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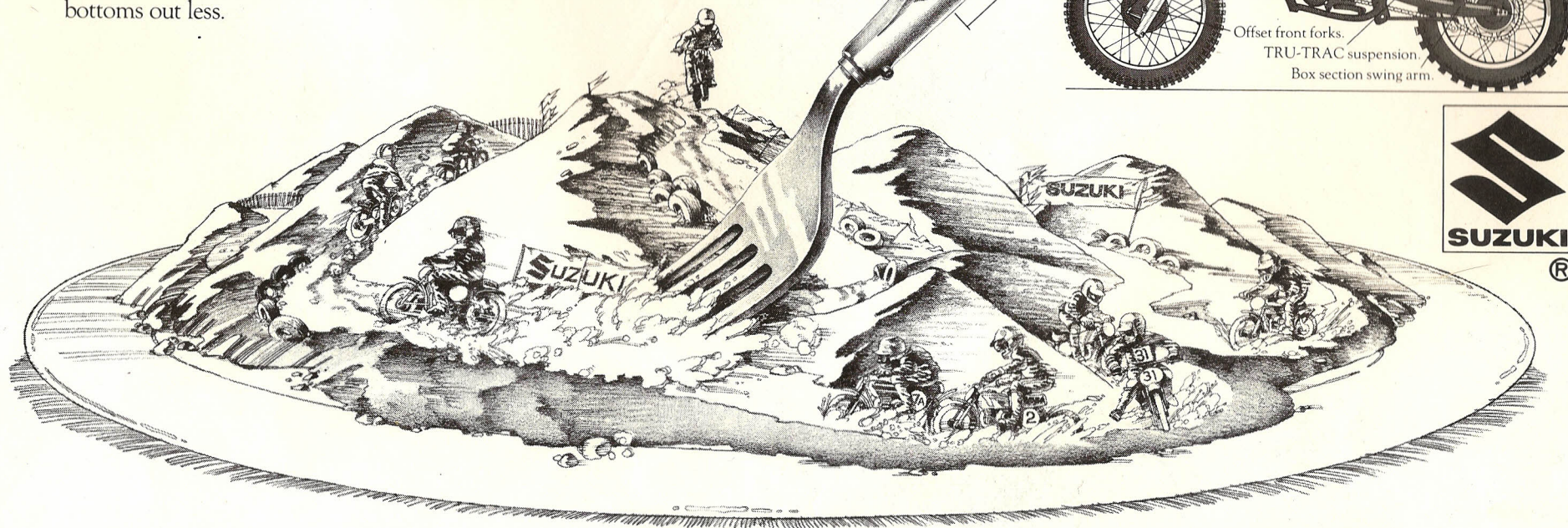
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October 9, 1977

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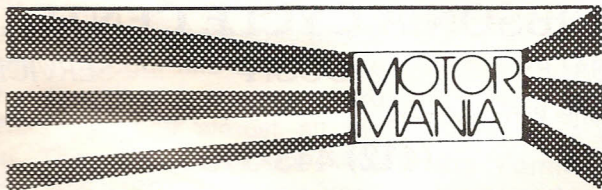
Your continued and enthusiastic support have played a key role in the success of our eight consecutive years of International racing. We again say a big 'Thank you' for your interest.

For those of you on our mailing list, we like to urge that you keep us informed of any address changes. If you wish to be placed on our mailing list, please send us your name and address.

We will keep you informed as details of next year's 250 Grand Prix take shape.

Enjoy yourselves, and come back next year with your friends.

Ward S. Robinson
Undadilla Valley Sports Center, Inc.



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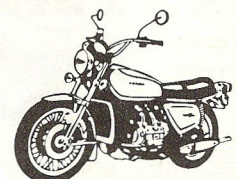
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MOTOCROSS CONSIDERED AS A HELIX OF SEMIPRECIOUS STONES

"The following article printed through the courtesy of DIRT BIKE magazine."

Pro motocross is for looking at.

And looking is more fun some places than others.

A lot of variables go into the comparison, including the races — though the promoters don't have control of how tight the drama is.

Personal preferences of the spectators enters in too. Some people don't like driving out to the countryside — or driving back covered with dirt. For them, stadium cross is perfect. Binoculars to watch, a seat to sit on, popcorn and hot dogs to eat, beer to drink.

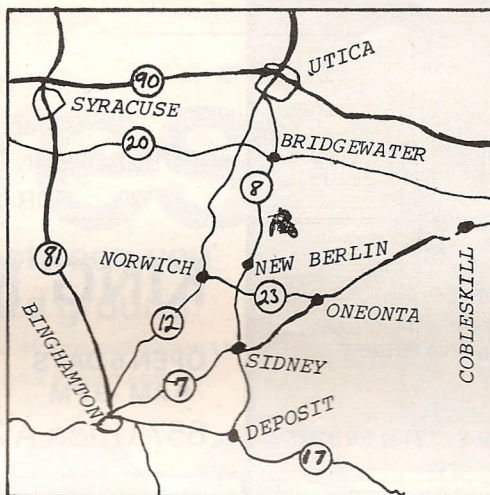
Outdoor types consider stadium cross to be less than motocross. They want their heroes on real terrain.

Natural tracks present spectacular problems though. Mid-Ohio is one of the few I've been to where watchers can see almost all the action. They hosted a Trans-AMA and the 125 USGP this past year, and for watching, the place is fabulous. All the track is within a giant snow fence and no one is allowed inside except the racers and a few photographers. Because the area is nearly flat, you can see most of the course from almost anywhere along the fence. Dynamite spectating!

But Mid-Ohio is nearly flat.

That prompts the racers to sniveling. And when a manicured course lets speeds build to insane levels, they're right.

Some promoters use the terrain — no matter what it's like — to great advantage. Carlsbad Raceway is an example, and Augie Leopold's arrangement of turns and levees in New Orleans is brilliant. Of course, having the last 500 National there when the Championship was still undecided added to the spectators' fun too.



But sometimes a race will become an event. An event is an "Annual Good Time Was Had By All." Like the Formula One Grand Prix at Watkins Glen, spectating traditions build and the racing almost becomes ancillary to the annual event. Motocross is developing its equivalent, the Trans-AMA held every October in New Berlin, New York. The Unadilla race is becoming the premier event of the year. It's our Glen. Daytona isn't. That's too commercial and diverse, and after all, motocross is only a small part of Daytona.

Unadilla has all the attributes of an event; it has prestige and location. The prestige results from its international flavor where the best Europeans meet the best Americans on an international-caliber track. The Unadilla Valley Sports Center runs a completely natural, hilly, bumpy, nasty track that gets used once a year. There's grass on it during practice — just like Europe. Tough? You bet. I was there one year when only one

person in the Support class made it around the first lap. It was Tim Hart, incidentally.

Location is an important part of an event. Unadilla is hard to get to. You might think that's a handicap, but it isn't. If you can get to a race on Sunday, you do. Most people show up at Unadilla on Saturday. It's fall, and upstate New York is great to look at on the way. It also rains more often than not, but everyone expects that and prepares for it. And if you've never seen international motocross in the wet, then you've never seen international motocross.

Because it's hard to get to, no one goes alone and almost no one goes for just Sunday's activities.

Saturday's Unadilla has Technicolor tents and campers matching the countryside's trees. And Saturday is also practice for the next day's race, bonfires, thousands of wet fans, motocross movies provided by Union Carbide, loud people and music, organized girl-standing thinly disguised as a T-shirt contest, lost dogs, no motels, cars stuck in mud, mini bike short-track races, and meeting people you haven't seen since last year's Trans-AMA.

Now Ward Robinson and his backers at Union Carbide are after the FIM to secure the United States a points-paying 250 USGP. That'll give Unadilla two events a year.

If all that closely reasoned arguing didn't convince you that Unadilla is an event, not just a race, there's another way to tell. You'll hear people at Unadilla talking during the race on Sunday: "Were you here yesterday? No? Too bad; you really missed it. There was this little guy in a white leather jacket, two Irish setters, and a fat girl waving a gallon of . . ."

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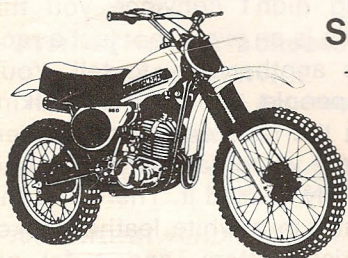
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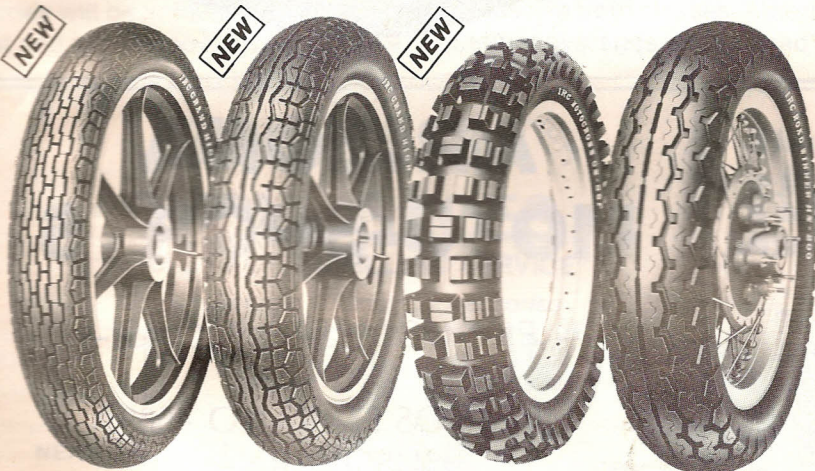
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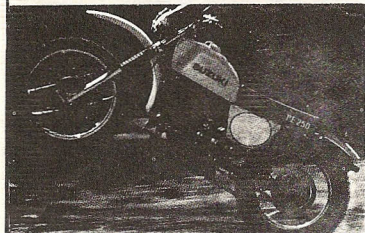




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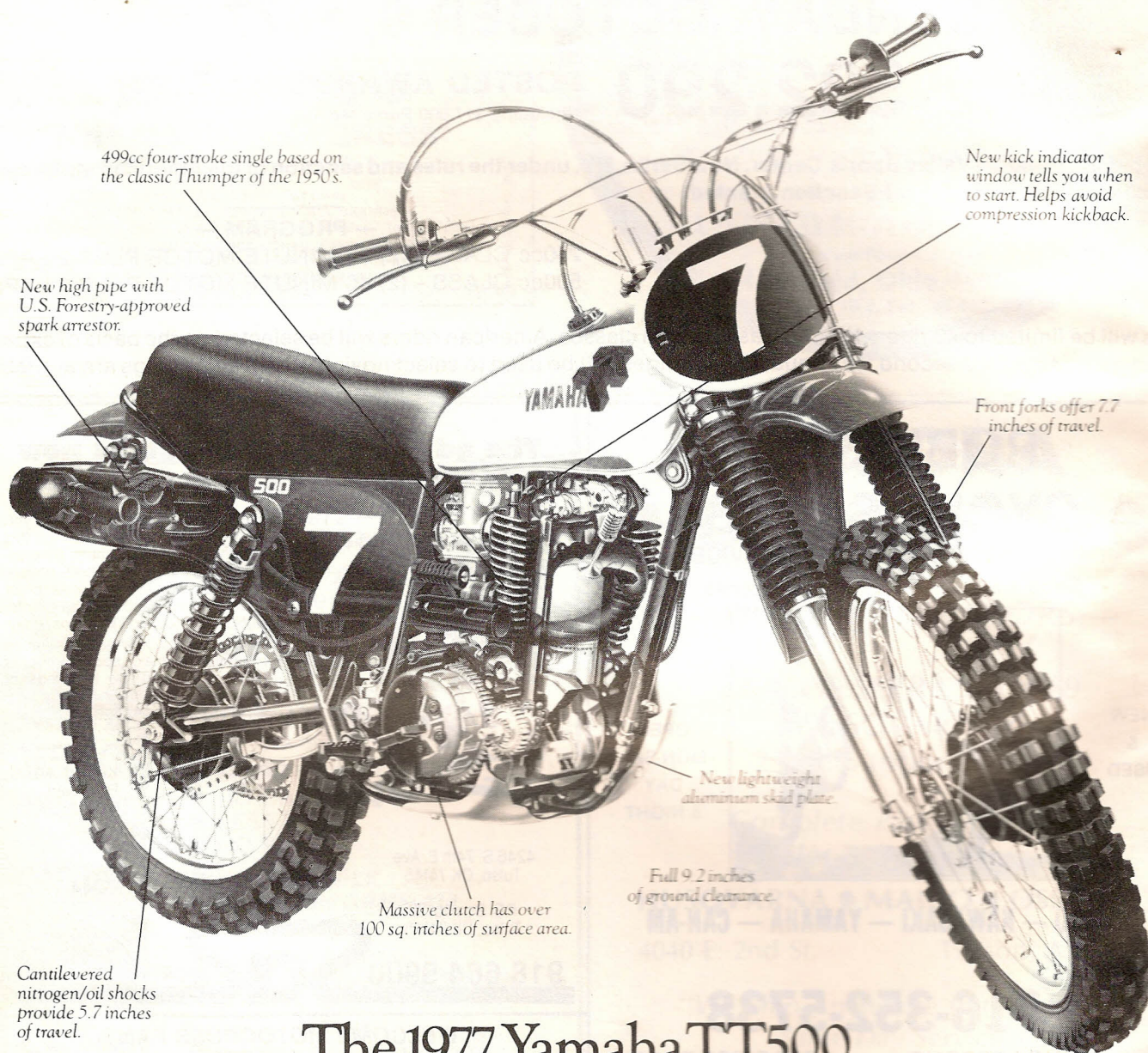
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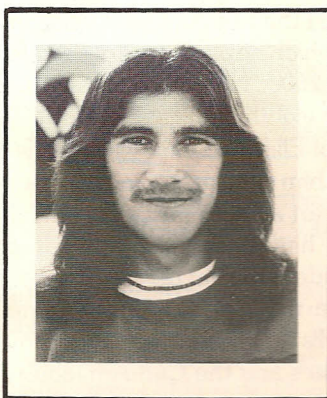


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TOMMY CROFT

San Diego, California
Born April 23, 1956



Tommy Croft cut his motocross racing teeth in tough Southern California circles and joined the national tour with Team Honda in 1975. His brightest moment in 1976 was a fifth-place finish in the Hang Ten 500cc U.S. Grand Prix on his "home" track at Carlsbad, California.

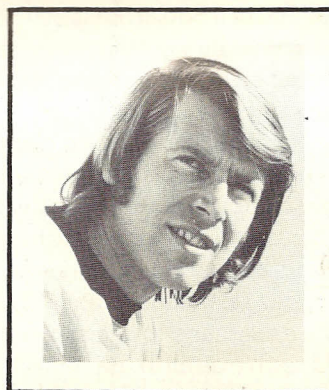
Croft was a consistent Top 10 finisher throughout the year, nailing down 10th in the AMA Supercross Series, eighth in the AMA 500cc National Series and 11th in the 250cc nationals.

During the Trans-AMA International Series, Croft turned in some of the best rides of his career, including a heartbreaking runnerup finish to Belgian Sylvain Geboers after a protest which initially gave Croft the victory was overturned. Croft placed ninth in the series standings and was rewarded with a new contract from Honda for 1977.

Tommy, a bachelor, enjoys billiards and skiing, but is quick to point out that his first love is motocross racing.

ROGER DeCOSTER

Tremelo, Belgium
Born August 28, 1944



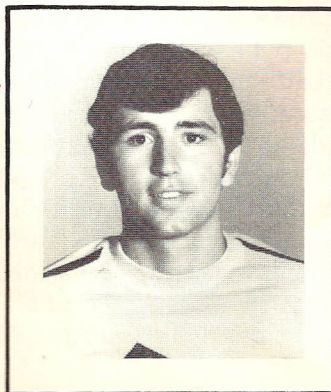
If the U.S. Treasury Department ever notices an unfavorable cash flow between America and Belgium, Roger DeCoster will probably be blamed for it. No rider in the history of motocross racing has made a more lasting impression on fans around the world than DeCoster, Belgium's articulate, multi-lingual ambassador of good will, five-time world champion and perennial collector of AMA purse money.

DeCoster has been racing motorcycles for some 15 years but he doesn't get older . . . he gets better. His world championships, all earned on Suzuki equipment and all in the 500cc class, have come in 1971-72-73-74-75-76. In addition, he has enjoyed incredible success in the Trans-AMA International Motocross Series, which he has won for the past three seasons. In 1976, DeCoster won an impressive seven of 10 races in the Trans-AMA Series, running his career win total in the series to 21 victories (his nearest rival has just nine wins).

How long can he keep up his winning habits? "As long as I enjoy what I do I will continue racing," he says simply. DeCoster, who met his American wife, Laurie, while racing in the United States, hopes in 1977 to become the second rider in history to win a sixth world championship (fellow Belgian Joel Robert has six 250cc titles) and certainly wouldn't mind capping off the season with a fourth-straight Trans-AMA Series Championship. He'll be mounted on Suzukis once again in 1977.

TONY DiSTEFANO

Morrisville, Pennsylvania
Born February 6, 1957



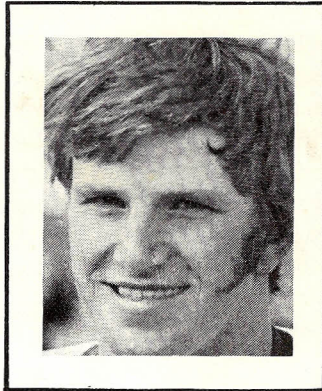
Tony DiStefano, known simply as "Tony D" in the racing world, registered his second straight AMA 250cc National Motocross Series championship in 1976 for Team Suzuki.

A strapping 6'1" bachelor with the build of a linebacker, the unassuming DiStefano is totally dedicated to his careers as a racer and as a promotional and product consultant to Full House, Inc., which markets "Tony D" motocross products.

Added to his 250cc national title in 1976 were fifth-place finishes in both the AMA Supercross Series and the 500cc AMA National Series. Still years away from the prime age for motocross racers, DiStefano is one rider whose name should be in the forefront of motorcycle sports for quite a while. Tony will remain with Team Suzuki in 1977 and hopes to become only the second rider in AMA history to register three straight national motocross championships.

JIMMY ELLIS

**East Hampton, Conn.
Born October 19, 1955**



Jimmy Ellis enters his fourth season as a factory rider for Can-Am in 1977 and is coming off a disappointing year. Ellis' best effort of 1976 was a second-straight victory in the Oly Superbowl of Motocross. That race at the Los Angeles Coliseum ended the AMA Supercross Series, in which he placed third. Ellis also won the opening event of the 1976 AMA 250cc National Series but had little luck the rest of the way, closing out eighth in the standings.

Not all of Ellis' bad luck was on the race track. A traffic accident prevented him from defending his Trans-AMA support class title. But if Jimmy can avoid injuries and mechanical problems which have hampered him throughout his career, he should be one of the toughest riders to beat on the national tour in 1977.

Ellis is married and lives in East Hampton, Connecticut, with his wife Darlene. His father George handles many of the mechanical chores on Ellis' bikes and the Can-Am factory racing effort is directed by a man who knows motocross as well as anyone, two-time world champion Jeff Smith.

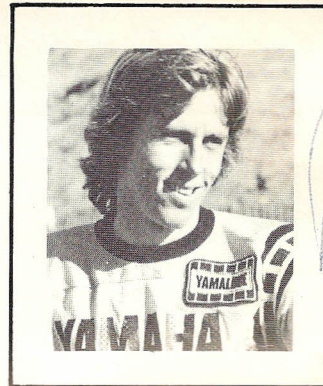
BOB HANNAH

Early in 1976 Bob Hannah was unknown outside Southern California. His reputation was that of a SoCal hotshot who was being given a chance on the national circuit by Yamaha. Within a few weeks the kid from Whittier was being called "Hurricane Hannah" in the motorcycle press, and with good reason.

After debuting his factory Yamaha with a 500cc class title in the Florida Winter-AMA Series, he proved national competition was to his liking by winning five of eight races and running away with the AMA 125cc National Championship. He also placed sixth in the 250cc national standings despite riding only part of the series and later rode on the U.S. team in the Trophee des Nations and Motocross des Nations. He was one of two Americans to register a Trans-AMA Series win in 1976 and placed sixth overall in the series.

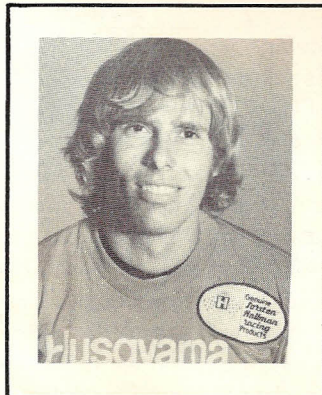
By any standard, the young bachelor has the ability to become a top-line international competitor. He enjoys hunting and trail riding in his spare time.

**Whittier, California
Born September 26, 1956**



KENT HOWERTON

**San Antonio, Texas
Born July 11, 1954**



Kent "Rhinestone Cowboy" Howerton's climb to the top of the AMA motocross ranks peaked in 1976 when he won the 500cc National Motocross Championship. That the Husqvarna rider would someday win a national title seemed a foregone conclusion after he claimed the Trans-AMA support class title in 1974 and placed second in the 250cc AMA National Series in 1975.

Kent finally put it all together in 1976, beating Kawasaki's Gary Semics in a battle that went down to the wire in the 500cc series and earning Husqvarna its first national title since 1971.

A busy rider in 1976, Howerton also represented America in the Trophee des Nations and Motocross des Nations, placed fourth in the AMA Supercross Series and fourth in the 250cc national standings. He also was only one of two Americans to win an event in the 1976 Trans-AMA Series, which was dominated by Belgian world champion Roger DeCoster.

Howerton is single and will remain with the Husqvarna marque in 1977.

PIERRE KARSMAKERS

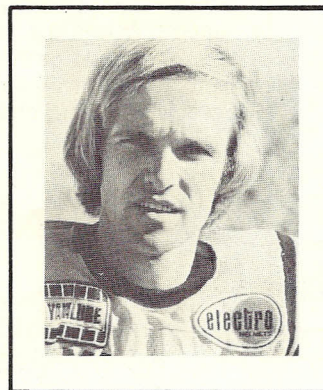
After winning national championships in Holland in 1967, 1969 and 1972, "Flying Dutchman" Pierre Karsmakers moved to the United States. The arrangement has been profitable both for Karsmakers and for the state of the motocross art in America. Karsmakers dominated the 1973 AMA 500cc National Motocross Series and provided a standard of excellence which young American riders knew they would have to match in order to make a mark in national or international competition.

Riding with a lucrative Honda contract, Karsmakers placed second in the 1976 AMA Supercross Series and fourth in the 500cc national standings.

But throughout the year, Pierre admitted that at age 30 he realized he couldn't stay on top forever and that he longed for a shot at the 500cc world championship. The end result was that Pierre returned to the Yamaha factory team after two years at Honda. During the 1977 season Pierre will contest the 500cc world championship events as well as the AMA Supercross Series and the Trans-AMA Series. With a long-term contract, Pierre is likely to remain with Yamaha in some capacity even after his racing days are over.

Pierre, his wife Denise and two children live in Mission Viejo, California.

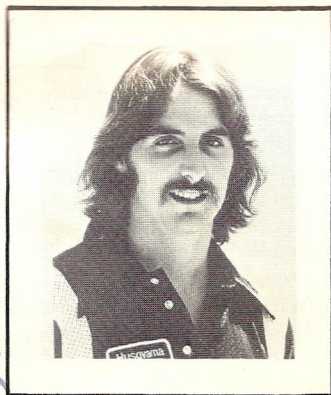
Mission Viejo, California
Born August 11, 1946



Pierre Karsmakers

BRAD LACKEY

Pinole, California
Born July 8, 1953



Brad Lackey is one of America's pioneers in international motocross competition, having contested the 500cc World Championship circuit since 1973. In 1976 he registered his best finish ever, a fourth in the world standings. He has won two Grands Prix to date and was the 1972 AMA national champ in the 500cc class.

One of the highlights of the 1976 season for Lackey was a second-place finish overall before a partisan crowd of 33,000 at the 500cc United States Grand Prix in Carlsbad, California. Then, in the annual fall Trans-AMA Series, he finished second to world champion Roger DeCoster for the best placing ever by an American in that series.

In something of a surprise move, Lackey parted company with Husqvarna following the 1976 season and will contest the 500cc World Championship circuit for Honda in 1977. He will also compete in AMA events as his European schedule allows.

Brad and his wife Lori have one child and make their home in Pinole, California, when he isn't racing in Europe.

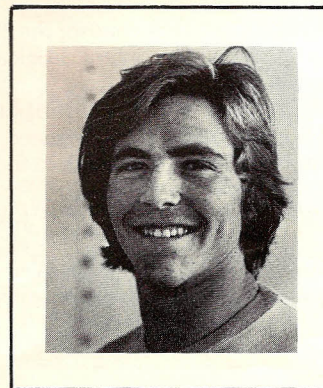
DANNY LaPORTE

After learning the tricks of the motocross trade along with many other upcoming riders in Southern California, Danny LaPorte moved to Northern California in 1976 and landed a factory ride with Team Suzuki.

At the outset, LaPorte's performances were less-than-spectacular, but by the end of the season he had proved himself an extremely competent rider, winning the final two AMA 125cc nationals of the year. LaPorte's late-season surge gave him third overall in the series just one point behind runnerup Marty Smith. In addition, he notched a 12th-place finish in the 250cc AMA National Series.

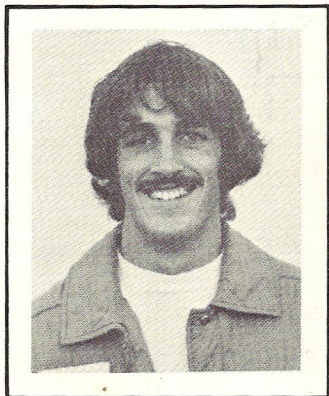
Danny is single and works part-time as an electrician for his father, who is a talented desert racer. Danny remains with Team Suzuki in 1977 and will concentrate his efforts most heavily on the AMA 125cc National Championship Series and the 250cc support class of the Trans-AMA Series, in which he placed second last season.

Yucca Valley, California
Born December 3, 1957



JOHN SAVITSKI

Atlas, Pennsylvania
Born December 4, 1956



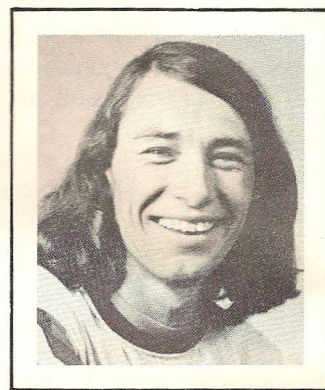
John Savitski is thought by many to be a motocross plum ripe for factory picking. But with the exception of 1976 flings with Maico and Can-Am, John has had to make his mark as a privateer.

In 1975 Savitski first cracked the Top 10 of a major AMA professional series, placing 10th in the 250cc National Championship Series. In 1976, concentrating on 125cc events, Savitski finished ninth in the nation. Later in the year he put together an impressive 10-week effort riding in the 250cc support class of the Trans-AMA Series, ending up fourth in the highly-competitive field.

A 20-year-old bachelor, Savitski seems to have all of the ability needed to be one of the best motocrossers in America. With continued improvement and a bit of all-important luck he could become a national championship contender in 1977.

STEVE STACKABLE

Austin, Texas
Born July 3, 1954



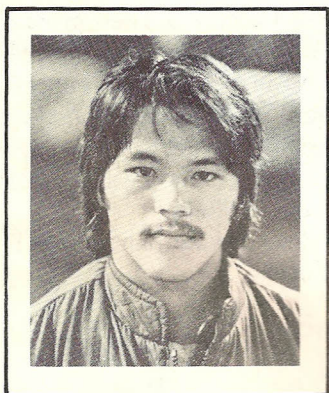
Steve "Short Stack" Stackable rode for Team Suzuki in 1976 and the former Maico rider enjoyed a successful if unspectacular season. He registered his first career national victory when he captured the 500cc AMA National August 1 at New Berlin, New York, an accomplishment which had eluded him throughout two seasons of national competition. That win helped Stackable finish third in the final 500cc point standings and he matched that performance in the 250cc nationals. Steve placed sixth in the featured 250cc class of the AMA Supercross Series and also finished sixth in the Hang Ten U.S. 500cc Grand Prix of Motocross at Carlsbad, California.

Steve is hoping to improve on those placings in 1977, which will mark something of a homecoming for the Texan who has returned to the factory Maico team. He will concentrate on 250cc and 500cc nationals as well as the AMA Supercross Series and the Trans-AMA Series with teammate Gaylon Mosier.

Stackable is single and spends his spare time hang gliding, skiing and trail riding.

CHUCK SUN

Sherwood, Oregon
Born September 10, 1956



Chuck Sun comes from a racing family. His three younger brothers all race and Chuck has set high standards of performance for them to match, quickly becoming one of the most promising young riders on the AMA national circuit.

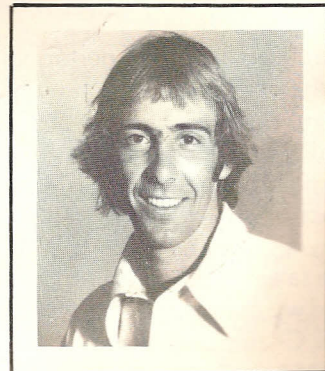
Despite riding as a privateer, Sun proved himself competitive throughout the 1976 season, meeting his goal for the year by placing 10th in the 500cc national standings.

If that effort didn't turn any heads, his performance throughout the 1976 Trans-AMA Series certainly should have. Sun placed a creditable third in the series' 250cc support class behind factory riders Rich Eierstedt and Danny LaPorte.

If Sun continues to improve and is able to field competitive machinery, he could be a dark horse contender for national laurels in 1977. He is single and enjoys skiing, wrestling and carpentry in his spare time.

JIM WEINERT

Laguna Beach, California
Born August 14, 1951



"Jammin' Jimmy" Weinert, AMA 500cc National Champion in 1974 and 1975, had a great 1976 season underway until he was struck by a rock in a freak practice accident that left him with a broken kneecap.

At the time, Weinert was battling with Tony DiStefano for the 250cc AMA National Championship, a battle which ended abruptly with the untimely injury. Ironically, it was DiStefano's bike which churned up the rock which injured Weinert.

The knee problem also cost Weinert a chance at a third-straight AMA 500cc title but he did manage to earn the top spot in the AMA Supercross Series, contested on artificial tracks in major sports facilities. Weinert also racked up a third-place series finish in the annual Trans-AMA Series behind Grand Prix veterans Roger DeCoster and Brad Lackey.

Weinert has a multi-year contract with Kawasaki and will be on the lime-green machines throughout 1977. A native of New York and a former dirt track racer, Jim now makes his home in Southern California with his wife Kathy and their daughter. Weinert studied business administration in college and plans a career in real estate when his racing days are over.

Trans-AMA Motocross Records

1970

(Both 250 and 500cc Machinery Used)

Date	Site	Winner/Top American	Mac.
10/11	LaRue, OH (250cc)	Jeff Smith, England	BSA
		5th - Bob Thompson, Apalacian, NY	OSS
10/18	New Berlin, NY (250cc)	Jeff Smith, England	BSA
		5th - Peter Lamppu, Winchester, ME	MON
10/25	Delta, OH (500cc)	Joel Robert, Belgium	SUZ
		8th - Brad Lackey, Pinole, CA	CZ
11/1	Franklin, GA (500cc)	Joel Robert, Belgium	SUZ
		7th - Jim Weinert, Middletown, NY	CZ
11/8	Lewisville, TX (250cc)	Joel Robert, Belgium	SUZ
		7th - Brad Lackey, Pinole, CA	CZ
11/15	Irvine, CA (500cc)	Joel Robert, Belgium	SUZ
		7th - Bill Clements, Pasadena, CA	HUS
11/22	Carlsbad, CA (250cc)	Joel Robert, Belgium	SUZ
		9th - Gary Bailey, Gardena, CA	BUL
11/29	Puyallup, WA (500cc)	Joel Robert, Belgium	SUZ
		7th - Sonny DeFeo, Pt. Washington, NY	CZ

1970 TRANS-AMA STANDINGS

1. Dave Nicoll, England	BSA	4550
2. John Banks, England	BSA	4535
3. Jeff Smith, England	BSA	4515
4. Dick Burleson, Toledo, OH	HUS	3925
5. Bryan Kenny, Shaker Hts., OH	HUS	3760
6. Gunnar, Lindstrom, Sweden	HUS	3675
7. Joel Robert, Belgium	SUZ	3590
8. Olle Peterson, Sweden	SUZ	3360
9. Keith Hickman, England	BSA	3350
10. Sonny DeFeo, Pt. Wash., NY	CZ	3345

1971

(500cc Machinery Only)

Date	Site	Winner/Top American	Mac.
9/19	Carlsbad, CA	Sylvain Geboers, Belgium	SUZ
		4th - Brad Lackey, Pinole, CA	CZ
9/26	Boise, ID	Sylvain Geboers, Belgium	SUZ
		7th - Bill Clements, Pasadena, CA	HUS
10/3	Elkhorn, WI	Adolf Weil, West Germany	MAI
		4th - Mark Blackwell, Mission Viejo, CA	HUS
10/10	New Berlin, NY	Adolf Weil, West Germany	MAI
		7th - Tore Jonsson, Lewiston, PA	MAI
10/17	Copetown, Ontario, CAN	Heikki Mikkola, Finland	HUS
		9th - Mark Blackwell, Mission Viejo, CA	HUS
10/24	Delta, OH	Heikki Mikkola, Finland	HUS
		11th - Tore Jonsson, Lewistown, PA	MAI
10/31	Orlando, FL	Sylvain Geboers, Belgium	SUZ
		10th - John DeSoto, Long Beach, CA	SUZ
11/7	St. Peters, MO	Heikki Mikkola, Finland	HUS
		13th - Brad Lackey, Pinole, CA	CZ
11/14	Tulsa, OK	Roger DeCoster, Belgium	SUZ
		9th - Brad Lackey, Pinole, CA	CZ
11/21	Puyallup, WA	Joe Robert, Belgium	SUZ
		11th - Mark Blackwell, Mission Viejo, CA	HUS
11/28	Livermore, CA	Roger DeCoster, Belgium	SUZ
		11th - Mark Blackwell, Mission Viejo, CA	HUS
12/5	Irvine, CA	Roger DeCoster, Belgium	SUZ
		8th - Mark Blackwell, Mission Viejo, CA	HUS

1971 TRANS-AMA STANDINGS

1. Sylvain Geboers, Belgium	SUZ	3066
2. Adolf Weil, W. Germany	MAI	2331
3. Torleif Hansen, Sweden	HUS	2052
4. Roger DeCoster, Belgium	SUZ	1865
5. Joel Robert, Belgium	SUZ	1730
6. Heikki Mikkola, Finland	HUS	1680
7. Willi Bauer, W. Germany	MAI	1276
8. Gaston Rahier, Belgium	CZ	1112
9. Pierre Karsmakers, Holland	HUS	1110
10. Dave Bickers, England	CZ	1076

1972

Date	Site	Winner/Top American	Mac.
9/24	Copetown, Ontario, CAN	Roger DeCoster, Belgium	SUZ
		4th - Brad Lackey, Pinole, CA	KAW
10/1	Linnville, OH	Heikki Mikkola, Finland	HUS
		6th - Bryan Kenny, Cleveland, OH	MAI
10/8	St. Peters, MO	Ake Jonsson, Sweden	MAI
		6th - Brad Lackey, Pinole, CA	KAW
10/15	Gainesville, GA	Ake Jonsson, Sweden	MAI
		3rd - Jim Weinert, Middletown, NY	KAW
10/22	Orlando, FL	Ake Jonsson, Sweden	MAI
		6th - Brad Lackey, Pinole, CA	KAW
10/29	Houston, TX	Ake Jonsson, Sweden	MAI
		8th - Brad Lackey, Pinole, CA	KAW
11/5	Carlsbad, CA	Ake Jonsson, Sweden	MAI
		6th - Brad Lackey, Pinole, CA	KAW
11/12	Phoenix, AZ	Ake Jonsson, Sweden	MAI
		8th - Brad Lackey, Pinole, CA	KAW
11/19	Puyallup, WA	Ake Jonsson, Sweden	MAI
		8th - Brad Lackey, Pinole, CA	KAW
11/26	Livermore, CA	Ake Jonsson, Sweden	MAI
		4th - Brad Lackey, Pinole, CA	KAW
12/3	Irvine, CA	Ake Jonsson, Sweden	MAI
		6th - Marty Tripes, Santee, CA	CZ

1972 TRANS-AMA STANDINGS

1. Ake Jonsson, Sweden	MAI	1550
2. Roger DeCoster, Belgium	SUZ	912
3. Heikki Mikkola, Finland	HUS	811
4. Hans Maisch, W. Germany	MAI	530
5. Arne Kring, Sweden	HUS	304
6. Brad Lackey, Pinole, CA	KAW	487
7. Bengt Aberg, Sweden	HUS	304
8. Pierre Karsmakers, Holland	HUS	303
9. Christer Hammargren, Sweden	YAM	264
10. Mirislav Halm, Czechoslovakia	CZ	228

1973

Date	Site	Winner/Top American	Mac.
9/23	Springville, NY	Pierre Karsmakers, Mission Viejo, CA	YAM
9/28	Philadelphia, PA	Gerrit Wolsink, Holland	MAI
		3rd - Pierre Karsmakers, Mission Viejo, CA	YAM
9/30	Copetown, Ontario, CAN	Adolf Weil, West Germany	MAI
		6th - Mike Hartwig, Hadley, MI	HUS
10/7	Lexington, OH	Roger DeCoster, Belgium	SUZ
		3rd - Pierre Karsmakers, Mission Viejo, CA	YAM
10/14	Washington, IN	Willi Bauer, West Germany	MAI
		3rd - Jim Weinert, Middletown, NY	KAW
10/21	Gainesville, GA	Adolf Weil, West Germany	MAI
		6th - Pierre Karsmakers, Mission Viejo, CA	YAM
10/28	Orlando, FL	Adolf Weil, West Germany	MAI
		6th - Brad Lackey, Pinole, CA	KAW
11/4	Houston, TX	Jim Weinert, Middletown, NY	KAW
11/11	Phoenix, AZ	Adolf Weil, West Germany	MAI
		2nd - Pierre Karsmakers, Mission Viejo, CA	YAM
11/18	Puyallup, WA	Pierre Karsmakers, Mission Viejo, CA	YAM
11/25	Livermore, CA	Roger DeCoster, Belgium	SUZ
		6th - Rich Thorwaldson, Cerritos, CA	SUZ
12/2	Irvine, CA	Adolf Weil, West Germany	MAI
		3rd - Pierre Karsmakers, Mission Viejo, CA	YAM

1973 TRANS-AMA STANDINGS

1. Adolf Weil, W. Germany	MAI	1150
2. Gerrit Wolsink, Holland	MAI	956
3. Willi Bauer, W. Germany	MAI	887
4. Pierre Karsmakers, Mission Viejo, CA	YAM	828
5. Roger DeCoster, Belgium	SUZ	660
6. Hakan Andersson, Sweden	YAM	440
7. Tim Hart, Torrance, CA	YAM	379
8. Jim Weinert, Middletown, NY	KAW	325
9. Rich Thorwaldson, Cerritos, CA	SUZ	314
10. Sylvain Geboers, Belgium	SUZ	247

1974

Date	Site	Winner/Top American	Mac.
10/6	New Berlin, NY	Roger DeCoster, Belgium	SUZ
		3rd - Jim Pomeroy, Yakima, WA	BUL
10/13	Linnville, OH	Heikki Mikkola, Finland	HUS
		4th - Jim Pomeroy, Yakima, WA	BUL
10/20	Gainesville, GA	Roger DeCoster, Belgium	SUZ
		3rd - Jim Pomeroy, Yakima, WA	BUL
10/27	Orlando, FL	Gerrit Wolsink, Holland	SUZ
		4th - Brad Lackey, Pinole, CA	HUS
11/10	Whitney, TX	Roger DeCoster, Belgium	SUZ
		3rd - Steve Stackable, Austin, TX	MAI
11/17	Puyallup, WA	Harry Everts, Belgium	PUC
		4th - Rich Thorwaldson, Cerritos, CA	SUZ
11/24	Livermore, CA	Roger DeCoster, Belgium	SUZ
		4th - Mike Runyard, Hacienda Hgts., CA	SUZ
12/1	Irvine, CA	Pierre Karsmakers, Mission Viejo, CA	YAM

1974 TRANS-AMA STANDINGS

1.	Roger DeCoster, Belgium	SUZ	900
2.	Gerrit Wolsink, Holland	SUZ	530
3.	Adolf Weil, W. Germany	MAI	415
4.	Jim Pomeroy, Yakima, WA	BUL	399
5.	Harry Everts, Belgium	PUC	344
6.	Willi Bauer, W. Germany	SUZ	333
7.	Yukio Sugio, Japan	YAM	288
8.	Brad Lackey, Pinole, CA	HUS	285
9.	Arne Kring, Sweden	HUS	270
10.	Pierre Karsmakers, Mission Viejo, CA	YAM	233

1975

Date	Site	Winner/Top American	Mac.
9/28	Gainesville, GA	Jim Pomeroy, Yakima, WA	BUL
10/5	Lexington, OH	Jim Weinert, Laguna Beach, CA	YAM
10/12	New Berlin, NY	Roger DeCoster, Belgium	SUZ
		3rd - Brad Lackey, Pinole, CA	HUS
10/19	Buchanan, MI	Roger DeCoster, Belgium	SUZ
		2nd - Jim Pomeroy, Yakima, WA	BUL
10/26	Herman, NE	Marty Smith, San Diego, CA	HON
11/2	St. Peter's, MO	Roger DeCoster, Belgium	SUZ
		3rd - Tony DiStefano, Morrisville, PA	SUZ
11/9	Whitney, TX	Tony DiStefano, Morrisville, PA	SUZ
11/16	Puyallup, WA	Roger DeCoster, Belgium	SUZ
		3rd - Gary Semics, Lisbon, OH	KAW
11/23	Livermore, CA	Tony DiStefano, Morrisville, PA	SUZ
11/30	Irvine, CA	Tony DiStefano, Morrisville, PA	SUZ

1975 TRANS-AMA STANDINGS

1.	Roger DeCoster, Belgium	SUZ	1060
2.	Gerrit Wolsink, Holland	SUZ	890
3.	Tony DiStefano, Morrisville, PA	SUZ	851
4.	Marty Smith, San Diego, CA	HON	588
5.	Jim Weinert, Laguna Beach, CA	YAM	522
6.	Brad Lackey, Pinole, CA	HUS	483
7.	Kent Howerton, San Antonio, TX	HUS	455
8.	Jim Pomeroy, Yakima, WA	BUL	453
9.	Gary Semics, Lisbon, OH	KAW	370
10.	Pierre Karsmakers, Mission Viejo, CA	YAM	202

1976

Date	Site	Winner/Top American	Mac.
9/26	Lexington, OH	Kent Howerton, San Antonio, TX	HUS
10/3	Axton, VA	Roger DeCoster, Belgium	SUZ
		2nd - Marty Smith, San Diego, CA	HON
10/10	New Berlin, NY	Roger DeCoster, Belgium	SUZ
		2nd - Gary Semics, Huntington Bch., CA	KAW
10/17	Buchanan, MI	Roger DeCoster, Belgium	SUZ
		2nd - Tony DiStefano, Morrisville, PA	SUZ
10/24	St. Peters, MO	Roger DeCoster, Belgium	SUZ
		4th - Jim Weinert, Laguna Beach, CA	KAW
10/31	Dallas, TX	Sylvain Geboers, Belgium	MAI
		2nd - Tommy Croft, San Diego, CA	HON
11/7	Irvine, CA	Roger DeCoster, Belgium	SUZ
		2nd - Brad Lackey, Pinole, CA	HUS
11/14	Puyallup, WA	Roger DeCoster, Belgium	SUZ
		3rd - Bob Hannah, Whittier, CA	YAM
11/21	Sonoma, CA	Roger DeCoster, Belgium	SUZ
		3rd - Bob Hannah, Whittier, CA	YAM
11/28	Phoenix, AR	Bob Hannah, Whittier, CA	YAM

1976 TRANS-AMA STANDINGS

1.	Roger DeCoster, Belgium	SUZ	410.5
2.	Brad Lackey, Pinole, CA	HUS	279.6
3.	Jim Weinert, Laguna Beach, CA	KAW	274.9
4.	Gary Semics, Huntington Beach, CA	KAW	262.2
5.	Gerrit Wolsink, Holland	SUZ	255.9
6.	Bob Hannah, Whittier, CA	YAM	254.3
7.	Marty Smith, San Diego, CA	HON	229.3
8.	Akira Watanabe, Japan	SUZ	219.3
9.	Tommy Croft, San Diego, CA	HON	217.1
10.	Bill Grossi, Santa Cruz, CA	SUZ	200.5



Bob "Hurricane" Hannah
1976 125cc National Champion

Crowd-Pleaser

Speed, color, strategy and endurance combine to make the future of American motocross bright indeed.

Motocross motorcycle racing boasts a combination of sure-fire appeals for the American sports fan. Speed of motor racing, color and international flavor of the Olympics, strategy of baseball, endurance of distance running and the violence of football are served up in settings ranging from grassy meadows to the vast expanses of the Los Angeles Coliseum.

Motocross competitors are athletes in the strictest sense of the word. A recent medical survey showed motocross racing to be the second most physically demanding sport in the world. Only soccer places a higher premium on endurance and conditioning. Pro football, by way of comparison, ranked eighth in that same survey.

Motocross truly tests athletes and yet satisfies man's fascination with motors and wheels to which the traditional "stick-and-ball" sports cannot respond. Thus, motocross offers the best of two worlds.

Motocross racing was born in Europe between the wars when rudimentary suspension systems first made it possible for motorcyclists to venture off the road. Today motocross is one of Europe's major sporting attractions with crowds for World Championship races often approaching 100,000.

The sport migrated to the United States in the late 1960s on the crest of a wave of motorcycling interest that began with the Honda generation.

Motocross courses are normally laid out over natural terrain. Rocks, ruts, bumps and seemingly impossible inclines supplied by Mother Nature are obstacles on which the sport thrives. Because they require limited initial investment and maintenance by the promoter, motocross facilities proliferated as more and more Americans took up the sport.

By its simplest definition, motocross is a motorcycle race over a closed dirt course. A race consists of two or sometimes three heats called "motos" and overall results are based on a scoring system which combines the results of those motos.

Each moto starts with the machines lined up behind a mechanical starting

gate and concludes roughly 45 minutes later with display of the traditional checkered flag.

The American Motorcycle Association sanctions approximately 40 major professional motocross races each year, including both national and international competition.

Bikes are classified by engine displacements of 125cc, 250cc, or 500cc and champions are crowned in each of those classes.

Throughout the first half of the 70s, European stars of the sport annually have invaded the United States, thrilling crowds of neophyte fans and carrying home sacks of American money, won at the expense of their less experienced American opponents.

However, American riders have improved steadily and today no European is assured an easy victory when he comes racing in the States. Likewise, veteran international observers are predicting that one of the current crop of American Motorcycle Association motocrossers will soon win this country's first world motocross championship.

Other trends have shaped American motocross as well. Japanese manufacturers have entered the motocross market full-tilt, making available a vast selection of sophisticated equipment not only for the professional racer, but also for the weekend competitors who contest nearly 2,000 amateur motocross races sanctioned by the AMA each year. In addition to good bikes, the factories also have inked lucrative contracts for the top professional riders.

The American Motorcycle Association sanctioned its first professional motocross race just seven years ago. In 1975 the sport attracted over 400,000 fans at the professional level, was featured twice on national network television and had become the favorite weekend activity for an estimated 100,000 amateur competitors. The potential for growth of American motocross motorcycle racing seems limitless.

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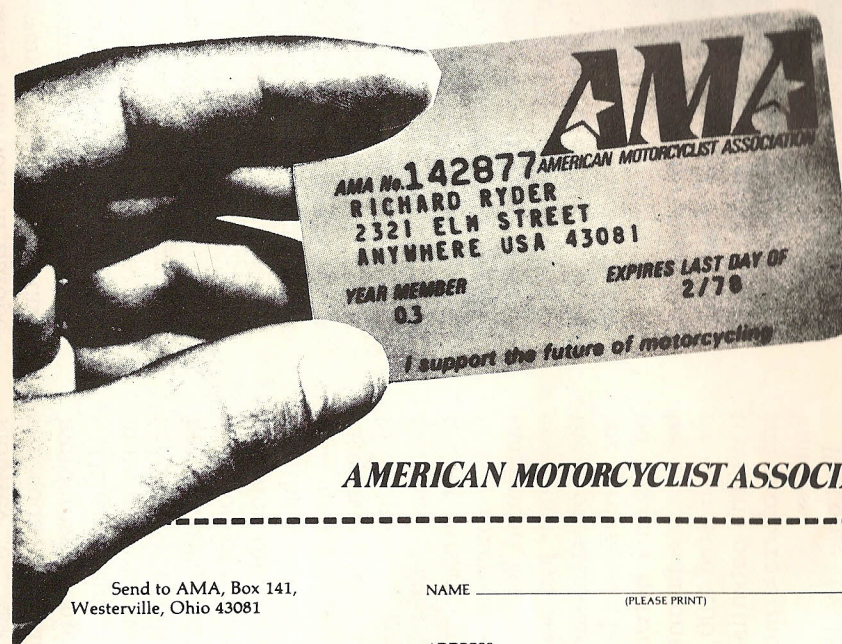
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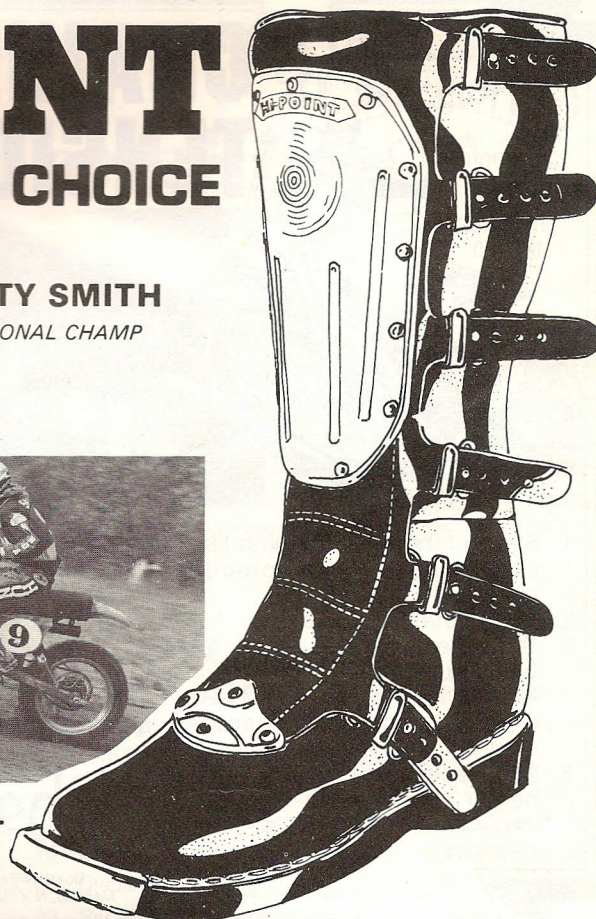
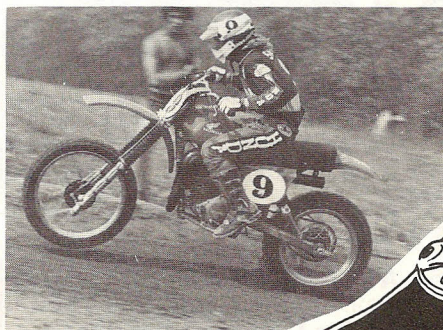
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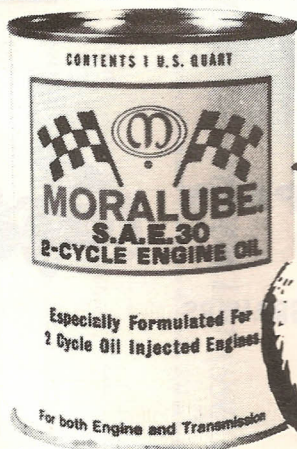
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The Trans-AMA Championship series, featuring the 500cc class machines and riders, was begun in 1970 by the American Motorcyclist Association as a means of bringing together American motocross racers and their counterparts from Europe, providing exciting racing with the keen competition found only in such Olympic Games-style international contests.

Motocross racing was a European "invention" created shortly after World War II. In 1970, however, motocross in the United States was still an infant sport. Having participated much longer in the sport of motocross, racers "from the Continent" consistently out-distanced their less experienced American cousins in the race for intercontinental titles.

Although European riders have dominated the Trans-AMA Series, there have been bright spots for U.S. motocross fans as Tony DiStefano, Jim Weiner, Marty Smith and Brad Lackey posted wins. The

highest-placed American in the history of the Trans-AMA series was Brad Lackey who finished second in 1976 competition.

Ten races are scheduled at natural terrain courses across the United States for the 1977 series of Trans-AMA International Motocross competition.

1977 Schedule Trans-AMA International Series

September 25	Mid-Ohio Motocross Park	Lexington, OH
OCTOBER 2	LAKE SUGAR TREE MOTOCROSS RACEWAY	AXTON, VA
October 9	Unadilla Valley Sports Center	New Berlin, NY
October 16	Red Bud Track 'n Trail	Buchanan, MI
October 23	Cycle World USA	St. Peters, MO
October 30	Rabbit Run Motocross Park	Dallas, TX
November 6	Saddleback Park	Irvine, CA
November 13	Puyallup Raceway Park	Puyallup, WA
November 20	Sears Point International Raceway	Sonoma, CA
November 27	Phoenix International Raceway	Phoenix, AZ

1976 Trans-AMA Top Ten

1. Roger DeCoster Belgium
2. Brad Lackey Pinole, CA, USA
3. Jim Weinert Laguna Beach, CA, USA
4. Gary Semics Lisbon, OH, USA
5. Gerrit Wolsink Holland
6. Bob Hannah Whittier, CA, USA
7. Marty Smith San Diego, CA, USA
8. Akira Watanabe Japan
9. Tommy Croft San Diego, CA, USA
10. Bill Grossi Santa Cruz, CA, USA

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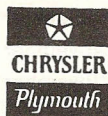
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250cc CLASS

	Name	City & State	Sponsor	Make	1st Moto	2nd Moto	Total
17	Broc Glover	El Cajon, CA	Yamaha Motors	YAM			
20	John Savitski	Atlas, PA	F.M.F.	SUZ			
21	Chuck Sun	Sherwood, OR	Husqvarna, Inc.	HUS			
23	Warren Reid	Westminster, CA	American Honda	HON			
27	Terry Clark	Lancaster, CA	Kawasaki Motors	KAW			
35	Robert Harris	Jacksonville, FL	Suzuki of Jax	SUZ			
47	Pat Richter	Fortuna, CA	Moto-X-Fox	SUZ			
48	Gary Ogden	Escondido, CA	F.M.F.	SUZ			
51	Marty Moates	San Diego, CA	Ossa Spain/USA	OSSA			
52	Jim Turner	La Selva Beach, CA	Husqvarna, Inc.	HUS			
56	Joseph Gretchen	Adena, OH	Motocross Only	MAI			
61	Jon Leak	Norwalk, OH	Phil Leak Co.	PEN			
65	Terry Tucker	Hightstown, NJ	Self	YAM			
66	Danny Weir	Big Spring, TX	Self	KAW			
67	Frank Stacy	Cheektowaga, NY	Sachs Motors	SACHS			
69	Greg Theiss	Omaha, NB	Self	HUS			
71	Mark Rakestraw	West Memphis, AR	Self	MAI			
72	Dan Farley	Casselberry, FL	Self	HUS			
80	Pat Moroney	Campbell Hall, NY	Self	HUS			
82	James Jerles	Zanesville, OH	Self	SUZ			
91	Mark Garrison	Gibsonia, PA	Penton Importers	PEN			
96	Edwin Moor	Woodcliff Lake, NJ	T & C Cycle	MAI			
114	Bruce Lember	Virginia Bch., VA	Penton Cycle Cntr.	PEN			
186	John Polly	Houston, PA	Saber Helmets	PEN			
201	Tod Perkins	Duncan Falls, OH	Self	YAM			
238	David Clemence	Johnston, RI	Razee M/C Center	BUL			
322	Mark Barnett	Bridgeview, IL	C & B Honda	SUZ			
333	Denny Swartz	Reno, OH	Aaen Engineering	MAI			
339	Mike Bell	Lakewood, CA	Yamaha Motors	YAM			
384	Bob Rutter	St. Joseph, MI	Steyr Daimler Puch of American Corp.	PUCH			
393	Jay duVon	Manassas, VA	Self	SUZ			
436	Chris Douthitt	Tarpon Sprgs., FL	Dirt City Cycle	SUZ			
471	Daniel Fish	Ithaca, NY	Newt's M/C Specialties	MAI			
560	Andrew Bishop	Canada	Self	YAM			
579	Fred Vertucci	Richfield Sprgs., NY	Self	SUZ			
613	Scott Wallenberg	Evanston, IL	Maico Midwest & Aaen Performance Parts	MAI			
801	Michael Guerra	Bolton, CT	Cycle Dynamics	HUS			
916	Calvin Kalicki	Medina, OH	Self	HUS			
974	Jay Clark	St. Louis, MO	Gary Surdyke Yamaha	YAM			
996	Charles Halcomb	Santa Cruz, CA	Moore & Sons	HUS			

TOTAL 250cc RIDERS — 40

ALTERNATES (in the order listed)

172	Michael Robinson	Rochester, NY	Bultaco Int'l.	BUL			
71c	Mark Gregson	Salem, OR	Vancouver Suzuki	SUZ			
602	Robert Miller	Deerfield, IL	Tropaion Enterprises	HUS			
688	Albert Lang	Kendall Park, NJ	Suzuki of Edison	SUZ			
53	Mel Newman	San Angelo, TX	Dahlgren Yamaha	YAM			

TOTAL 500cc ALTERNATES — 5

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October 9, 1977

500cc CLASS

No.	Name	City & State	Sponsor	Make	1st Moto	2nd Moto	Total
1	Kent Howerton	San Antonio, TX	Husqvarna, Inc.	HUS			
2	Bob Hannah	Whittier, CA	Yamaha Motors	YAM			
3	Tony DiStefano	Morrisville, PA	U.S. Suzuki	SUZ			
5	Gary Semics	Laguna Beach, CA	Kawasaki Motors	KAW			
6	Steve Stackable	Austin, TX	Maico Motorcycles	MAI			
7	Danny LaPorte	Yucca Valley, CA	U.S. Suzuki	SUZ			
8	Rick Burgett	Sandy, OR	Yamaha Motors	YAM			
9	Marty Smith	San Diego, CA	American Honda	HON			
11	Rich Eierstedt	Tustin, CA	Bassett Racing	SUZ			
12	Steve Wise	McAllen, TX	Moto-X-Fox	SUZ			
13	Gaylon Mosier	Huntington Beach, CA	Maico Motorcycles	MAI			
14	Bill Grossi	Santa Cruz, CA	Self	SUZ			
15	Pierre Karsmakers	Laguna Niguel, CA	Yamaha Motors	YAM			
16	Tommy Croft	San Diego, CA	American Honda	HON			
18	Michael Kessler	Farmingdale, NJ	Cosmopolitan Mtrs.	MON			
19	James Ellis	East Hampton, CT	Bombardier Ltd.	CAN-AM			
29	John Ayers	Harrisville, PA	Self	YAM			
31	Rex Staten	Fontana, CA	Harley Davidson	H-D			
32	Brad Lackey	Concord, CA	American Honda	HON			
36	Mickey Boone	Winston-Salem, NC	S & M Cycle Sales	SUZ			
79	Jim Both	Sussex, NJ	Self	HUS			
102	Jim Pomeroy	Yakima, WA	American Honda	HON			
104	Roger DeCoster	Belgium	U.S. Suzuki	SUZ			
110	Gerrit Wolsink	Netherlands	U.S. Suzuki	SUZ			
121	Gaston Rahier	Belgium	U.S. Suzuki	SUZ			
124	Herbert Schmitz	West Germany	Maico Motorcycles	MAI			
126	Fernando Macia	Venezuela	Venemotos C.A.	YAM			
134	Jacques Vernier	France	Self	HUS			
145	Alfredo Herrera	Venezuela	Venemotos C.A.	YAM			
154	Gustavo Herrera	Venezuela	Venemotos C.A.	YAM			
156	Graham Noyce	England					
163	Hans Maisch	West Germany					
169	Harry Evert	Belgium					
170	Andre Malherbe	Belgium					
173	Mike Boyle	Canada	Husqvarna/East Can.	HUS			
307	Glenn Robbins	Berlin, NJ	Maico Motorcycles	MAI			
414	Mike McIntosh	Pontiac, MI	Highland Cycle Cntr.	YAM			
558	Martin Tripes	Santee, CA	Harley Davidson	H-D			
811	Koji Masuda	Sante Fe Springs, CA	U.S. Suzuki	SUZ			
935	Bob Thompson	Newark Valley, NY	Self	MAI			

TOTAL 500cc RIDERS — 40

ALTERNATES (in the order listed)

340	Brad Bendy	Omaha, NB	Self	YAM			
422	Rick Benek	Tacoma, WA	Self	YAM			
922	Jim Gibson	Orange, CA	Bassett Racing	YAM			
866	Dennis Secor	Nassau, NY	Self	SUZ			
962	Kenneth Adams	West Grove, PA	Self	MAI			

TOTAL 500cc ALTERNATES — 5

1977 TRANS-AMA INTERNATIONAL SERIES

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October 9 — New Berlin, New York

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		International	Support	MOTO	OVERALL	MOTO	OVERALL
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Bel-Ray Co., Inc.	Bel-Ray Lubricants	\$400	\$150	2. 675	450	2. 115	75
Carrera Int'l. Corp.	Carrera Goggles	\$200		3. 570	380	3. 95	65
Champion Spark Plug Co.	Champion Spark Plugs	\$350	\$ 50	4. 515	345	4. 85	60
Dunlop Tire & Rubber Co.	Dunlop Tires	\$400	\$275	5. 435	290	5. 75	50
Moto-X Fox, Inc.	Fox Shox	\$225	\$ 75	6. 385	260	6. 65	45
JT Racing Imports	JT Champion MX Gloves	\$ 75		7. 340	225	7. 55	40
	JT Unleather Pants	\$ 75		8. 300	200	8. 50	35
	Phase II Filters	\$175		9. 245	165	9. 50	30
Lectron Products, Inc.	Lectron Carburetors	\$200		10. 190	125	10. 45	30
National Hydron, Inc.	National Hydron Goggles	\$300	\$ 75	11. 145	95	11. 40	25
Hi-Point Acc.	Hi-Point MX Boots	\$340		12. 120	80	12. 35	20
Preston Petty Products, Inc.	Preston Petty Front Fenders	\$200	\$200	13. 105	70	13. 30	20
Scott USA, Inc.	Scott Goggles	\$300		14. 90	60	14. 25	15
Sun Metal Products, Inc.	Sun Alloy Competition Rims	\$300		15. 75	50	15. 20	15
Valvoline Oil Co.	Valvoline Oil	\$400	\$150	16. 65	45		
				17. 55	35		
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				19. 45	30		
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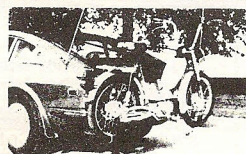


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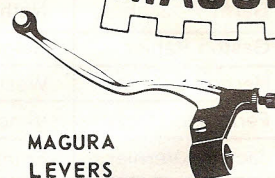
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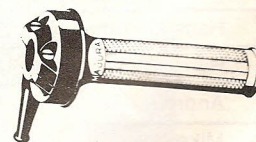
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From the domineering wail of their 170 mph endurance racers to the subdued bark of the stump-pulling trials bikes, from the rooster tail thrown by the factory motocross bikes to on-time performances of the enduro team, Honda continually tests new machinery, ideas, innovations.

That's the way of life at Honda. Always improving, always looking for ways to make Honda motorcycles better, more powerful, even more reliable. To keep Honda number one and to keep you going strong.

HONDA **GOING STRONG!**

Always wear a helmet and eye protection. CR's are designed primarily for motocross use and are sold "as is" without warranty. MR's are designed for off-road, operator use only. For free brochure, write: American Honda Motor Co., Inc., Dept. Race7, Box 50, Gardena, CA. 90247. See Yellow Pages for nearest dealer. © 1977 AHM.

