5th place in the British Championship, in 1978 it was down to 11th then last year a much deserved 3rd place at the end of the series. At the time of writing there is a new name leading the British Championship Table, so long dominated by Graham Noyce and Neil Hudson, the name is Geoffrey Mayes (Maico). In the remaining rounds he will strive to maintain that position which would be a fine reward for a most capable and confident young professional.



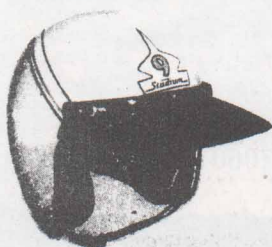
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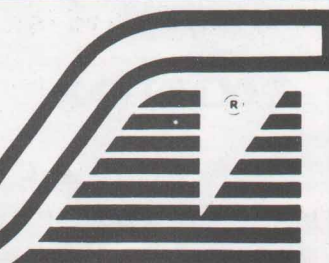


NEIL HUDSON
SCORPION

PROJECT 9



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Saturday, 13th September, 1980

Each Race 20 minutes + 2 Laps

Invitation Moto-Cross

RACES 1 AND 4

1	Graham Noyce	22	Chris Bryan
2	Chris Small	23	Mike Stephens
3	Gary Evans	24	Paul Harrison
4	Ian Preston	25	Howard Lucas
5	Bob Wright	26	Cameron Knox
6	Rob Hooper	27	David Drake
7	Steven Beamish	28	Stephen How
8	Pete Mathia	29	Dave Thorpe
9	Roger Harvey	30	Perry Leask
10	Billy Aldridge	31	Paul Hunt
11	Jonathan Wright	32	Neil Griffiths
12	Vic Allan	33	Michael Watts
14	Chris Maindonald	34	Gary Woollam
15	Dave Tomasik	35	Brett Steele
16	Mike Pearce	35	Alan Clarke
17	Roger Garrett	37	Nick Toms
18	James Aird	38	Adrian Willmott
19	Gary Dunn	39	Tim Stowe
20	Stephen Harrison	40	Garry Hudson
21	Dave Bower	41	Jeremy Whatley
		42	Kevin Ruddock

Results:

Race 1: Sponsored by GIRLING

1..... 2..... 3..... 4..... 5..... 6..... 7..... 8..... 9..... 10.....

Race 4: Sponsored by SOUTHERN RACEWAYS

1..... 2..... 3..... 4..... 5..... 6..... 7..... 8..... 9..... 10.....

Overall Winners: 1..... 2..... 3.....

Tankards will be presented to the overall winners by CHAMPION SPARK PLUGS



Southern
Raceway



SATURDAY, 13th SEPTEMBER, 1980

MOTO - CROSS DES NATIONS

Race 2 Series A

20 minutes + 2 Laps

Race 3 Series B

20 minutes + 2 Laps

Two driver from each team will compete in Race 2 and the other two will compete in Race 3. These will be nominated by the Team Manager and will be announced over the public address prior to the Races.

The Winning Team from 1979 — Belgium — will not compete in either race but will compete in the Group A Races on Sunday.

Results Series A	Results Series B	Best 3 Scores	Team Position
			1st

AUSTRIA

- 1 Georg Reiter KTM
- 2 Hans Kinigadner Canam
- 3 Heinz Kinigadner Puch
- 4 Andreas Brunner Kawasaki

Team Manager:

BELGIUM

- 5 Andre Malherbe Honda
- 6 Roger De Coster Honda
- 7 Andre Vromans Yamaha
- 8 Yvan van den Broeck Maico

Team Manager: Frans Slechten

DENMARK

- 9 Soren B. Mortensen
- 10 Ole Svendsen
- 11 Frank Svendsen
- 12 Ove Moller

Team Manager: Per Vanman

FINLAND

- 14 Simo Taimi Husqvarna
- 15 Tapani Pikkarainen Maico
- 16 Jukka Sintonen Suzuki
- 17 Matti Tarkkonen Yamaha

Team Manager: Hannu Alho

FRANCE

- 18 Jean-Jaques Bruno Suzuki
- 19 Patrick Fura Husqvarna
- 20 Richard Boniface KTM
- 21 Patrick Boniface KTM

Team Manager: M. Richard

GERMANY (WEST)

- 22 Rolf Dieffenbach Honda
- 23 Fritz Kobele Honda
- 24 Ludwig Rheinbold KTM
- 25 Herbert Schmitz Maico

Team Manager: Fred Bauch

HOLLAND

- 26 Toon Karsmakers Maico
- 27 Gerard Rond Suzuki
- 28 Gerrit Wolsink Maico
- 29 Kees van der Ven Maico

Team Manager:

SUZUKI WINS

1980 WORLD 250cc CHAMPIONSHIP
GEORGES JOBE

SUZUKI WINS

1980 WORLD 125cc CHAMPIONSHIP
HARRY EVERTS

SUZUKI WINS

1980 MANUFACTURERS 250cc CHAMPIONSHIP
JONATHAN WRIGHT

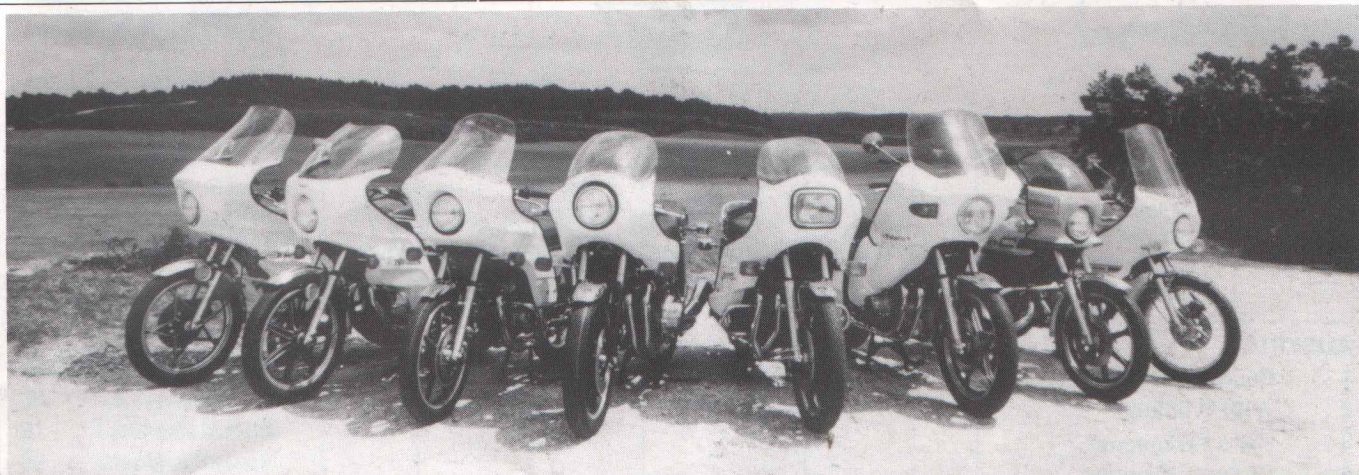
SUZUKI WINS

1980 KEN HALL INTERNATIONAL MOTOCROSS
GERARD ROND

SUZUKI WINS

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When Derek and Don started racing in the late fifties it was the beginning of a long series of successes that were to have a considerable influence on their thinking in motorcycle and accessories development within the next few years.

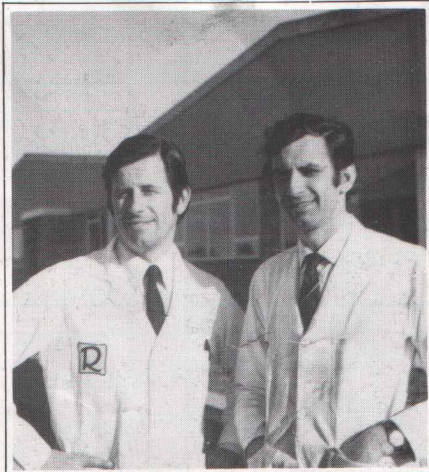
Don and Derek Rickman, were members of the British Moto-cross team between 1958-1968.

In 1960 Don Rickman was 3rd in the 500cc World Moto-cross Championship, and in 1966, he became the 500cc British Grand Prix Moto-cross champion!

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MOTO-CROSS DES NATIONS

40 minutes + 2 Laps

40 minutes + 2 Laps

40 minutes + 2 Laps

[illegible]

- 1 Georg Reiter
- 2 Willi Wallinger
- 3 Hans Kinigadner
- 4 Andreas Brunner

5 Andre Malherbe
6 Roger De Coster
7 Andre Vromans
8 Yvan van den Broeck

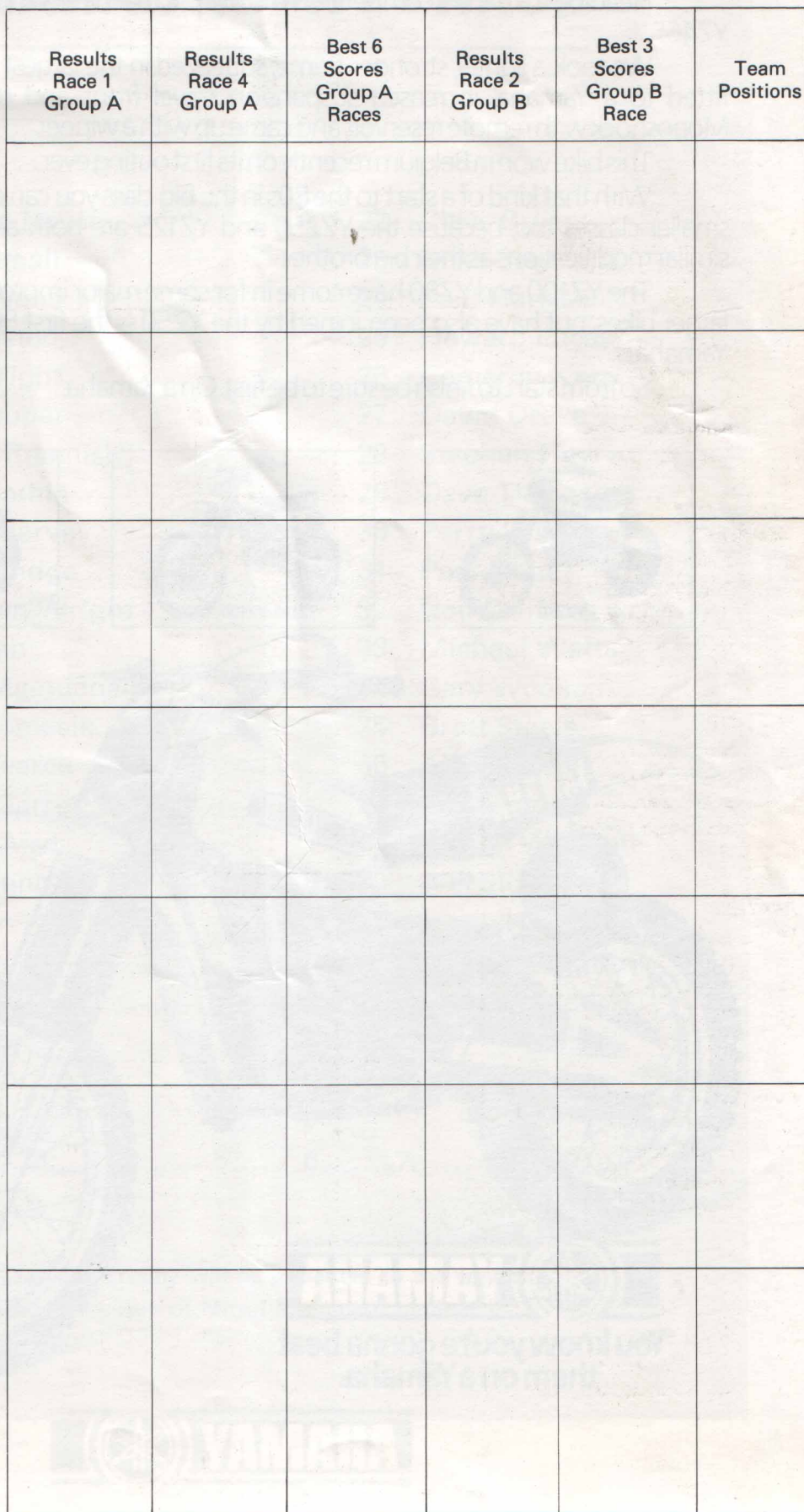
9	Soren B. Mortensen
10	Ole Svendsen
11	Frank Svendsen
12	Ove Moller

14	Simo Taimi
15	Tapani Pikkarainen
16	Jukka Sintonen
17	Matti Tarkkonen

18	Jean-Jacques Bruno
19	Patrick Fura
20	Richard Boniface
21	Patrick Boniface

22	Rolf Dieffenbach
23	Fritz Kobele
24	Ludwig Rheinbold
25	Herbert Schmtz

26	Toon Karsmakers
27	Gerard Rond
28	Gerrit Wolsink
29	Kees van der Ven



What a start. What a finish.

Heading Yamaha's competition motocross machinery for the 80s is the all-new YZ465.

We took a lighter, stronger frame, squeezed in the largest motocross engine yet fitted to a Yamaha, increased suspension travel front and rear, fitted an all-new Monoshock with remote reservoir, and came up with a winner.

This bike won in Belgium recently on its first outing ever.

With that kind of a start to the 80s in the big class you can expect the same in the smaller classes too, because the YZ250 and YZ125 are both all-new bikes with very similar modifications as their big brother.

The YZ100 and YZ80 have come in for some major improvements similar to the larger bikes, but have also been joined by the YZ50 – the first 50cc motocrosser from Yamaha.

So from start to finish be sure to be first. On a Yamaha.



YZ250



YZ125/YZ100



YZ80/YZ50



You know you're gonna beat
them on a Yamaha.

Sunday, 14th September, 1980

20 minutes + 2 Laps

'YAMAHA TROPHY' RACE

RACE 3

1	Graham Noyce	22	Chris Bryan
2	Chris Small	23	Mike Stephens
3	Gary Evans	24	Paul Harrison
4	Ian Preston	25	Howard Lucas
5	Bob Wright	26	Cameron Knox
6	Rob Hooper	27	David Drake
7	Steven Beamish	28	Stephen How
8	Pete Mathia	29	Dave Thorpe
9	Roger Harvey	30	Perry Leask
10	Bill Aldridge	31	Paul Hunt
11	Jonathan Wright	32	Neil Griffiths
12	Vic Allan	33	Michael Watts
14	Chris Maindonald	34	Gary Woollam
15	Dave Tomasik	35	Brett Steele
16	Mike Pearce	36	Alan Clarke
17	Roger Garrett	37	Nick Toms
18	James Aird	38	Adrian Willmott
19	Gary Dunn	39	Tim Stowe
20	Stephen Harrison	40	Garry Hudson
21	Dave Bower	41	Jeremy Whatley
		42	Kevin Ruddock

Results: 1..... 2..... 3..... 4..... 5..... 6..... 7..... 8..... 9..... 10.....

The Yamaha Trophy will be presented to the winner
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Like the 465, the YZ125 is an all-new machine.

A lighter but stronger frame, lighter, more powerful engine giving it more punch, revised Monoshock with remote reservoir, and more suspension travel front and rear help you to fight dirtier than ever.

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Backing up these boys are the YZ250, again all-new, the revised YZ100 and YZ80, and the YZ50 — the first 50cc motocrosser from Yamaha.

So, big or small, if you don't want to get picked on, pick a Yamaha.



YZ465



YZ250



YZ100/YZ80/YZ50



You know you're gonna beat
them on a Yamaha.