



Harry Everts takes a wide, cool line on the Suzuki while Akira Watanabe fighting to retain his world 125cc title, is much more spectacular through an inside-line berm. The action was pictured at the Dutch GP in May, 1979.

## THE CHAMPS — HARRY EVERTS

# Everts — the twice and future king?

**"GO EAST, young man." That's the advice which Harry Everts listened to at the end of the 1978 season and it certainly worked because the Belgian became a world champion for the second time.**

Despite winning the 250 world championship in 1975 on Puch, Harry had never been approached by any of the Japanese factories and he even approached Suzuki himself.

After leading Belgium to victory in the Trophee des Nations in September 1978, he approached the Suzuki team manager but was rejected. It seemed he would never get a lucrative Japanese contract, but fortune eventually shone on Harry a few months later; just when Everts was on the verge of signing to ride Bultacos again, Gaston Rahier joined Yamaha and Sylvain Geboers, a friend of Harry's for many years, persuaded Suzuki to give Harry a chance.

He was drafted into the 125 squad in place of Rahier and the result was devastating. He ran away with the class and showed his versatility with successful rides in the Belgian 250 and 500 GPs. With world crowns in the 125 and 250 classes, Harry wants to go for the 500 now. Who's to say he won't make it.

No-one can deny that Harry comes from a motorcycling background. Both of Harry's younger brothers ride motocross and, when he started racing at 14, he already had nine relations in the sport.

The best of these was his uncle, Jef Teuwissen, the star of the 500 class in Belgium in the late sixties. Harry travelled to meetings with him and at 14, the frustrated youngster could wait no longer. He had to start riding.

He had gained sufficient experience by the time his true age was discovered a year later that he was invincible when he rode in the amateur federation pending his 16th birthday.

Harry's association with Puch, which culminated in both Harry and the Austrian factory winning their first titles, began in 1970 when Joel Robert suggested that Harry would benefit greatly from riding the 125 class in America.

Finance was the problem but Joel solved that as well; he contacted Puch and Harry was on his way with seven wins and a second from eight starts. Returning to Europe he had a full works contract with Puch for the 250 class and added a Husqvarna for the open class as the Austrian factory had no bike for the class.

Harry's first major injury came in France during 1971 when he broke his knee but he steadily improved over the years until 1974 when he clocked up a couple of GP wins.

This was the signal for a determined onslaught on the world title, and four GP wins linked to consistent scores all year left him the clear winner.

As world champion, the world of parties engulfed Harry in the next two years and he

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Why so serious, Harry? The champ took 22 out of 30 GP motos in 1979.

King Harry pictured here in Ireland scoring one of eight double victories during his fantastic 1979 season for Suzuki.

admitted that he wasn't fit enough. Puch withdrew at the end of 1976 and Harry moved to Bultaco. He was still up there in the places but was no match for Mikkola, Moiseev and Kavinov either year.

By the winter of 1977/78 Everts knew he had to get down to serious training again. And how it showed. Right from the start of the 1978 season he was right up there with Moiseev, he won the opening race in Spain and scored consistently to emerge as the Russian's only serious rival when Hansen was

injured in Scotland.

Two weeks later the Russian was out on his own. In France (again) Everts broke a wrist and never regained top form until the Trophee des Nations. Little wonder that Everts doesn't like the fast, bone-hard tracks of France.

The story of 1979 was success after success. Harry won 22 GP motos out of 30 in which he raced, an incredible achievement. After results like that who can say he can't become the first man to win titles in all three solo classes.