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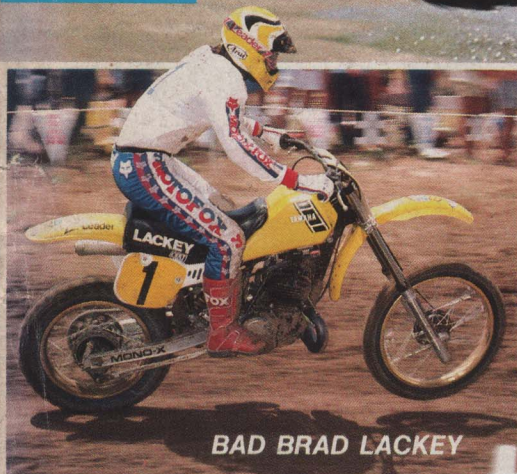
DIRT BIKE

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BAD BRAD LACKEY

ISSN0364-1546

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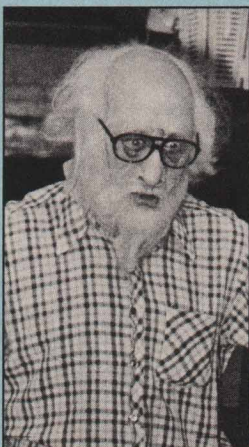
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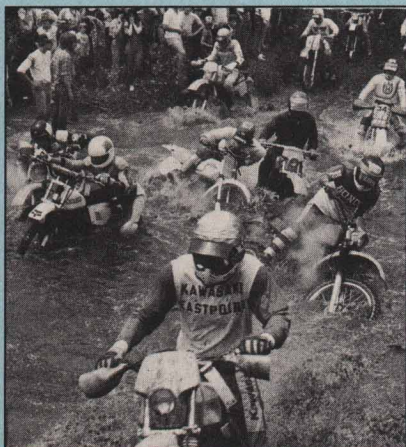
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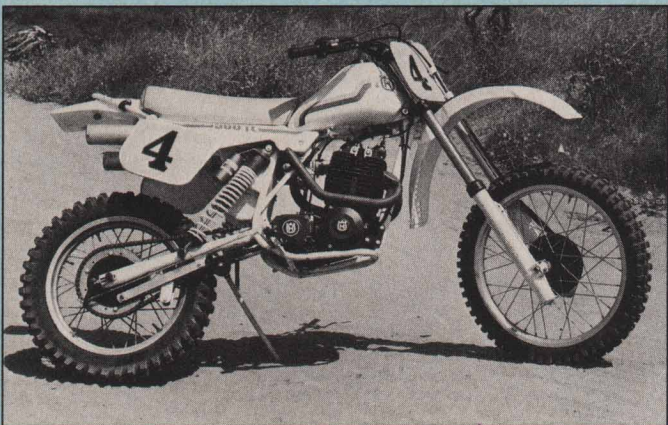
CARLSBAD GP



\$6000 & WHAT?



BLACKWATER 100



HUSKY 4-STROKES

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ON THE COVER:—
Larry Roeseler wheelies up the Husky four-stroke for a better view of the bottom, and Brad Lackey burns through the Carlsbad bumps in his first championship race of the year. Photos by Paul Clipper; color separation by Valley Film.



Photos by Tom, Mike & Tip Webb, Paul Clipper, & Dennis West

Ask any of the spectators why they were there, and you could count on one two-word answer: Brad Lackey. The Disappearing World Champion was making his only international reappearance this year at Carlsbad, California, and it seemed that no one wanted to miss seeing that big number one on an American Rider.

Many people in the back rooms were apparently banking on Bad Brad's popularity as well, a situation that caused a quiet controversy on raceday. Many dollar figures

were batted around in the pits, rumors of major start money, "incentives" from Yamaha USA, and the standard run of contingencies. However much of it was true, it was obvious that Brad wasn't in Carlsbad just to show off his new sunglasses; and the question arose as to just how good of a show the spectators could expect, when the ticket was already paid for.

By the end of the day, the answer was obvious. Lackey gated and rode like a true champion, but suffered his usual Carlsbad

luck. He is no stranger to second place at Carlsbad—either he doesn't like the course, or it doesn't like him. He was a threat in the first moto, starting and circulating between fourth and fifth spots, until he crushed the pipe on his near-stock Yamaha 490, pulling the headpipe out of the cylinder and losing most of his horsepower in the process.

He held on in the first moto well enough to finish fifth. The second moto saw a good start once again, but the competition was



BAD BRAD CHARGES AGAIN!

While Glover and Carlqvist walk away with the trophies, Lackey takes home the gold

By Paul Clipper

CARLSBAD USGP

fierce on the now-dry track, and when the flag came out he was in sixth spot. Perhaps it was a lackluster performance in the eyes of a few, but the fans were satisfied. He jumped in there with all his old enemies and showed them that things would still be grim if he picked up the right sort of ride.

PRIDE OF SWEDEN

Machinewise, it may be a Husky; but today the human pride of Sweden was one Hakan Carlqvist on his ultra-trick Yamaha. Carlqvist has had good luck at Carlsbad be-

fore and seemed to enjoy himself immensely as he rode for the overall win. He took a safe line through the first turn of the first moto, allowing Kent Howerton and Danny Chandler to slip into the lead, and then he reeled them in like the proverbial catfish on a treble hook.

He seemed to make no mistakes and cruised to the checkers with no problem. He is also a whiz at trackside mathematics, and after calculating the position he would need at the finish of the second moto in

order to take the overall win, he went out and gave the moto to Yamaha teammate Broc Glover, reserving for himself the overall points. This type of racing is not all that exciting, but it is the safest way to ensure the proper results.

THE OTHER SIDE OF THE COIN

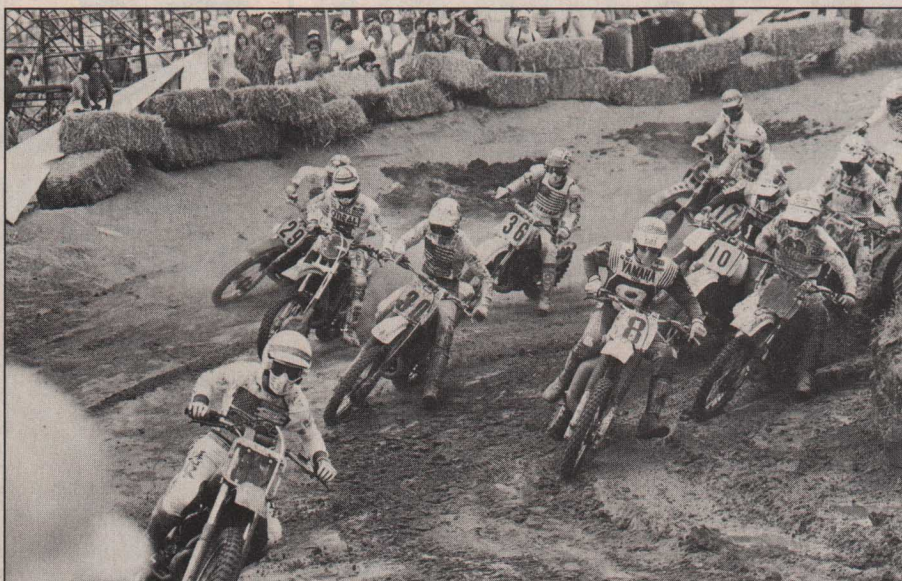
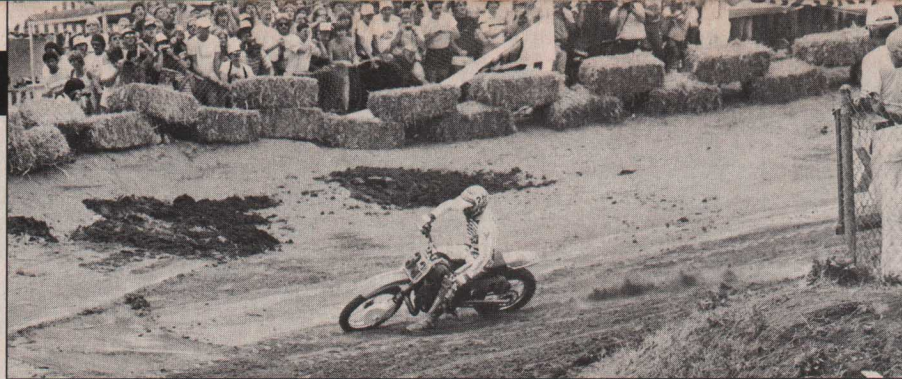
Then there's always the style of our old friend Danny "Magoo" Chandler. He really is a much more controlled rider than he used to be, but he has these moments of inattention...



Hakan Carlqvist used a smooth, steady approach at Carlsbad to take the win. He never gets out of shape.



Second overall, Glover ran away with the second moto. In moto one an ailing shock slowed him down.



Anatomy of a near holeshot. Kent Howerton has 20 feet on everyone, then proceeds to wildly miscalculate throttle control and overshoots the turn. Check out #30, Alan King's left hand. Carla nudged him, forcing a high-five while navigating the first turn. Chandler takes the holeshot, followed by Carla and Glover.





In moto one, Magoo was leading until...



... he ran out of gas. The red fire bomb forgot to turn on the fuel tap and had to restart, dead last.



Bad Brad made his only appearance on the GP circuit. He didn't let anyone down with his performance.



At the halfway point in the first moto Lackey's Yamaha slowed considerably. A smashed header pipe was the culprit.

Magoo took the holeshot in the first moto, no doubt about it, but in the fourth turn he stopped dead. He forgot to turn the gas on. Who says Magoo doesn't get nervous? He rode like a man possessed after that, and by lap six he was in *fifth* place. Once there, he tangled with Lackey and went down. By the waning laps of the moto, he was charging like a wild animal and got into the duel of death with Glover for second place. Glover wound up winning that battle, but not before being nearly scared to death by Chandler's antics.

Magoo was ready for the second moto. After all, he'd won here last year, was part of the victorious Motocross des Nations team, and *he can do it!* He took an outside line in the first turn, got a little too sideways and crashed big time, taking five or six other riders with him. The bike was all mashed up with a broken front brake cable, but he struggled through a lap before calling it quits for the day. This year he was a little too pumped for it, and he burned out early from trying too hard.



The second moto provided some dicing between Carla and Alan King. King eventually slid past, only to be retaken in the late stages of the race.



Using up all available rear travel, Andre Malherbe seeks out the reigning Champ, Brad Lackey.



Danny Chandler, #32, went wild in the moto two start, took out five or six riders and ruined his bike. That ended his day.

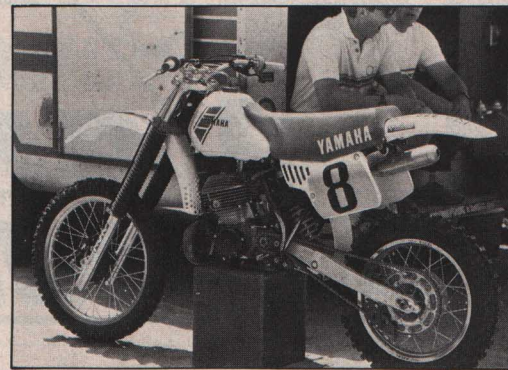




Suzuki teamster Alan King turned plenty of heads with an incredible day. Third overall and berserking every minute.



Magoo is so wild that tunnel vision isn't the key—rear-view eye contact is.



Carla's Yamaha uses a tall seat, super-long rear wheel travel and has the motor of death.

TOP AMERICANS

Broc Glover put enough pressure on Carlqvist during the day that the fans were going berserk hoping for a fourth-year American win, but the hottest performance of all was going on a few seconds behind the leaders. A lone Suzuki rider, with no name on his jersey or pants, was smoking along, holding off all challenges, and shadowing Glover and Carlqvist, looking for a mistake. The smoothly flying number 30 machine must have had a few people thumbing through the program, looking for a clue to his identity.

The mystery rider was soft-spoken, hammer and nail totin', third in the 500 Nationals Alan King. He had a lot of heads turning. "Who is this guy, Alan King, and why is he going so fast?" they were asking. He is hot property right now and should be a real factor in the National standings in 1983.

Which leaves us with Broc Glover, finishing second overall and top American. He had no problems during the day, but then he never does. Aside from the brush with Magoo in the first moto, he rode the whole 40 minutes as if he owned second place; in the second moto he led from start to finish. The man is so smooth he never seems to be working, but he and Carlqvist lapped everybody up to eighth place.

CARLSBAD 500cc USGP—OVERALL RESULTS

Pos.	Rider	Country	Machine	Moto 1- Moto 2
1.	Hakan Carlqvist	Sweden	Yam	1-2
2.	Broc Glover	USA	Yam	2-1
3.	Alan King	USA	Suz	4-3
4.	Andre Malherbe	Belgium	Hon	6-5
5.	Brad Lackey	USA	Yam	5-6
6.	Kent Howerton	USA	Kaw	8-4
7.	Graham Noyce	Great Britain	Hon	7-7
8.	Jukka Sintonen	Finland	Yam	9-8
9.	Dave Thorpe	Great Britain	Hon	13-10
10.	Harry Everts	Belgium	Suz	17-9
11.	Andy Stacy	USA	Hus	14-12
12.	Danny Chandler	USA	Hon	3-DNF
13.	Leif Persson	Sweden	Hus	18-11
14.	Clark Jones	USA	Yam	16-13
15.	Chuck Sun	USA	Mai	15-14
16.	Phillip Oveland	USA	Hus	19-15
17.	Tim Locey	USA	Yam	10-DNF
18.	Neil Hudson	Great Britain	Yam	11-DNF
19.	Scott Johnson	USA	Yam	12-DNF
20.	Manfred Schnable	West Germany	Hon	21-16

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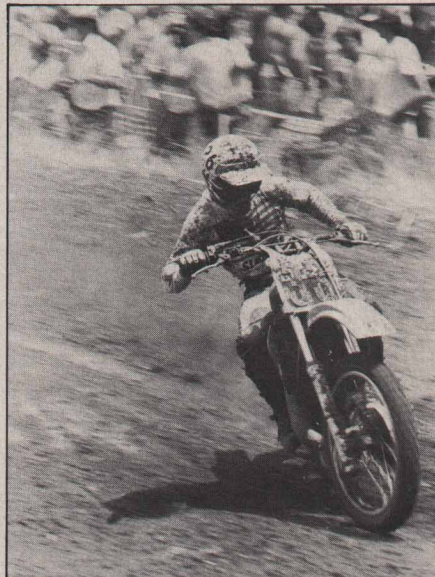
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CARLSBAD USGP



Malherbe and factory Husky rider Leif Persson bump and grind. Lackey is right in front of the dueling duo.



Kent Howerton's water-cooled Kawasaki was far and above the fastest bike at Carlsbad. He showered the riders and spectators alike with the awesome roost on the 60-plus-horsepower Kawa.

STACKING THE STANDINGS

Carlqvist's performance at Carlsbad ensured his numerical dominance over Honda rider Andre Malherbe, who hates Carlsbad with a passion and spent the day riding back with Bad Brad. Carla leads with 153 points to Malherbe's 141, followed by Graham Noyce (121), Harry Everts (62), and Jukka Sintonen (56).

This may turn out to be Sweden's year to carry home the World Championship, but we find it sad that there's no American up there to root for. It must be a relief to him and Lori and the kids, but after all these years the standings look empty without the name "LACKEY" near the top. □



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