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**BEL-RAY 250cc
U.S.G.P. of
MOTOCROSS**



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JULY 28 & 29, 1979



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TIRE APPLICATION GUIDE

| | Track Condition | | | | | | | | | |
|-------------------------------------|---------------------------|---|---|--------|---|---|---|------|---|----|
| | HARD | | | MEDIUM | | | | SOFT | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| REAR TIRES 175cc, 250cc AND OVER | 410-18 K190 (CONTINENTAL) | | | | | | | | | |
| | 400-18 K180 | | | | | | | | | |
| | 400-18 K80 (175cc ONLY) | | | | | | | | | |
| | 500-18 K80 (JAPANESE) | | | | | | | | | |
| | 500-18 K80 (U.S.) | | | | | | | | | |
| | 500-17 K80 | | | | | | | | | |
| FRONT | 300-21 K190 | | | | | | | | | |
| | 200-21 K190 | | | | | | | | | |
| | 300-21 K190 | | | | | | | | | |

SOFT ← TIRE COMPOUND → HARD

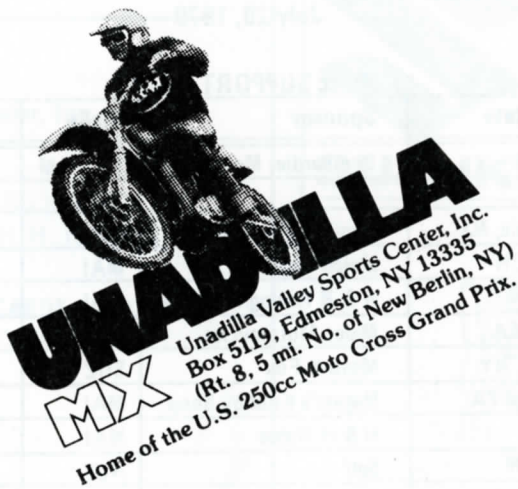
NOTE: FOOTPRINTS — USED WHERE NO CLEARANCE PROBLEMS EXIST.
*SOME 250cc MACHINES HAVE RELATIVELY NARROW SWAYBAR AND FENDER CLEARANCE (E.G. HONDA) AND 400-18 SHOULD BE USED.



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WELCOME TO UNADILLA

Once again, we are happy to host the American round of the 250cc Grand Prix motocross circuit. We are joined in this promotion by the Bel-Ray Company, thus this event has become the BEL-RAY 250 US GP OF MOTO-CROSS.

We wish to express our appreciation to the sponsors, and to the manufacturers, shops, and establishments herein contained, who have given their support of today's events. We ask that you give them your support by patronizing their products and services.

The response to last year's 250 USGP has been tremendous, and we remain grateful to all of you and will continue to welcome your comments.

We hope that you enjoy today's racing and come back for the fall TRANS-USA on October 6th & 7th, and to next year's BEL-RAY 250cc US GP on July 20, 1980.

Thanks for coming!

Unadilla Valley Sports Center, Inc. Box 5119, Edmeston, NY 13335 607/965-8784 607/847-9186

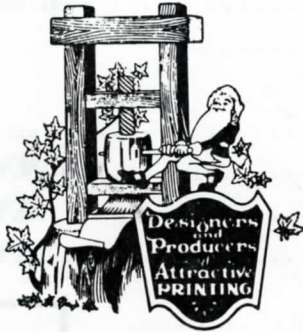
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STEVE WISE
Pharr, Texas
Born June 2, 1957

Steve Wise made his reputation as a "privateer," one of the mass of independently-sponsored riders toiling on the AMA National circuit. Never having finished lower than sixth in the 125cc National standings since his debut in 1975, Wise now has the full backing of Team Honda, and has expanded his campaign to include Supercross and Trans-AMA "national" class participation.

In '78 Wise was fourth in the 125cc division for the second time in three years. He added a seventh place final placing in the AMA/Toyota Supercross Series and the result was a renewal of his Honda sponsorship for the 1979 campaign.

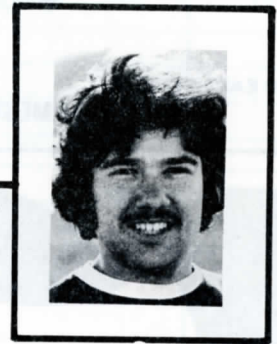


MARTY TRIPES
Santee, California
Born June 29, 1956

The up-and-down career of Marty Tripes enjoyed its all-time peak in 1978. The Santee, California youngster burst upon the American motocross scene at the age of 16 when he won the 1972 Superbowl of Motocross in the Los Angeles Coliseum. Railbirds wrote the win off as a fluke . . . until Tripes repeated the accomplishment a year later.

Since gaining overnight fame, Tripes has bounced from team to team, lacking the initiative, he says, to be serious about motocross racing. After dropping out of the racing scene completely for a period of nearly a year, Tripes roared back in 1978 with a new image, new determination and the same old habit of beating the best.

Tripes was the only significant threat to Bob Hannah's domination of 1978 AMA motocross, with a record that included two AMA/Toyota Supercross Series wins and second overall in the series standings, a victory in the inaugural 250cc United States Grand Prix and fourth in the Trans-AMA Series.



TONY DiSTEFANO
Morrisville, Pennsylvania
Born February 6, 1957

Youngest of the established stars of AMA motocross. Tony DiStefano won his first pro race before he turned 16 — a situation which cost him suspension time — and he was a National Champion at the age of 18. Demonstrating that there was more to that feat than youthful exuberance, DiStefano backed up that 1975 250cc championship with two more titles in 1976 and '77.

In '78, DiStefano felt the sting of injury for the first time in his career. Torn knee cartilage sidelined him for the bulk of the year. Then frequent mechanical failures hampered his comeback and made it difficult for him to regain championship form. Season's end found the 1977 Pro Athlete of the Year looking for a ride for '79.



SCHEDULE OF EVENTS

SATURDAY

| | | |
|-------------------------|--------------|--|
| 10:00 A.M. - 12:00 Noon | Both Classes | Registration & Technical Inspection Race Track Pit Area |
| 1:30 P.M. | | Rider Meeting (Mandatory) |
| 2:00 P.M. - 3:00 P.M. | | 250cc Practice |
| 3:00 P.M. - 4:00 P.M. | | 500cc Practice |
| 4:00 P.M. - 5:00 P.M. | | 250cc Practice |

SUNDAY

| | | |
|-------------------------|--|------------------------------|
| 9:00 A.M. - 9:30 A.M. | | 250cc Free Practice |
| 9:30 A.M. - 10:00 A.M. | | 500cc Practice |
| 10:00 A.M. - 11:00 A.M. | | 250cc Practice (Compulsory) |
| 12:30 P.M. | | 1st 500cc Support MOTO |
| 1:10 P.M. | | 1st 250cc International MOTO |
| 2:30 P.M. | | 2nd 500cc Support MOTO |
| 3:10 P.M. | | 2nd 250cc International MOTO |

CONTINGENCY SPONSORS LIST

| SPONSOR | PRODUCT | GRAND PRIX | SUPPORT |
|-------------------------------|---------------------------------------|---------------|---------|
| Bel-Ray Company, Inc. | Lubricants | \$425 | \$150 |
| Carrera International | Carrera Goggles | 450 | |
| Champion Spark Plugs Company | Champion Spark Plugs | 600 | 50 |
| Daido Corporation | Daido-D.I.D. Chain | 300 | |
| Dunlop Tire & Rubber Co. | Rear Dunlop Tire | 400 | 225 |
| Moto-X Fox, Inc. | Fox airshox or Fox factory shox | 400 | |
| Hi-Point Racing Products | Hi-Point motocross boots | 400 | |
| JT Racing Products | JT Phase II Foam Air Filter | 325 | |
| Moto Race-Metzeler | Metzeler Tires | 300 | |
| Petty USA | Petty USA front motocross fender | 400 | |
| Knobby Shop International | Renthal Alloy motocross handlebars | 300 | |
| Scott USA | Scott goggles | 300 | |
| Scott USA | Scott boots | 400 | |
| Sun Metal Products, Inc. | Sun alloy rims | 400 | |
| Super Seer Corporation | Super Seer XR500 goggles | 550 | 175 |
| Works Performance Products | Works Performance shocks | 400 | 400 |
| Volvo of America, Corporation | Joffa-Volvo protective equip. | 300 | |
| Husqvarna Motorcycle Co. | Ohlins Gas shocks | 300 | |

GRAND PRIX 1979

Swedish hot shot Hakan Carlqvist arrives at Unadilla already being hailed as the new 250 World Champion after opening a massive 54 point gap at the top of the points table with only three events remaining.

The likeable Swede has dominated the championship on his works Husqvarna and only a couple of crashes have prevented him clinching Sweden's first world moto cross crown since Hakan Andersson powered the works Yamaha to victory in the same class six years ago.

Carlqvist's chief rival has been the ever consistent Englishman Neil Hudson who was overall winner of three grands prix in a row and looks certain to clinch the runner-up spot for the West German Maico factory.

World champion Gennady Moiseev has had a torrid time on the works KTM and can only command fifth place with 80 points after breaking his toe in a first race crash in Poland. His countryman and team-mate Vladimir Kavinov has fared better and holds onto third spot in front of German Rolff Diffenback on the unitrak Kawasaki.

The season started in the heat and dust of the Spanish Sabadell circuit and Carlqvist made his intentions clear right from the start by finishing overall winner with first and second places. The experienced Czechoslovakian ace Jaroslav Falta produced his only real telling result of the year by finishing second overall on the works CZ after winning the first race and Hudson was happy with third spot especially with Moiseev way down the field with five points.

The action then switched to a typically wooded Dutch sand track at Halle and Carlqvist decimated the opposition to win both races with contemptuous ease. Moiseev came back into the picture finishing second overall and home stars Benny Wilkin and Kees van der Ven delighted the partisan crowd by finishing joint third in front of Hudson who moved into second place in the table.



Hakan Carlqvist

The shy Englishman then produced a superb effort to catch the high flying Carlqvist at the head of the table by finishing overall winner of the next three grands prix.

He started his assault on the Swede's lead in Italy where his first and fourth places earned him victory while Carlqvist could only score 15 points after winning the second race after being sidelined on the final lap of the first when the gear selection mechanism of his Husqvarna stopped operating.

Moiseev also had problems in the first race but hung onto third place by the skin of his teeth in the championship table after finishing second in the second race.

Team-mate Kavinov had a splendid

afternoon finishing second overall with second and third places in his two outings.

The Maico star made it two in a row a week later in Belgium after winning the first race with Carlqvist third, he had to settle for second place behind the Swede in the second encounter.

In fact both races were won by former 250 champion and Suzuki star Harry Everts but because he is graded on the 125 list - he leads the 125 world championship by a massive total - his results did not score in the 250 charts.

'Grand Master' Moiseev displayed much of his old form with first and third places to consolidate his third place in the championship charts.

Hudson repeated the dose two weeks

WORLD CHAMPIONSHIP POSITIONS

| Place | Name | Country | Machine | Points |
|-------|------------------|----------------|-----------|--------|
| 1 | H. Carlqvist | Sweden | Husqvarna | 208 |
| 2 | N. Hudson | Great Britain | Maico | 154 |
| 3 | V. Kavinov | Russia | KTM | 112 |
| 4 | R. Diffenbach | W. Germany | Kawasaki | 89 |
| 5 | G. Moiseev | Russia | KTM | 80 |
| 6 | K. van der Ven | Holland | Maico | 72 |
| 7 | G. Jobe | Belgium | Suzuki | 63 |
| 8 | J. Falta | Czechoslovakia | CZ | 49 |
| 9 | J. C. Laquaye | Belgium | SWM | 44 |
| 10 | J. van Velthoven | Belgium | KTM | 43 |



Neil Hudson

enjoying the sandy circuit, to surprise the pundits by finishing overall winner with first and third places.

Hudson struck cruel luck in the first race when he seized his Maico in the early stages of the first race but came back with a brilliant victory in the second.

Kavinov consolidated his third spot by finishing second overall with two second places and Moiseev showed that he is recovering from injury and finding his form by scoring nine points.

And so to Unadilla where Carlqvist could still clinch the world title with two rounds remaining, although I have a sneaking suspicion that Messrs. Hannah, DiStephano, Turner, Wise, Ellis, Howerton, Moates, Tripes and Pomeroy might just have something to say about that.

Nick Harris
Motorcycle News
Great Britain

Gennadij Moiseev and Valadimir Kavinov

later at Karlovac in Yugoslavia at the first grand prix to be held on a Monday after the race the day before had to be postponed because of thick dust.

Only 11 points separated the leaders after Carlqvist failed to back up his first race win and could only finish fifth in the second encounter which was won by Hudson who had finished second in the first race.

Moiseev had a dreadful day and dropped 46 points behind Hudson after failing to finish both races and was relegated to fifth place in the championship by Diffenbach who finished second in the second race.

However, moto cross proved what a tough and unpredictable sport it can be at the Finnish round two weeks later when Carlqvist who could have clinched the championship there and then failed to score a point.

Four crashes forced the Husqvarna ace to retire from both legs and it was left to Dutchman Kees van der Ven,



News-starved rider suggests a solution

By Gerry Reagan

built a reputation for having a good track and exciting races, but we never got a mention in the local paper. When we talked to the editor about it we got the same answer every editor is likely to give: "We don't have the space to print the national stuff. We'd like to help, but our hands are tied."

After considering this awhile I came up with an idea. I figured that if the newspaper staff didn't have to dig up the news and they knew in advance what was coming on a certain day, they could make room for it. Space is definitely a problem, especially for a small paper, but they always seem to find room for late-breaking football or baseball news. Hopeful, I hopped on my bike and went to talk to the editor.

What I suggested and what has come out of it has worked well for the newspaper, for the motorcycle riders in my area and for myself. I asked the sports editor of the SANTA CRUZ SENTINEL, my local paper, if it would be possible for me to write a weekly column about motorcycles. I would do all the legwork and all the writing. All he would have to do is print the story. He liked the idea, we decided on a format and he told me to write a sample column.

I have been writing "Cycle Scene" for THE SENTINEL for nearly five years now, and have yet to hear a complaint about our paper's motorcycle coverage. In fact, THE SENTINEL probably prints more motorcycle news than any other daily in California.

In "Cycle Scene," we cover all types of motorcycle news, including results of local races, test rides of new bikes, interviews, tips and national news that is received in press releases from the AMA. With a phone call to AMA I get results of national and international races and have them in the paper before the weeklies hit the presses.

Through my column, I have attracted riders and spectators to our club's races, many of whom did not know what motocross was until they began reading the column. (In fact, some of "Cycle Scene's" regular readers have never even been on a motorcycle!) Through the column I was able to organize the road

riders in our area, and as a result a new club was formed for them.

The editor of the paper is happy because the subscription rate is up and he doesn't have to listen to the complaints of news-starved motorcycle riders. The riders are happy because they can find out what's happening in their world and even get their names in the paper. And I'm happy because it gives me a chance to be a reporter, have a small piece of fame and even get my name in the paper (I never could finish high enough in the races.)

The point of this article, in case you haven't guessed, is that if you have written to your editor and not heard an answer, talked on the phone until your ears hurt and still not seen the results of Daytona, or stopped your subscription and have nothing to show for it but an empty porch, there is still something you can do. Like they say, if you can't beat 'em, join 'em. Become a newspaper writer.

"Yeah," you might say, "but I've never done any writing." Well, neither had I. Sure, I'd written book reports and essays in school, but I'd never done anything that would classify me as a writer. If you have a little ability you can learn as you go, and you'll find that it's really not that difficult. Now, besides my column, I write feature stories for THE SENTINEL and have had stories published in the national press. The point is, you don't have to be a professional writer. Just put the words down on paper like you would tell them to a friend. The editor will smooth it out. That's his job.

Willing to give it a try? Go down to the paper and see the sports editor. But remember, it's *his* paper, so don't be pushy. Let him make the decisions. You may only get a monthly space at first, or even only an occasional article, but that's an improvement. Always remember that the editor is doing you a favor. His paper won't collapse without motorcycle news, so you have to make it worth his while. I wrote my column for a year before I received money for it.

What I did get out of it, and still do, is some valuable training in newspaper reporting and writing. I also have the good feeling that goes with the knowledge that I am doing something positive for my sport and that motorcycle riders in my area are getting the coverage they deserve.

I learned something else, too. Editors are telling the truth when they say they don't have enough space. And so they print what they believe the majority of their readers want to see and quite a bit of news ends up in the editor's garbage can. It's also true that they don't have the staff or the time to regularly cover local motorcycle events. So the next time you open your newspaper and can't find any motorcycle news, don't cuss at the editor. Go down and offer him your help.

am

It's Monday morning, the day after the AMA Winston Pro Series road race at Daytona. You pick up your morning paper and turn to the sports page. You find that some basketball player just signed a contract for five million dollars, the local school won a tournament and Joe Namath got a run in his pantyhose. But you find *nothing* about Daytona. You are going to have to wait several days, until the weekly cycle magazines come out, to learn what happened.

This is a very common occurrence all across the country. The reason is that most editors feel there is no demand for motorcycle sports coverage and they haven't heard anything to make them think we are dissatisfied. They occasionally get a few letters and a couple of phone calls from bikers, but nothing significant.

Well, I know many motorcycle riders who are not satisfied with the coverage our sport receives in the daily press. Once in a while, for "filler," a newspaper will give the results of a National, or maybe once a year it will print a feature story on a local racer who has made good. But what about amateur races or road rider events? Not a word.

I belong to a motorcycle club which holds professional and amateur motocross races in central California. We have

Wolsink, Wolsink, Wolsink, Wolsink, Wolsink

Gerrit wins his 5th U.S.G.P. at Carlsbad — 1974, 1975, 1976, 1977 & 1979



An enthusiastic crowd estimated at 33,000 gathered in the hills of Carlsbad, California to watch this years Bel-Ray 500cc U.S.G.P. of Motocross.

With temperatures soaring past the 100 degree mark, survival became the objective as the heat took its toll. Gerrit Wolsink, the 32 year old Flying Dutchman, outlasted his competition again in route to his 1-3 finish and his 5th overall victory at Carlsbad.

In this years Bel-Ray U.S.G.P., as in all his races, Gerrit prepares his factory Suzuki with the full line of Bel-Ray Total Performance Lubricants.

WOLSINK, SUZUKI and BEL-RAY win again and again and again and again and again.

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LONG ISLAND RIDERS HELP THEMSELVES

Thanks to an active self-help program, dirt bikers on New York's Long Island are getting back into the off-road riding business.

For those who think of New York

forms of recreation, notably trail riding. The Township of Southampton promptly clicked the lock with an ordinance requiring *written* permission from the landholder as a prerequisite for any recreational activity on that land. (Because of liability risks, such permission is almost impossible to obtain.)

That's when the Eastern Long Island Motorcycle Club (ELIMC) went on offense, and their political strategy is paying off. Members wrote personal letters to their elected officials, then

10,000 acres of previously closed land would be opened on a permit basis within a month.

Prior to the meeting, it was proposed that the area in question remain closed for nearly half of each year, during bird nesting and hunting seasons. But the bureaucrats did an about-face after studying land management information supplied by the AMA.

"Given all the political pressure they were getting from the motorcycle people," Kearney explains, "the department was looking for a reason to reverse its position. We gave them the reason."

Long Island dirt riders have been shut out of their riding areas for a long time, and plan to continue their pressure for



only in terms of concrete canyons and motorcycle bans, consider that Long Island boasts 60,000 dirt riders! But before they took action on their own behalf, those riders had seen every single acre of available land closed to them.

The final blow came last winter when New York State got a large, centrally-located piece of the Island as a gift from the Radio Corporation of America (RCA). Proving that New York's "bike ban mentality" isn't limited to street riders, the State immediately closed the door on the area's previously popular

followed those letters with personal visits. At the club's spring enduro, the entry fee was a letter to a legislator. In short, the club members have made sure the officials who work for them know about their problems.

Thus spurred by their constituents, these elected officials put the heat on the non-elected bureaucrats, and that pressure led to a meeting in early April among local enthusiasts, AMA Land Use Planner Kevin Kearney and the regional staff of the State Department of Environmental Conservation. At that meeting, bikers were assured that nearly

reexamination of other public lands. Next on the priority list is a 1,000 acre off-road park on county property, designed to be a training and closed-course practice area.

Action—Take a lesson from Long Island bikers. Don't accept land closure lying down. Procedures for getting land open vary drastically across the country, but the key to success is always the same: concerned bikers willing to invest a little time and effort on their own behalf.

American Motorcyclists Association



MARTY TRIPES

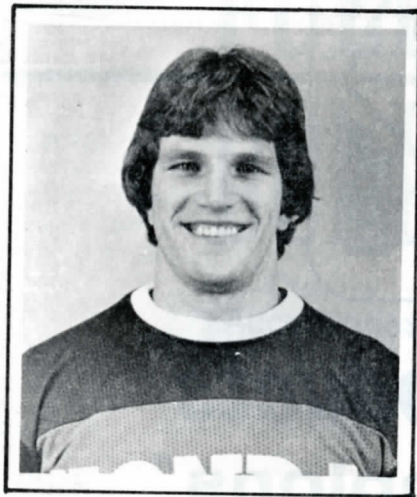
1978 250cc U. S. Grand Prix Winner

We were very pleased that one of the most colorful American riders, was able to win the 250 USGP. Our congratulations go to Marty Tripes for his most impressive win at Unadilla on July 30, 1978!

Everything has already been said about Marty, but we would like to add that he surely deserved the GP win. Marty is a credit to our great sport of Motocross, and has a long future ahead of him. See a shot of Marty in action on the front cover of this program.

Photo by - Jim Gianatsis

Marty Tripes receiving the 1978 250cc U.S. Grand Prix First Place Trophy at Unadilla from Kelly Andrews.



JIM ELLIS
East Hampton, Connecticut
1978 U. S. Grand Prix - 2nd Place



BOB HANNAH
Whittier, California
1978 U. S. Grand Prix - 3rd Place

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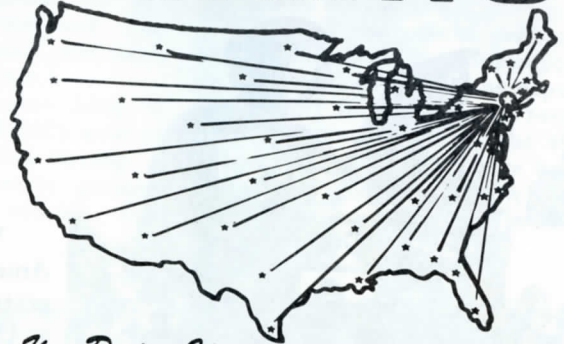
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Spectators-Patrons & Contestants

Motocross racing is thrilling - - and can be dangerous.

We have taken every feasible precaution for your safety and enjoyment of these races. You are requested to abide by all rules for the safety of yourselves and others during the entire weekend. The management assumes no liability for injuries to the body or property arising from an accident occurring during the weekend's activities. You attend these events at your own risk.

Signed,

THE MANAGEMENT,
UNADILLA VALLEY
SPORTS CENTER, INC.

UNADILLA 250cc WORLD
CHAMPIONSHIP MOTOCROSS
GRAND PRIX

*The World's best riders return
to America's best track.*

By Jim Gianatsis

Unadilla is an enigma to American motocross. Distinctly European in flavor it is the only natural terrain course in the country untouched by tractor's blade or plow and not riddled with man-made obstacles and cambered turns. The grass covered slopes of steep crevasses and tilted straightaways hewn to suspension killing roughness by nearly ten years of abuse from the world's best riders and the most exotic factory machines imaginable. It is not only the best motocross track in America, but one of the very best in the world.

Only two times a year is the beautiful Unadilla course put to use, once in October for the Trans-AMA (now renamed the Trans-USA Series), and in July for the FIM sanctioned 250cc World Motocross Championships. Each of these races have become traditional yearly events among enthusiastic motocross fans who turn out in the tens of thousands, many of whom arrive early to camp out and turn the race into a weekend happening.

Racing at Unadilla will be the rider who is dominating the 1979 250cc World Motocross Championships, Swedish factory Husqvarna rider Hakan Carlqvist. Americans first got a look at Hakan when he raced the Trans-AMA Series here back in 1977. Last year he competed in the 500cc World Championships for the first time as he gained in experience, switching to the 250cc class this season where he seems to be nearly impossible to beat. Surprisingly, the bike which Hakan is using to win so convincingly is a stock production Husqvarna 250 CR which points out both the skill of the rider and the competitiveness of the machine. If Hakan can maintain his winning consistency at Unadilla and throughout the remainder of the Grand Prix season he will become the first Swede to win a World Championship title since Hakan Andersson on Yamaha in 1973.

Despite Hakan Carlqvist's domination

of the Championship, Unadilla's 250cc Grand Prix has more top line European riders in attendance than ever before . . . a total of 19 to out number the Americans in the 35-bike International class. Among them will be two-time and reigning 250cc World Champion Gennady Moiseev on the factory KTM, England's hot new young star Neil Hudson who is presently second in points behind Carlqvist with his factory Maico, and past CZ factory World Champion Jaroslav Falta.

This year three Americans have attempted to compete in the entire 250cc Championship Series, but they have been hampered by poor luck. LOP's Marty Moates was forced to return home early after a knee injury put him out of the running. Experienced GP competitor and winner Jim Pomeroy terminated his riding contract with Bultaco after repeated mechanical problems with his prototype factory bike kept him from finishing the majority of races he entered and sent him looking for a new ride. Additionally, Moto-X Fox rider Jim Turner has been hampered by minor mechanical problems and injuries to prevent him from putting any good motos together.



Moiseev and Hansen dice over the screw-u

Photo by N.R. Rowan

This does not mean though, that American riders will not be competitive at Unadilla, and the odds are that an American rider will once again win the United States 250cc Grand Prix. Our best riders have remained in America to campaign the AMA National Championships rather than go to Europe, and on our own home turf we are almost invincible. At last year's 1978 Unadilla GP moto wins were shared by Team Honda stars Jimmy Ellis and Marty Tripes, with the overall win being awarded to Tripes by a tie-breaking .6 seconds margin in elapsed time between their winning times. The fastest and most exciting rider at Unadilla last year was Team Yamaha's Bob Hannah, but crashes in both motos cost the three-time 250cc National Champion any chance of victory. Joining these top Americans will be other hot prospects like Suzuki's Kent Howerton and Honda's Steve Wise.

The 1979 Unadilla 250cc Grand Prix has all the makings to be the most exciting American 250cc World Championship yet with all the world's best riders locking handlebars on one of the world's most exciting and demanding motocross tracks.

AMA ON TRAIL BIKES

Trail bikes everywhere and not a place to ride. This phrase seems to capsize New York State's off-road vehicle opportunities. With over 400,000 off-road motorcycle riders supporting a \$100 million retail market place, New York has no public off-road riding areas.

It would casually seem that recreational trail bikers outnumber and outspend and are therefore more taxed than such well accommodated recreational interests as hiking, picnicing or swimming as well as other recipients of New York's recreation dollars. This situation is unfair but real, and the only way to change it is through the political process and rider involvement.

The AMA is initiating this process in New York. This very weekend the leadership from off-road clubs are meeting to form a coalition that will establish off-road motorcycling as a legitimate recreational activity in New York and focus Albany's attention on our desires.

Politics, corruption, insensitivity, right? Who wants to get involved? Some people find it easier to sell the old enduro bike than to write a letter or speak to a politician. There's a lot of technical work that has to be done as well. Several "off-road vehicle" registration bills were introduced in the New York legislature this past season. All of them were poorly written and would have hurt more than helped the off-road motorcyclist. Magic didn't kill these bills! It took considerable amounts of that "technical" work and letter writing by the AMA and other organizations.

Assembly Bill 6338 by McCabe required the registration of all off-road vehicles with a \$5 annual fee but provided no benefits from this extra tax. Assembly Bill 6799 by Keane was an attempt to register six-wheel all terrain vehicles and was modeled after moped legislation. This misdirected bill would have included trail bikes requiring two headlights and two taillights. The amazing thing is that both assemblymen's offices are on the same floor, two doors apart, but they were not aware of each others similar efforts.

The state bureaucrats have also had their opportunity to ignore us in a process known as SCORP short for State Comprehensive Outdoor Recreation Plan. The New York State Park and Recreation Commission prepares a five-

year plan as application for matching federal grant money in this extensive document. Off-road vehicles are offered two sentences, not nearly representative of our importance as a recreational interest.

All the clubs and known leaders have been invited to attend this meeting. Those individuals and groups that become involved do so at great personal sacrifice but would rather fight than turn in their enduro.

No one expects all 400,000 New York trail bikers to be active in this battle, but you can support any of the trail biking clubs involved in this effort and the AMA with your membership or by simply writing a letter when asked.

If you want to be actively involved and insure a place to ride your motorcycle in the future, contact Kevin Kearney, AMA, P.O. Box 141, Westerville, Ohio 43081.

American Motorcyclists Association

UNADILLA 250 USGP

Members of Jury:

| | |
|-------------------|----------------------------|
| Marilyn Bastedo, | <i>President</i> |
| Carroll Chandler, | <i>Clerk of the Course</i> |
| Ward Robinson, | <i>Secretary</i> |
| Richard Titone, | <i>Referee of the Jury</i> |

TRACK OFFICIALS:

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| Charles Sneduker, | <i>Starter</i> |
| Brian Longstaff, | <i>Pit Steward</i> |
| Charles Watson, | <i>Coordinator</i> |
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BOB HANNAH

Bob Hannah is Mr. Motocross. Acclaimed as one of the greatest natural talents in motocross history, and by far the cream of the current crop, "Hurricane" Hannah is the most fiercely competitive motocrosser around.

He races harder, fans the clutch quicker, jumps higher and further, creates more controversy, ignites more imaginations, and makes more money than any other motorcycle racer.

Hannah, originally from Lancaster, California, exploded on the racing scene in 1976. Since that date he has kept the American Motorcyclists Association busy revising the record books. Winner of five national championships and countless other athletic feats, Hannah is simply the winningest motocrosser of all time. He can win on any size bike and at any race. A threat to any competitor, nothing is more exciting than watching Hannah battle back against imposing odds to win again and again.

As for Hannah's background, he was on a motorcycle at the early age of seven, and he won his very first motocross start on a borrowed bike.

Picking his way through the amateur ranks, this intense young man created pandemonium on Southern California racetracks in both 125cc and 250cc classes.

He broke into the professional league in 1976, stormed the national circuit as a Yamaha factory rider, and was aptly labeled "Hurricane" Hannah by the motorcycle enthusiast press.

In his rookie year with Yamaha, he brought home the national 125 championship. In 1977, he was the first racer in history to win all eight motos for the 250 class title in the Winter-AMA, a mini-series in Florida that traditionally kicks off the motocross racing season each year.

During the second year of factory sponsorship, he was the only rider on the circuit who opted to race all three classes. Despite a difficult and conflicting schedule, he placed third in the 125, second in the 500, and totally dominated the Supercross Series on a 250.

In 1978, a jittery AMA instituted a ruling that restricted a rider's participation to one displacement class. Al-

though this cramped his style, Hannah zeroed in on Supercross and the 250 Nationals. Climaxing a 22-moto win streak, he sewed up both championships in a single week.

Can this man be beat? Not too often. "Sometimes I like to lose," he admits. "I have so much pressure on me to win all the time that if someone beats me, it's funny. I know I'll win the next one."

There is little doubt that his stamina, dedication and inborn talent have forged a champion. Experience has made him a smooth, fluid, and aggressive competitor.

"I work hard," said Hannah. "I do good because I'm devoted to the sport. I don't do a lot of outside things."

Supported by the tuning talents of mechanic Keith McCarty, Hannah finished the 1978 season by winning the Trans-AMA series, a traditional battle between European and U.S. riders. This made him the first American to win the series in its nine-year history. Now, not only the greatest motocrosser in the U.S., Hannah is the greatest in the world.

When he's down, he's as good as everyone else is. But when he's better, he's ten times better. After you have watched Hannah in action, you'll know what it's like to watch a conquerer.

Why does he win so often? One, he works the hardest at it. Two, he can't stand to be beat, and three, he keeps himself in excellent physical shape.

"I've always been able to ride good," Hannah recalls, "but from the first time I won a race, I wanted to be the best. I just kept working at it until I got it."

Told this way, Hannah's success story sounds easy. But the truth is that he's worked hard. Very hard.

At 17, he was washing dishes, pumping gas and dabbling in construction work to make ends meet. Now, five years later, his six-figure yearly income has forced him to move to Nevada for tax purposes.

"I'm making more money in one year than I ever thought I'd make in my whole life," he marvels. And from all appearances, Hannah is preserving his fortune as shrewdly as he makes it.

Although motocross is a young man's sport and Hannah is edging into his prime, all predict that the "Hurricane" will dominate the sport for some time to come, hitting new highs as he goes. The problem is finding competition for him.

"I like to ride like crazy. Don't tell me I have to keep my foot on the footpegs - it's faster for me not to.

As long as the race is there and I'm capable, I'll go for it. While I'm fastest, I'm gonna prove I'm fastest."

There is nobody like a superstar and there is no other Hannah. "I'm out to be number one and I'm as serious as a heart attack. I have to have first place finishes, not seconds. Second place is for the other guys."



BOB HANNAH NAMED AMA PRO ATHLETE OF THE YEAR

Bob "Hurricane" Hannah was named the American Motorcyclist Association (AMA) professional Athlete of the Year at the end of the 1978 season.

Hannah, who turned in the most impressive season in the ten-year history of championship motocross in America, edged out World 500cc Road Racing Champion Ken Roberts of Modesto, California, and three-time Camel Pro Series Champion Jay Springsteen of Lapeer, Michigan, in the race for the most prestigious of AMA professional racing awards.

Hannah's 1978 record includes championships in the AMA/Mr. Pibb 250cc National Series and his second consecutive title in the AMA/Toyota Supercross championship. In addition, he became the first American ever to win the series title in the Trans-AMA Series. En route to that impressive 1978 record, Hannah surpassed Pierre Karsmakers' record for AMA National wins and also became the American rider with the most career Trans-AMA victories.

Hannah's three titles helped carry his sponsor, Team Yamaha, to a sweep of 1978 motocross in America and the Full House Manufacturer's Award. Yamaha won all three AMA/Mr. Pibb National crowns in addition to the Supercross and Trans-AMA championships.

THE KURT KIEFER
MEMORIAL FUND

WORKING TO IMPROVE
MOTORCYCLE SAFETY



Photo by - Jim Gianatsis

Kurt Kiefer was a motorcycle enthusiast who grew close to racing and the people in it through his work as general manager of the motorcycle division of the Bel-Ray Company.

Kurt Randy Cleek - the 1976 U.S. Road Racing Champion, and Giuseppe "Joe" Geraci, a friend, were killed on April 3, 1977 in a car accident after the Formula 750 World Championship race in Imola, Italy.

Kurt's friends in motorcycling and his family created the Kurt Kiefer Memorial Fund because there is no other like it. It is dedicated to the sport of motorcycling Kurt worked with and loved, and it is a testament to the spirit of helping "the other guy" that Kurt lived.

The Kurt Kiefer Memorial Fund is the motorcycling world's first public supported fund providing sponsorship and aid to a wide range of safety projects.

It is a non-profit tax exempt charitable organization working to improve motorcycle safety through assistance to programs and research in sports medicine unique to motorcycling; in accident prevention through design, standards and education; and in race track safety.

The Kurt Kiefer Memorial Fund - with the help of racers, recreational riders, commuters, enthusiasts and the industry interested in motorcycling - can serve as a focus for charitable giving so that money is available for needed and worthy safety research and projects.

The board of directors consists of members of the Kiefer family - Bill, Evelyn and Daryl.

Members of the advisory board of directors are Allen Becker, Pace Man-

agement; Gary Bruson, Goodyear; Ken Clark, Yamaha Racing Team Manager; John Derweduven, M.D., special interest sports medicine; Roger DeCoster, professional MX racer; Doug Freeman, Freeman/McCue; Bruce Jenner, Olympic gold medalist; Corkey Keener, professional racer; Don L'Heureux, Bell Helmets; Tony Mougey, Champion; Terry Mulligan, former Honda Racing Team Manager; Kenny Roberts, '78 World Champion 500cc class road racer; Tim Smith, former Kawasaki Racing Team Manager; Jaap Timmer, FIM; Jim Wilson, lawyer; and Ed Youngblood, Director of Government Relations, AMA.

Dr. Richard Meyer of the University of Alabama is working on the Fund's first project, coordinating the collection of the technical information for a pamphlet on helmet removal after an accident. His suggestion has been to produce two pamphlets - one technical for race track, medical and other emergency personnel, and another with less technical information and language for distribution to the public.

The primary fund raising project is the Friends of the Kurt Kiefer Memorial Fund. Any person who makes a donation to the Fund becomes a Friend. Any donation over \$1 will be acknowledged (by request) with a reflective safety decal. Contributors of over \$14 will also receive a quarterly newsletter on Fund activities, over \$499 a certificate, and over \$999 honorary membership on the Charter Committee.

Dealers are invited to help the Fund through contributions and also by displaying a poster with tear-off donation coupons in their shops. Each donation to the Fund that comes through each

shop will be recorded, and at the end of the year the top five dealers who have accumulated the most Friends will be awarded unique pieces of motorcycle art.

Donations may be sent to and information obtained from The Kurt Kiefer Memorial Fund, P.O. Box 8287, Sacramento, CA 95818.

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Please indicate whether the item fits you by either circling or writing in answer. Thank you.

1. Sex: Male Female
2. Marital Status:
 Single Married Widowed/Divorced
3. Age of the following age group:
 17 and under 18 to 24
 25 to 34 35 to 44
 45 to 54 55 and over
4. How do you use the track?
 Regularly Occasional
5. How much household income is:
 \$4,000 and below \$4,000 to \$4,999
 \$5,000 to \$9,999 \$10,000 to \$14,999
 \$15,000 to \$19,999 \$20,000 and over
6. Highest level of education is:
 Some high school College graduate
 High school graduate Masters degree
 Some college Unknown degree
7. My occupation is: _____
8. Are you a full-time student, what college do you attend?

9. Since I have been coming to Chinlella I have attended the following number of events: _____
10. How many family or friends go with you to the races?

11. When attending racing events at Chinlella I usually:
 stay at a motel/rental camp elsewhere
 stay in a private home commute daily
 camp at the track
12. I am not at this event through: Please check all that apply:
 Magazine, give name _____
 Newspaper, give name _____
 Television, Name or call letters _____
 Chinlella Valley Sports Center "Flyer" Poster
 Radio, Name or call letters _____
 Word of Mouth
 Other _____
13. Are you planning to bring your gear? Yes No Maybe
14. How often do you attend Chinlella events?
 2-3 times _____
 More than 3 times _____
15. Will you come back? Yes No Maybe
16. Which future events at Chinlella will you attend?
 National AMAAMA Local
17. Which tickets will you purchase for future events?
 Advance Weekend
 Advance Sunday
 General Admission at track

18. How much of Chinlella racing do:
 newspaper editors 4 times
 radio editors Chinlella race letter
 television editors Chinlella race poster
 magazine editors
19. Do you own a camera? Yes No
20. If camera, how is value of:
 under \$100 over \$100
21. How do you use a camera?
 Amateur Report
 Other: _____
22. Do you own a motorcycle? Yes No Maybe
23. During the next 12 months I expect to purchase the following items:
 new car motorcycle camera
 TV radio stereo unit watch
 color television
24. I think of the following:
 accident burn sun water heat wind
25. How much beer do you usually drink in a week?
 none 1-2 bottles
 3-4 bottles more than 4 bottles
26. How many trips do you take on a weekend average annually? _____ miles
27. Do you plan to take a vacation within the next 12 months?
 Yes No
28. Will you travel more than 500 miles? If so how?
 Yes _____ car/airplane/train
29. I am interested in the following other sports:
 Fishing, Tennis, Golf, Baseball, Football, Hockey,
 Basketball, Other _____
30. Approximately how much was spent this weekend by all the persons in your car? _____
31. Approximately what percentage of this was spent in the immediate Chinlella area? _____
 50 miles radius
32. How do you rate the facilities at Chinlella:
 excellent (E) good (G) acceptable (A) unacceptable (U)
 carrying area toilet facilities
 food concessions overall facility
33. Are you a member of the AMAAMA?
 Yes No Maybe
34. How do you receive the Chinlella Flyer by mail?
 Yes No Maybe
35. How do you like to be notified by your mailing list for future events?
 Yes _____
 No _____
 Maybe _____

Comments _____



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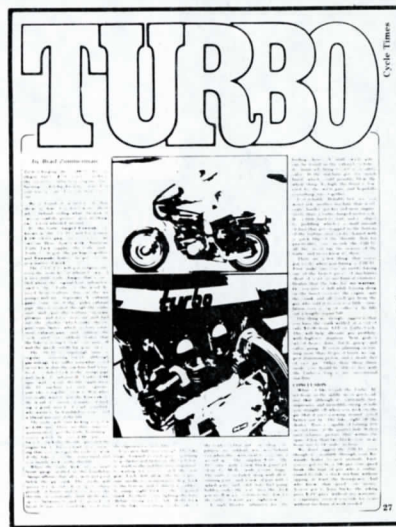
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WINNERS TIME _____

SECOND 1. _____ 2. _____ 3. _____ 4. _____ 5. _____
MOTO: 6. _____ 7. _____ 8. _____ 9. _____ 10. _____

WINNERS TIME _____

HIGH POINT 1. _____ 2. _____ 3. _____ 4. _____ 5. _____
CHAMPION- 6. _____ 7. _____ 8. _____ 9. _____ 10. _____

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500cc TRAN AMA INTERNATIONAL

FIRST 1. _____ 2. _____ 3. _____ 4. _____ 5. _____
MOTO: 6. _____ 7. _____ 8. _____ 9. _____ 10. _____

WINNERS TIME _____

SECOND 1. _____ 2. _____ 3. _____ 4. _____ 5. _____
MOTO: 6. _____ 7. _____ 8. _____ 9. _____ 10. _____

WINNERS TIME _____

THIRD 1. _____ 2. _____ 3. _____ 4. _____ 5. _____
MOTO: 6. _____ 7. _____ 8. _____ 9. _____ 10. _____

WINNERS TIME _____

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

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Comments: _____



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IT'S YOUR ASSOCIATION HELP IT GROW!!

The AMA needs more members! That's the only way it can continue to protect your riding interests.

There are over 6 million motorcycle owners in the United States today, but only 2% of them belong to the American Motorcyclist Association. **That's one out of every 47 motorcyclists in the United States.** Your dues protect not only your own riding interests, but those of 47 other motorcyclists as well! Don't you think it's time for everyone to carry a share of the load? We do.

Acknowledged by federal and state lawmakers as the voice of America's motorcyclists, the AMA can lobby at both state and national levels on behalf of its members' interests. To be totally effective, the AMA must be backed up by a strong and united membership.

We need the AMA if we want to continue to ride . . . and the AMA needs more members to keep us riding. It's as simple as that! Do your part to help the AMA reach its membership goal of 175,000 members by the end of 1979.

We're shooting for 175,000 AMA members by the end of 1979. We can reach that goal with your help. If every current AMA member signs up just one new member, we can exceed that goal by far... **that's 1 for 1.** With your help, the AMA will be a stronger organization better equipped to protect your riding interests in the future.

Support the organization that keeps you riding—join the American Motorcyclist Association today.

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Help Us Reach Our Goal.. Sign Up A New Member *Today!*

DETACH HERE, MAIL APPLICATION BELOW IN ATTACHED ENVELOPE.

New Member Information:

- \$15.00—**FULL MEMBERSHIP**—Includes the right to participate in AMA-sanctioned racing meets, AMERICAN MOTORCYCLIST and voting privileges for Class A Regional trustees.
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- New Member

Please charge my:
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We are interested in you!

1. Mark "1" next to your primary motorcycle activity and "2" next to your secondary motorcycle activity.

- | | |
|--|--|
| A. <input type="checkbox"/> Daily transportation | G. <input type="checkbox"/> Scrambles |
| B. <input type="checkbox"/> Organized tours or road runs | H. <input type="checkbox"/> Desert |
| C. <input type="checkbox"/> Personal long-distance touring | I. <input type="checkbox"/> Hillclimb |
| D. <input type="checkbox"/> Road race | J. <input type="checkbox"/> Enduro |
| E. <input type="checkbox"/> Dirt track | K. <input type="checkbox"/> Observed trials |
| F. <input type="checkbox"/> Motocross | L. <input type="checkbox"/> Non-competitive trail riding |

2. Number of motorcycles presently owned _____

3. Years riding experience _____

4. Age _____ 5. Sex _____

6. Occupation _____

I agree to comply with AMA rules for sanctioned motorcycle meets, and I understand that all benefits become effective, upon receipt of my membership card, except the right to enter sanctioned meets which becomes effective immediately. I understand that \$4.00 of my Full Membership dues is for my monthly AMERICAN MOTORCYCLIST, and that Associates receive all benefits except AMERICAN MOTORCYCLIST, voting privileges and the right to participate in racing meets. AMA benefits may be changed from time to time by the AMA Board of Trustees.

I understand that the AMA cannot assume responsibility for any aspect of my safety and that if I participate in any sanctioned meet, I do so voluntarily on my own assessment of my ability, the track, and all facilities and conditions, assuming all risk, and, I release and hold the AMA harmless for any injury or loss to my person or property which may result therefrom.

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USGP

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Although Russian 'Grand Master' Gennady Moiseev clinched his third world 250 championship crown in 1978, he was made to fight the whole way by a bevy of challengers.

It was not until the last round, in front of 100,000 partisan spectators, that Moiseev, and his works KTM, clinched the title.

Blond Swede, Torleif Hansen (Kawasaki), looked a good championship

Neil Hudson who finished fifth riding a works Maico. The 21 year old 'Country Boy' was a consistent scorer throughout the 12-round series. He delighted success starved British fans by winning the Swedish Grand Prix in August - Britain's first grand prix success since Dave Niccoll won the Luxemburg 500 back in 1969.

Former world champion Harry Everts (Bultaco) was also looking good at the halfway stage until he was sidelined with a broken wrist following a crash in a Belgian championship race.

winning ways in dreadful conditions in Italy when he won the second race. German KTM ace Bruno Schneider was overall winner with two second places.

Hansen then jumped in on the act by sharing overall victory with Vladimir Kavinov - Moiseev's KTM team-mate - in Czechoslovakia with Moiseev third. The Swede kept up the pressure in Yugoslavia with second and third placings while the Russian settled for a first and third.

Everts kept well in the hunt with second and third while Hudson kept the



Moiseev and Hansen Russia GP 1978

bet halfway through the season but then slipped back until two brilliant last rounds in Finland and Russia saw him clinch runner-up spot in front of West German giant, Hans Maisch (Maico). Surprise of the series was Britain's

At the opening round in Spain Everts delighted home fans and Bultaco officials by finishing overall winner and with Moiseev well down the field the season promised some big surprises.

The Russian champion got back into

leaders in sight by scoring 11 points.

Moiseev regained the advantage by finishing overall winner in Austria although Maisch appeared on the scene for the first time when he won the second race.

A week later the giant German threw the championship wide open when he won his homeland grand prix, with Hansen second and Hudson third. Moiseev scored no points after a couple of crashes.

However, champions thrive on a challenge and the Russian ace showed British fans his true championship style by winning the British Grand Prix at the beautiful Kilmartin circuit in the heart of the Scottish mountains.

Everts was really flying on the works Bultaco and finished second in both races while the union jacks waved for Hudson who's consistency earned a brace of third places.

Hansen looked to be in with a tremendous chance for a pocket full of points but crashed at the bottom of the steep hill in the first race and did not appear on the line for the start of the second.

Kavinov then surprised everybody by winning both races in France with Moiseev second and Hudson third.

But the European aces were in for a rude awakening when they crossed the Atlantic for the American round. Racing was dominated by the 'home team' of Marty Trippes (Honda) and Bob Hannah (Yamaha) with Maisch the only European to display true form by scoring 18 points.

The stage was then set for Hudson to bring a breath of life to the success starved British fans when he scored his famous overall victory in Sweden but Moiseev was determined not to let his championship crown slip and kept his lead intact by winning the first race



Bob Hannah U.S. GP 1978

Photo by — David L. Scarpa

with team-mate Kavinov winning the second.

Hansen bounced back out of the shadows to win overall at the penultimate round in Finland with countryman Hakan Carlqvist (Husqvarna) second. Even so, Moiseev only needed one point to retain his title at the final round a week later.

With 100,000 fans cramming every vantage point around the two mile circuit on the outskirts of Leningrad the 30 year old Russian clinched the championship after a battle royal with Hansen which had the crowd roaring their approval. At the finish Hansen was the winner but Moiseev's second place was enough to give him his third

world 250 title.

Hansen, who was cursing himself for earlier bad results, was overall winner of the event and pipped Maisch by one point for second place with Kavinov fourth and Hudson fifth.

*Nick Harris
Motorcycle News
Great Britain*

The start final race Russia GP 1978



1980

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**Read what Cycle Times
has to say about the
"Even Break" Gate!**

The "Even Break" Gate: How Fair and Fast Is It, And Can It Be Beaten?

By Brad Zimmerman

Starting motocross events has always been a hard chore, and one that, in the past, has often been delegated to someone who didn't know what they were getting into. In the old days of motocross we had flag starts, followed by the hand-on-the-helmet method, the rubber band "gate," and finally the long pipe-gate starting system, a method adapted from horse racing and turned horizontal.

After the pipe gate came a new concept—a fall back, or fall towards the rider gate. Originally designed as a cable gate (which was dropped due to rider injury) the pipe fall-back gate has progressed in technology so far that, according to many of the top riders, it's impossible to get any sort of starting advantage from a backwards falling gate.

The most popular gate being used today is the "Even Break-Motocross Gate," manufactured by Superior Metal Products, 75 Christian Lane, New Britain, Connecticut, 06051. The gate has since been granted full patent rights. The brainchild of Dick Roy it was first tested successfully at the 1977 Southwick, Massachusetts National motocross event. At this first testing session only four sections of the gate were used, and riders lined up to check out how it worked, how fast it fell and ultimately, trying to find a way to beat the new system.

What they found was that there is no way that you can cheat the "Even Break." It's a starting system designed with the "start jumper" in mind. The Even-Break is constructed using tubular steel and angle iron pieces, and accommodates 41 riders. Each rider has his own personal gate, approximately three feet wide. Each gate works independently, but off a main switch. When the lever is pulled, a long rotating rod that runs the length of the gate is turned. On this rod is cam lobes. When the cams turn, the gate falls—towards the rider—so that riders have to wait until the gate is completely flat before proceeding onto the course. Otherwise the front wheel will be caught in the gate, and there's no way out of it except backing up.

How fast does the Even-Break fall? We originally tried to time the unit with a stopwatch—and quickly found out that by the time the human hand and brain can react to movement in the gate and punch the stopwatch button, the gate was already down. Baffled, we went to a motor-drive camera, capable of shooting three photos in the time-span of one second. Using this specially equipped unit, we started firing off photos as the minute board went sideways, knowing that we could shoot 36 frames (36 photos) in just over 11 seconds.

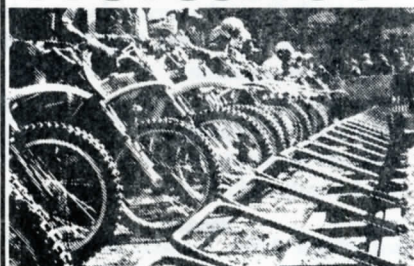
When the film was developed, we were again foiled. The gate had fallen alright—but the camera didn't catch it. In one of the frames the gate is upright, then the following frame shows the gate down. It drops in less than a third of a second—meaning that if you blink your eye—you can easily miss it.

Since the inception of the Even-Break Motocross gate, we have also noticed a change in the pro rider's starting habits. They no longer can watch a long tube pipe—which often quivered or shook before falling, keying the riders so they could capitalize on their starts. The Even-Break drops so quickly that you can't anticipate the gate—many riders have tried, and consequently had their section of gate fall fruitlessly on their front wheel. When this happens, the rider must back his machine up to allow his section of gate to fall, and permanently screwing up his start. Yet, each rider doesn't hamper another rider when he makes a mistake.

So what do you do? Practice, practice, practice. Superior Metal Products sells an individual Even-Break Motocross Gate to practice with for just \$49.95. It will at least work your reflexes. Play pinball—racquetball, or the fun nickel-drop reflex testers found in some arcades. The only way you'll get an advantage at the start with the Even-Break gate is if you have better reflexes. After talking with many of the riders, and studying our film, we have to conclude that the Even-Break is just that—it doesn't play favorites.

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The Holeshot



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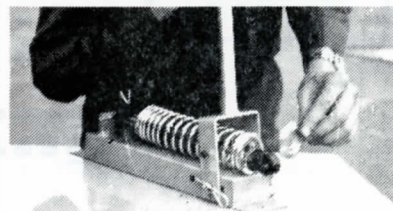
The "Holesshot" practice gate can be positioned on any piece of flat ground, and tripped through the use of a rip cord by another rider or friend.

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WORLD 250cc

| Place | Rider | Machine | Country | Spain | Italy | Czechoslovakia | Yugoslavia | Austria | W. Germany | Britain | France | America | Sweden | Finland | Russia | Total |
|-------|------------------|-----------|----------------|-------|--------|----------------|------------|---------|------------|---------|--------|---------|--------|---------|--------|-------|
| 1 | G. Moiseev | KTM | Russia | 0+ 8 | 1+ 15 | 8+ 12 | 10+ 15 | 12+ 6 | - | 15+ 15 | 10+ 8 | 0+ 6 | 15+ 0 | 0+ 10 | 15+ 2 | 183 |
| 2 | T. Hansen | Kawasaki | Sweden | 10+ 0 | - | 15+ 10 | 15+ 1 | - | 12+ 12 | - | - | 0+ 8 | 0+ 5 | 15+ 12 | 12+ 15 | 153 |
| 3 | H. Maisch | Maico | W. Germany | 0+ 10 | 15+ 0 | - | - | 0+ 15 | 15+ 10 | 5+ 8 | 5+ 12 | 10+ 4 | 10+ 8 | 10+ 0 | 10+ 5 | 152 |
| 4 | V. Kavinov | KTM | Russia | 6+ 0 | 3+ 5 | 10+ 15 | 0+ 5 | 0+ 4 | 0+ 2 | 8+ 6 | 15+ 15 | 2+ 0 | 2+ 15 | 5+ 15 | 6+ 12 | 151 |
| 5 | N. Hudson | Maico | Britain | 8+ 0 | - | 4+ 8 | 4+ 6 | 2+ 10 | 10+ 6 | 10+ 10 | 12+ 6 | 4+ 1 | 8+ 12 | 6+ 10 | 2+ 0 | 130 |
| 6 | H. Everts | Bultaco | Belgium | 15+ 3 | 0+ 10 | 12+ 0 | 12+ 10 | 6+ 0 | 3+ 15 | 12+ 12 | - | 0+ 3 | - | 8+ 0 | 8+ 0 | 126 |
| 7 | H. Carlqvist | Husqvarna | Sweden | 0+ 15 | 0+ 1 | 3+ 0 | 0+ 3 | 0+ 2 | 6+ 3 | 6+ 0 | 0+ 5 | 0+ 3 | 12+ 6 | 12+ 8 | 3+ 0 | 88 |
| 8 | T. Suzuki | Montesa | Japan | 0+ 12 | 0+ 2 | - | 6+ 0 | 8+ 0 | 5+ 8 | 0+ 5 | 6+ 4 | - | 6+ 0 | - | 0+ 1 | 63 |
| 9 | J. Falta | CZ | Czechoslovakia | 0+ 2 | 0+ 8 | - | 4+ 8 | 15+ 2 | 0+ 5 | - | - | 3+ 0 | 4+ 0 | - | - | 61 |
| 10 | R. Boven | Montesa | Belgium | 12+ 0 | 8+ 0 | 5+ 6 | 3+ 2 | 4+ 0 | 0+ 1 | - | 1+ 0 | - | 0+ 1 | - | - | 43 |
| 11 | J. Lacquaye | Bultaco | France | 1+ 0 | 10+ 0 | 0+ 5 | - | 1+ 0 | 4+ 0 | 4+ 3 | 3+ 3 | - | - | 1+ 5 | - | 40 |
| 12 | B. Schneider | KTM | W. Germany | 4+ 0 | 12+ 12 | - | - | 10+ 0 | - | - | - | - | - | - | - | 38 |
| 13 | C. Sun | Husqvarna | America | - | - | - | - | - | - | - | - | 5+ 0 | 5+ 10 | 0+ 3 | 4+ 8 | 35 |
| 14 | V. Korneev | KTM | Russia | - | 2+ 0 | - | - | - | 2+ 0 | 3+ 0 | 4+ 10 | 0+ 5 | - | 0+ 2 | 5+ 0 | 33 |
| 15 | J. Mingels | Bultaco | Belgium | 5+ 4 | 0+ 4 | 1+ 0 | 8+ 0 | - | 8+ 0 | 2+ 0 | - | - | - | - | - | 32 |
| 16 | D. Pean | Maico | France | - | - | 0+ 4 | 2+ 0 | - | 1+ 0 | 0+ 4 | 8+ 0 | - | - | 2+ 0 | - | 27 |
| 17 | J. Ellis | Honda | America | - | - | - | - | - | - | - | - | - | - | - | - | 25 |
| 18 | E. Sundstrom | Husqvarna | Sweden | - | - | 0+ 2 | - | - | - | 0+ 1 | 0+ 1 | - | - | 3+ 6 | 1+ 10 | 24 |
| | M. Tripes | Honda | America | - | - | - | - | - | - | - | - | - | - | - | - | 24 |
| 20 | R. Hooper | Maico | Britain | 0+ 5 | - | 0+ 3 | 1+ 4 | - | - | 0+ 2 | 0+ 2 | - | - | 0+ 1 | 0+ 4 | 22 |
| 21 | B. Hannah | Yamaha | America | - | - | - | - | - | - | - | - | - | - | - | - | 21 |
| 22 | R. Diefenbach | Kawasaki | W. Germany | 0+ 6 | - | 2+ 0 | - | 0+ 8 | - | - | - | 6+ 15 | - | 4+ 0 | 0+ 6 | 18 |
| 23 | P. Boniface | KTM | France | 3+ 0 | 4+ 0 | 6+ 0 | 0+ 1 | 3+ 0 | - | - | - | - | - | - | - | 11 |
| | W. Bauer | Sachs | W. Germany | - | 6+ 0 | - | - | 0+ 5 | 0+ 4 | - | - | - | - | - | - | 11 |
| 25 | K. Howerton | Suzuki | America | - | - | - | - | - | - | - | - | 8+ 0 | - | - | - | 8 |
| 26 | F. Munoz | Montesa | Spain | - | 0+ 6 | - | - | - | - | - | - | - | - | - | - | 6 |
| | M. Tarkonen | Honda | Finland | - | - | - | - | - | - | - | - | - | 0+ 2 | 0+ 4 | - | 6 |
| 28 | G. Huguen | Sachs | Italy | - | 5+ 0 | - | - | - | - | - | - | - | - | - | - | 5 |
| | K. van der Ven | Maico | Holland | - | - | - | - | - | - | - | - | - | - | - | - | 5 |
| | A. Lodol | Husqvarna | Denmark | - | - | - | - | 5+ 0 | - | - | - | - | - | - | - | 5 |
| | J. Kristoffersen | Yamaha | Sweden | - | - | - | - | 0+ 3 | - | - | 2+ 0 | - | - | - | - | 5 |
| 32 | V. Nani | Gilera | Italy | - | 0+ 3 | - | - | - | - | - | - | - | 1+ 4 | - | - | 5 |
| | Z. Velky | CZ | Czechoslovakia | - | - | - | - | - | - | - | - | - | - | - | - | 3 |
| 34 | E. Ribó | Montesa | Spain | 2+ 0 | - | - | - | - | - | - | - | - | - | - | 0+ 3 | 3 |
| | J. Savitsu | Yamaha | America | - | - | - | - | - | - | - | - | 0+ 2 | - | - | - | 2 |
| 36 | A. Elias | Bultaco | Spain | 0+ 1 | - | - | - | - | - | - | - | - | - | - | - | 2 |
| | J. Vojtech | CZ | Czechoslovakia | - | - | 0+ 1 | - | - | - | - | - | - | - | - | - | 1 |
| | D. Rangelou | Husqvarna | Italy | - | - | - | - | 0+ 1 | - | - | - | - | - | - | - | 1 |
| | M. Nyberg | KTM | Sweden | - | - | - | - | - | - | 0+ 1 | - | - | - | - | - | 1 |
| | T. DiStefano | Suzuki | America | - | - | - | - | - | - | - | - | 1+ 0 | - | - | - | 1 |

BOB HANNAH
Whittier, California
Born September 26, 1956



No American rider has enjoyed as much success in as little time as factory Yamaha star Bob Hannah. In 1978 he topped all previous standards for a single-season performance in American motocross. Early in the year he reeled off a record 22 consecutive moto victories. He then won the 250cc National Championship, successfully defended his title in the AMA/Toyota Supercross Series and wrapped up the year by becoming the first American in history to reign as champion of the Trans-AMA Series.

The phenomenal year, during which he eclipsed AMA marks for career National wins and career Trans-AMA wins by an American rider, netted "Hurricane" Hannah the AMA's most prestigious professional rider award, that of "Professional Athlete of the Year."

A bachelor who enjoys hunting and trail riding, Hannah will seek additional records in the fourth year of his pro career.

KENT HOWERTON
San Antonio, Texas
Born July 11, 1954

Less flamboyant than some of his fellow racers, Kent Howerton's modest personality belies his nickname "The Rhinestone Cowboy." However, Howerton's on-track performances chart a consistent graph across the top of the motocross talent spectrum.

Howerton was the 500cc National Champion in 1976, then switched to the 250cc class in 1977 and scored a runner-up finish. He has been a stalwart of the American teams entered in the international Trophee and Motocross des Nations competitions and has earned the kind of respect that maintained his Suzuki support despite some decline in his 1978 fortunes. Hobbled by a series of minor yet nagging injuries that kept him off top form through much of the year, Howerton nonetheless ranked fourth in AMA/Toyota Supercross points and sixth in the 250cc Nationals.



JIM ELLIS
East Hampton, Connecticut
Born October, 19, 1955



Perhaps the finest motocross racer New England has ever produced, Jim Ellis will again occupy a spot on the Honda factory racing team for 1979. Riding machines prepared by his father George, Ellis has been very much in the limelight during his career because of his prowess in stadium motocross, the most popular — and most frequently televised — form of the sport.

Ellis twice won the prestigious Superbowl of Motocross in the Los Angeles Coliseum before a national television audience. More recently he claimed the AMA/Toyota Supercross series opener in the Seattle Kingdome in 1978, en route to fifth place in the series standings.

Ellis has also performed well outdoors, recording a third-place finish in the 1974 250cc National series, sixth in the 1977 version of that campaign and ranking second last season.

GENNADY MOISEEV



Triple world 250 champion Gennady Moiseev is the real mystery man of the moto cross scene. Western journalists are still arguing how his name should be spelled, but out on the track the quiet Russian star is no mystery to anyone, especially his fellow competitors.

Despite tremendous competition, the 30 year-old rider from Leningrad clinched his third world 250 crown riding Austrian-built KTM machinery. He also helped the unfancied Russians to a famous victory in the Moto Cross Des Nations team event in Germany during September.

Married, but with no children, he started riding in 1964 and turned professional three years later. He has won the national championship on many occasions and clinched his first world crown in 1974 and then dominated last year's 250 world series with team-mate Vladimir Kavinov.

He receives support from the state to compete against the world, but while his European competitors earn massive factory contracts he is allowed few Western privileges. However, at the end of his world championship campaigns he has been presented with a Mercedes car, a very rare commodity in Russia, by the KTM factory.

During the winter he returns home to Leningrad where he is an instructor in a youth club, teaching skiing and fishing as well as moto cross. There is a possibility that the KTM factory might switch him to the 500 class in 1979.

Full name: Gennady Anatolievich Moiseev
Birth date: February 3, 1949
Height: 5 ft. 9½ in.
Weight: 165 lb.
Eye color: Blue
Hair color: Brown
Nationality: Russian
Birth place: Leningrad, Soviet Union
Occupation: Professional motocross rider
Marital status: Married
Wife's name: Irina
Pets: None
Likes: Pop music
Dislikes: Envy
Hobbies: Ice hockey, skiing
Do you smoke? No
Favorite drink: Orange juice
Favorite food: Borsch
Favorite reading material: Motorcycle magazines
Most embarrassing moment: Ran out of gas while leading the Dutch GP
First interest in bikes: At age 10
First bike: Minsk 125
First race: 1964
First series win: Soviet championships, 1970
Current machine: KTM 250
Sponsors: SKA Leningrad and KTM
Favorite track: He doesn't have one but likes to race in sand.
Favorite meeting: Russian GP
Racing injuries: Fractured left arm in 1975 - broken toe in 1979
Luckiest break: Regaining form quickly after injury
Biggest disappointment: Losing the world championship to Heikki Mikkola by one point
Favorite street bike: Anything that's big and fast
Own street bike: None
Favorite car: Mercedes-Benz 240
Own car: Lada 1500
Favorite all-time rider: Joel Robert
Most respected rivals: Vladimir Kavinov and Harry Everts
Future ambitions: To win more titles

Fixing the dream

If your present motorcycle is the last one you plan to own, don't bother reading further. But if you intend to ride a while longer, we need to talk about the American Motorcycling Dream.

Until the early 1960's, comparatively few Americans rode motorcycles. Most of those who did were fiercely proud and determined that their sport would gain widespread public acceptance. The rest reflected an earlier America in which there was a bit more room for individuality; they were equally proud but so long as they were left to do their own thing, other people's opinions were of little concern. Back then, freedom and respectability were equal components of the motorcycling dream.

Around 1964, we grabbed the brass ring. TV and radio bubbled forth the news that "you meet the nicest people on a Honda." It became a foregone conclusion that every garage would someday contain a motorcycle, and an annual doubling of sales forecast the big numbers we thought would guarantee the futures of all who rode. Soon, 10 million of us were bopping around the streets and woods. Indeed, the wave of motorcycling enthusiasm seemingly engulfed more than enough bankers and ministers to insure downright respectability!

But just as we neared the pot of gold at the end of the rainbow, the dream began to go sour. Untrained newcomers were suddenly being mowed down by four-wheelers in numbers sufficient to qualify us as a safety problem, requiring lots of "protection" from our friends in government. The estimated 12 percent of motorcyclists who create our noise problem were raising enough late-night hell to gain the undivided attention of the EPA and the New York City Council. And out there in the dirt, our presence helped crowd things to the point that a good-sized row developed over who could do what and where. Darned if the American Motorcycling Dream didn't get centerpunched—at the height of its glory—by a variety of social and political forces all claiming they didn't see us.

Now this suddenly-gloomy atmosphere is darkened by another unsettling development. The cheap motorcycles which fueled the boom are no longer cheap. For reasons too numerous to mention, 1979 bikes cost up to 25 percent more than last year's models.

As a result, sales are declining. There is chaos at the cutting edge of the motorcycle market, that critical point at which Joe Average takes the plunge and buys his first machine. When Joe decides the price is too high, his decision has a devastating effect on an industry specializing in discretionary dollars, impulse buying, fuel economy billboards and colorful ads aimed at 14-year-old newsstand hangers-on with 75¢ in their pockets.

But what effect does all this have on you who have paid your rookie dues, made all the dumb mistakes, learned from your experiences, committed yourself to a motorcycling lifestyle and spent a ton of money trading machines; you who have no intention of quitting just because the price is going up?

To answer that, let's consider the AMA's situation. We have 125,000 members, roughly the same as 15 years ago when dues were a buck. Obviously, the majority of boom-era newcomers weren't buying what we were selling: responsible riding, safety, organized activity and—most important—

protection of the rights of the individual rider. After all, none of that is critical to a person with a limited commitment to the sport, one who will quit if it becomes "too expensive."

We thus arrive at the irony of our present situation. Having gotten us into serious regulatory problems by the sheer weight of their numbers, low-commitment motorcyclists are now bailing out and heading for other diversions. We who are left, we who plan to continue to ride, are faced with cleaning up all those social and political messes ... by ourselves.

At this point, we have two options. One is to wring our hands, mourn the tarnishing of our dreams and lament the injustice of it all. The other is to circle the wagons, gather whatever resources we have left after paying 1979's higher prices and prepare to make a stand. If you read the membership pitches from a variety of serious motorcycle organizations, you should know the solution to our problems ... unite, join the brotherhood, weld ourselves into a powerful force. But it isn't happening, or at least not fast enough. Fragmentation and apathy threaten the strength of organized motorcycling. In the case of the AMA, the same 125,000 members are carrying the load, but at a much higher price than 15 years ago.

AM is determined that those who have the greatest stake in motorcycling will not be steamrollered by these new developments. But determination alone won't get the job done. We can crank out the news, but you have to help us spread it. Otherwise we will all continue to pay more and more, not only for our machines but for our right to ride them.

Think about all the motorcycle people you know. Now pick one individual who shares your commitment, your passion for two wheels; someone who will not give up his bike because life is a little more difficult these days. Sit that person down, talk to him and *get him into the AMA!*

One way or another, convince him to become involved. Get \$15 for a membership is more than he's willing to invest, get five bucks for an AM subscription and we'll take a shot at convincing him. We know it's a hassle and a hard sell. But we also know it's easier than going one-on-one with some bureaucrat intent on taking away your motorcycle. At least you and your buddy can speak the same language.

If you're really worried about what the future holds for us who care about motorcycling, here's your chance to take some positive action. Don't worry about application forms and paperwork. Send us those \$5 and \$15 checks (yours or your buddy's), along with your names and addresses.

Motorcycling is too important to see it wither in the face of apathy. It's time to hose off the dirt, break out the polish and restore the lustre to the American Motorcycling Dream.

Get busy *now*, and send your stuff to "Fixing the Dream," P.O. Box 141, Westerville, OH 43081. We'll take it from there.



Communications Director



250cc NATIONAL CHAMPIONSHIP

HANNAH COASTS HOME

The 250 National Championship was a foregone conclusion that almost went wrong. Everybody who could side up to a snow fence knew that Bob Hannah and his invincible OW Yamaha were unbeatable. Trackside bettors would give unbelievable odds, and take matchups that make horse racing look like a skill game.

"I'll give you ten to one and I'll take Hannah. No, you don't have to pick another rider! You can have all 39 of the other guys!"

The Hurricane express rolled over the opposition every week for four straight weeks. Hangtown, Saddleback, Phoenix and Omaha rarely even got to see anyone else lead. It wasn't until the fifth race in Southwick, Massachusetts, that anyone or anything got the better of Hannah. In this case it was a fence post that Bob clobbered so hard in the first moto that he broke his hand in three places. Kent Howerton won that moto. Hannah answered the bell for the second round with duct tape holding his fingers in place.

Hannah ran away with the second moto, only to suffer his only mechanical breakdown all season. For the first time all season someone else had won a 250 National. Kent Howerton climbed onto the victory podium, and surprisingly back into the fray.

With Hannah's early-season dominance so complete, no one was even counting points, but quiet Kent Howerton was only 12 points behind Hannah with five races to go. Howerton had stayed

close to Hannah in the points race by unobtrusively finishing a distant second or third every week. Although Hannah was gaining three to five points on the Suzuki rider with every win, Kent gained 25 points when Bob's bike broke. It was a new ballgame.

Howerton was revitalized. He found new incentive and with it, new speed. The next week in Atlanta, he raced head-to-head with the Hurricane and came away with a tie.

Marty Tripes was running a strong third in the standings up to the midway point, when he suddenly refused to ride his works Honda. All season long Marty had shown flashes of brilliance and an equal amount of childish pouting. On more than one occasion Marty would be leading a race only to slow to a snail's pace and let everyone by.

After skipping two races because he believed the bikes weren't competitive, Tripes returned to Sears Point to easily win both motos over Hannah and Howerton. A week later in Denver Tripes led the second moto handily, only to pull into the mechanics' area and refuse to race. He finally did continue, but at a slow pace. Then a week later in Michigan, Tripes again won both motos as though Hannah wasn't on the track.

When Hannah broke his hand he showed a large amount of savvy. Immediately after the Southwick accident he caught a flight to Atlanta, the site of the next race, and had his hand X-rayed and put in a cast. The night before the Atlanta race he soaked the cast off and

raced. After going 2-1 against Howerton, he drove back to his doctor and had the cast put back on. This was excellent strategy, since he only had to deal with one doctor, one hospital and one set of explanations. After Atlanta the riders got a break, and Hannah's hand healed before the final four rounds.

Again, Bob Hannah gradually edged away from Howerton in the points standings. Finally, in desperation, after a bad start at the second-to-last round in Buchanan, Michigan, Kent threw caution to the wind and his Suzuki into the weeds. The crash ended Kent's hopes. The final National went to Howerton in a 1-2, 2-1 split on points with Hannah.

Deuce-and-a-half

Bob Hannah is currently racking up titles to his credit like a pinball wizard. In 1976 he was 125 National Champion, in 1977 he was Supercross Champion, in 1978 he was 250 National, Supercross and Trans-AMA Champion. In 1979 he is already 250 National Champion and Supercross Champion.

Kent Howerton started the season as the loneliest man in the 250 class. Kent ran all alone in second or third, in no danger of being passed, but no threat to catch Hannah or Tripes. But to his credit, when he had to go for it, he did. Howerton proved that although Hannah is still the Champion, he isn't uncatchable or unbeatable.

Marty Tripes finished third. That feat is an embarrassment to Marty, who

could have won. Tripes is fast, smooth and smart. The two Nationals he won hardly make up for the two he refused to ride, the two he threw away in tantrums or the others he might have won. Whatever it takes to make Marty happy is what Honda should go all-out to do, either that or replace the team manager with a team shrink.

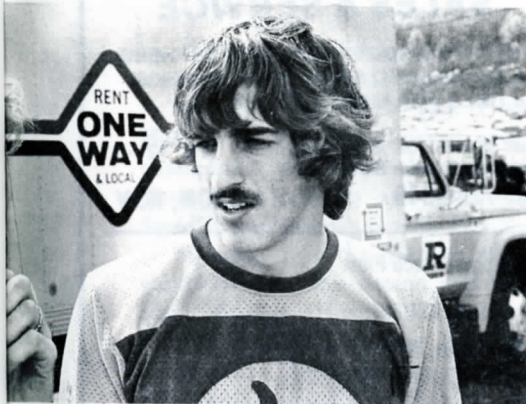
Jimmy Weinert finished fourth on the Kawasaki. Weinert was blessed with holeshots that got him far ahead of the rest of the field with Hannah, Tripes and Howerton. At the halfway point he would fade away from the leaders, but hold on to a top-five finish. The old man isn't so old that he doesn't know how to use his energy for good, not evil.

Mark Gregson finished first privateer and fifth overall. The privateer battle was a rugged, season long duel that Mark and his LOP Yamaha finally won in the last race of the season. Gregson was a comer in the 125 class last year, and now that he has proved he can ride big bikes, he will be worth the factory eyeball.

Moto-X Fox rider Larry Wosick took his Honda to sixth overall in the 250 class, and was by far the privateer with the greatest speed potential. Larry is only 17 years old and he already knows how to cook (on a red-hot Honda). Larry suffered a lot of bad luck, but he also turned in some tremendous performances in the final two Nationals to leapfrog over four riders in the points.

Mike Guerra brought in the first European machine with a seventh place. Mike and his Husqvarna finished higher in a National than any privateer in recent years, with a second overall at his home track in Southwick, Massachusetts. Guerra finished only three points behind Wosick, mostly the result of a disastrous day at the final event in Mt. Morris, Pennsylvania, after running fourth or fifth overall all season.

Team DG's John Savitski finished



John Savitski, Hannah's best friend

eighth overall in the 250 class for the second straight year. John has a mechanical advantage over the average privateer because Yamaha and Bob Hannah supply him with works equipment, but a few bad breaks during the season hurt what John felt was going to be his best year ever.

Steve Wise shouldn't even be in the top ten at all. Ninth overall is miserable for Team Honda's young Texan, but considering that he broke at Hangtown, crashed at Saddleback, was injured at Phoenix, didn't ride Omaha and got a flat tire at Sears Point, making the top ten is a sign of his amazing potential. Insiders pick Wise to be a power in the 250 class by next year, and even more of a threat in the stadiums.

Tenth place is the property of Ron Sun, younger brother of Team Husqvarna rider Chuck Sun. Ron also had a tough year on his private Husky, but after a seesaw battle all year with Standard Crank privateer Clark Jones, Ron finally won the coveted top-ten rubber spot in the last race of the series.

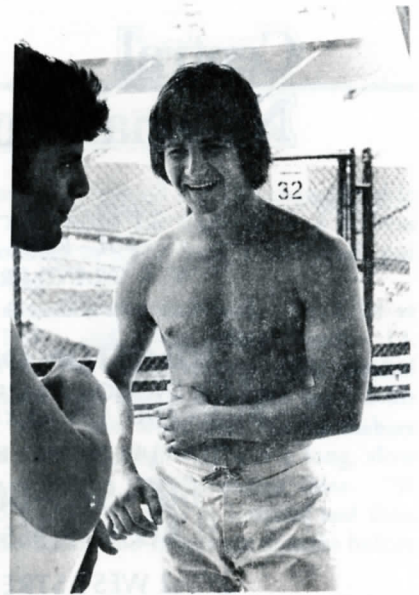
Dollars and sense

Bob Hannah won 12 out of 20 motos and was clearly dominant. Kent Howerton won four motos and two Nationals. Marty Tripes also won four motos and two Nationals. The top ten consisted of five factory riders and five privateers, but of the factory riders, only Steve Wise was beaten in the points by a privateer.

The privateers did very well in fifth, sixth, seventh, eighth and tenth, but in essence the worst a privateer could have done was sixth overall, since by mid-season there were only five factory guys contesting the class. Three Yamahas were in the top ten (1-5-8), three Hondas (3-6-9), two Husqvarnas (7-10), one Kawasaki (4) and one Suzuki (2).

Predecessors

With Bob Hannah taking his second 250 National title, it is noteworthy to look at the only two other men ever to hold the title. Three times Gary Jones took the number one plate. Amazingly, Jones won his three titles on three different brands of motorcycles (Yamaha, Honda and Can-Am). Gary didn't race the 250 National Championships this year, but stayed at home, ran his motorcycle shop and worked on the development of his Ammex motocrossers. Gary still races local races at Saddleback. He is the same casual and nice guy he always was, but the hectic world of AMA motocross doesn't interest him



Steve Wise, Honda's rising star,

anymore.

Three-time 250 National Champion Tony DiStefano has recovered from the knee surgery that forced him to give up his title last year without defending it, but this year his Team Can-Am mount was less than reliable. The Can-Am 250 DNFed the first three Nationals. In the fourth National he finished in the top ten. Tony then broke his thumb when a pre-production swing-arm broke during testing. DiStefano came back at Buchanan to finish eighth overall, and then had his handlebars break off at the final race. At 22 years old, Tony D. is still young and fast, but unlucky.



Kent Howerton (Unadilla last year)



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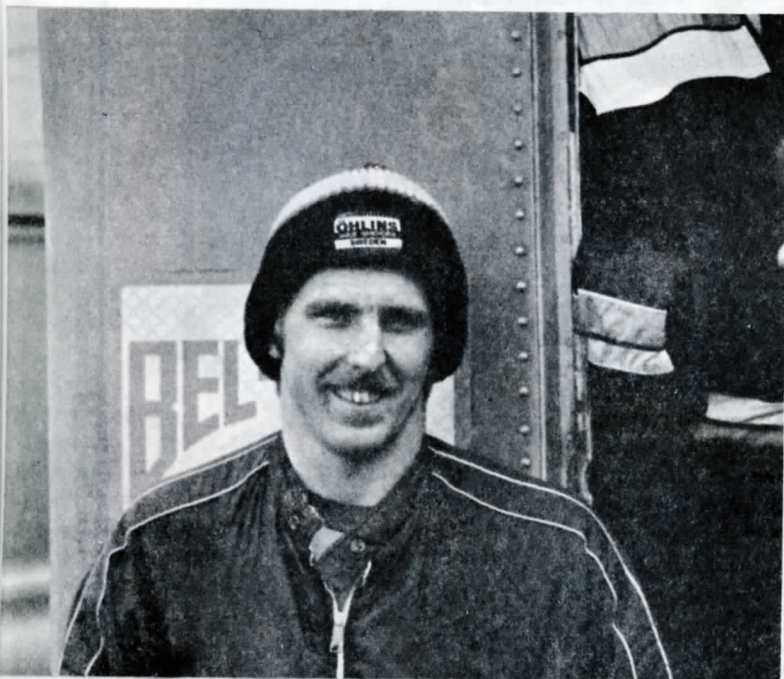
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HAKAN CARLQVIST

After six year's in the wilderness Swedish fans, brought up on the exploits of Rolf Tibblin, Sten Lundin, Bengt Aberg, Hakan Andersson and Torseten Hallman, are pinning their hopes on Hakan Carlqvist to bring a world moto cross title back to their shores.

If current form is an indication their wait could be over, for the 25 year-old Husqvarna star leads the 250 world championship by 54 points from Britain's Neil Hudson with only three rounds remaining.

However, only some real old fashioned arm twisting



by the former window glazier from Stockholm got him a works Husqvarna ride this season.

He explains: "Last year I was a private runner for Husqvarna but still finished seventh in the world 250 championship. I won the second leg of the Trophy Des Nations in Belgium and finished second overall in the Swedish and Finnish Grands Prix."

"Despite this the factory was not keen to give me works support this season and so I went to Beta in Italy about signing. Husqvarna quickly came back with a fully sponsored deal including bike, mechanic and van," he continued. There must be mighty sighs of relief from the Husqvarna factory that they did not let the championship leader slip from their grasp as he has raced away from the field in the 250 championship race.

Battling for points at the top of the 250 championship table is not a new experience for Carlqvist and he was widely tipped for honours in 1977 until a bad crash put him out of the reckoning.

He recalls: "I remember the day well - April 24 at the Belgian Grand Prix - and I was riding Number 13. I was lying second in the championship table behind Moiseev when I crashed and broke my right leg. I hit another rider's back wheel and went over the handlebars and the bike crashed onto my leg." It was a long, slow and painful convalescence for the Husqvarna rider. "It was very painful and I spent 45 days in hospital and then three months in a wheelchair and it was six months before I could ride again."

He returned in August and in his first race won an international in France and then back to the grand prix fray at Hawkstone Park, his favorite circuit, where he finished sixth in the first race and then retired completely exhausted.

The likeable Swede started racing in 1971 in the 125 junior class before switching to a 250 Maico a year later.

In 1973 he finished seventh in the Swedish 250 championship which was dominated by Hakan Andersson, who won the world championship for Yamaha that year, and the explosive Torleif Hansen on the works Kawasaki.

The Swedish Ossa importer then took the promising youngster under his wing and he started racing abroad for the first time.

"It was a good year. I finished second in the Swedish championship behind Hakan but relegated Torleif into third spot. I raced in four grands prix including The British at Ladies Mile near Portsmouth and I found the world championship races completely different. They were much harder and longer and it was all very difficult; especially as I was still having to work as a window glazier when I came home."

After such a promising year the following 1975 season was a great disappointment for the Ossa rider.

He recalls: "I broke my left arm in February and my left ankle in September, both in Swedish championship races and really the bike was not that fantastic." After a few meetings on the Ossa at the start of 1976 Carlqvist realised that the bike was just not fast enough and he borrowed, and later bought, a Kawasaki from his old sparring partner Torleif Hansen and the results started to flow again.

"The first time I sat on the bike I won an international event in France and I finished 14th in the world championship and second in the Swedish championship."

At the start of 1977 he started his association with the Swedish Husqvarna factory which both parties hope will restore some much needed pride to Swedish moto cross which has hit an all time low in terms of crowds and morale in the last few years.

"It's going to be tough, but everything feels right and the bike and my mechanic are excellent. Obviously my main rivals are going to be Hudson, Moiseev, Kavanov and Maïsch, but with only three rounds remaining, things don't look too bad."

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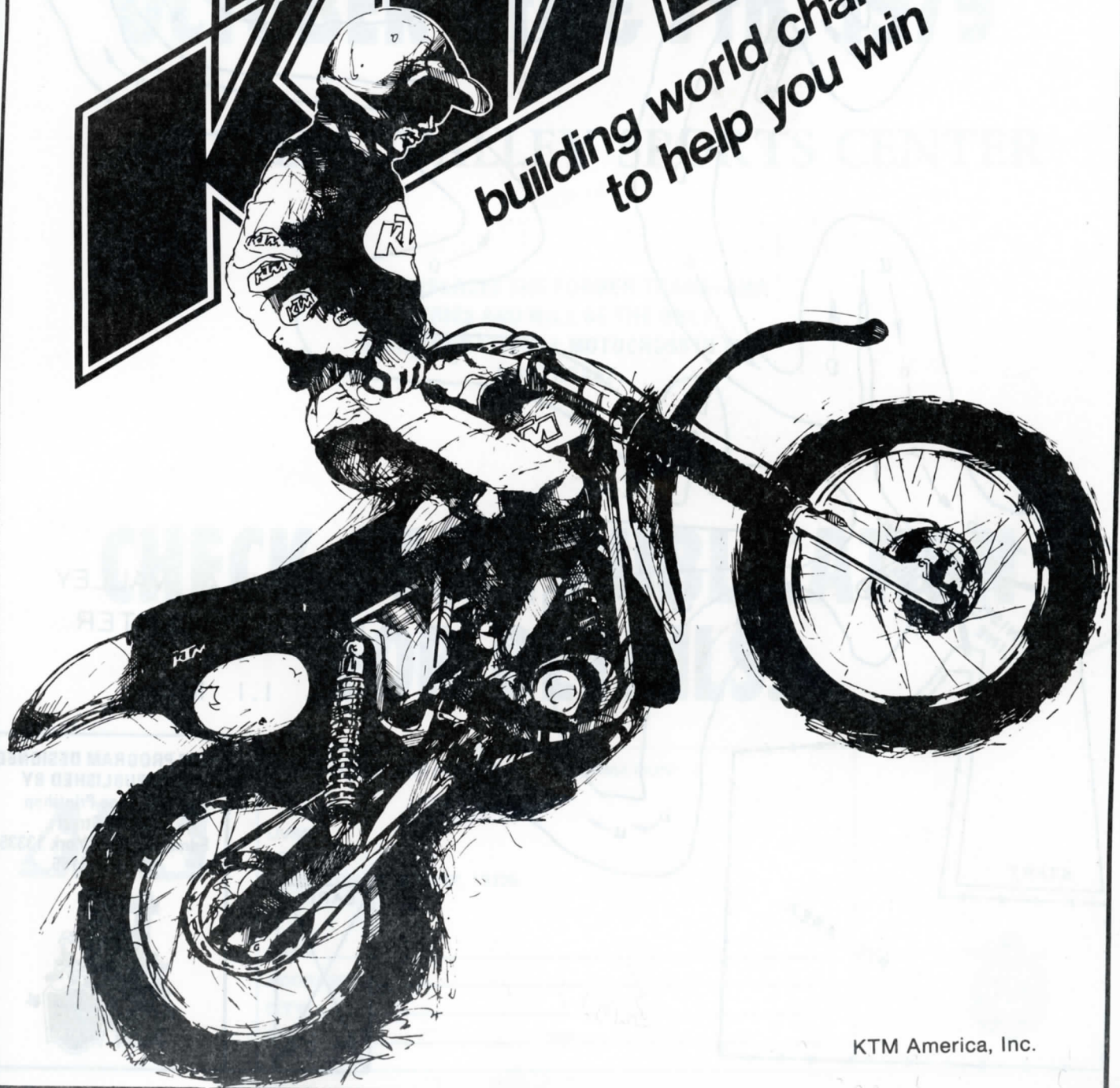


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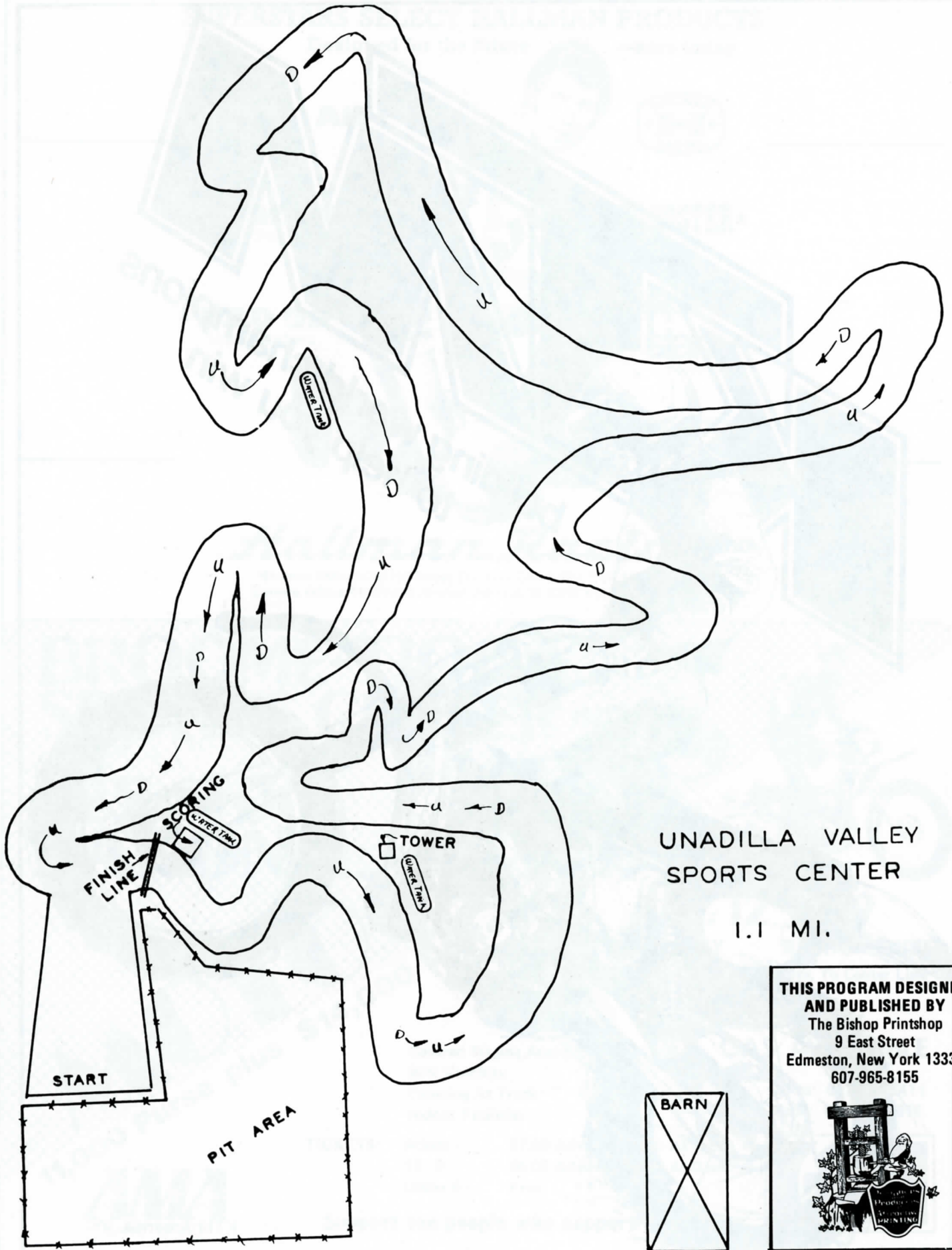


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