

# Moto cross 250 world champ

Harry Everts was one of nine children born to a Belgian mining family, it is not unusual for such families — though ill paid — to have so many children (one may wonder if the men actually DO any work!).

Harry didn't find this very funny, as his own future was mapped out exactly same as his father's and grandfather's before him. He decided he would get out of the muck and mire, but how? At the age of 14 he knew how and, as many Belgians do, Harry began to go and watch the local motocross races so as to forget the greyness about him. He became very keen on this exciting sport, even more so when he discovered a rider call Jef Teuwissen.

Jef was then in his heyday, beating Geboers, Robert and Decoster quite regularly. He had been a miner, but used his Scilicos compensation to buy a Husky and become a professional MX rider (Belgium is one of the very few countries in the world where a good rider can earn very large sums of money racing bikes).

Everts decided that if Teuwissen could do it so could he. He badgered the members of the local clubs for details of how to set about this problem — then got going. He trained solidly for a whole year but lost patience and instead of waiting another year till his 16th birthday, forged a driving licence and began racing! It is not clear as to



where he got the bike or what it was, maybe he borrowed one . . . . .

Somehow he was never found out, or the Belgian authorities turned a Nelsonian blind-eye, for Harry was an instant success and within a year became Belgian Junior Champion. Now the money started to come in and Harry was on his way.

Two years later destiny began to take place — Puch, with some design help from Joel Robert, started off in motocross racing. They signed up Swede Uno Palm to contest the GP's and as back-up rider, with free bikes and spares, they chose 18 year old Harry Everts.

Three years later the tables were turned, Harry was the paid Works Rider and Uno was back with Husqvarna. Harry had earned his works ride by consistently finishing in the first ten during the previous year's GP's, and being younger and infinitely more promising than Uno he obviously was the one to stake in.

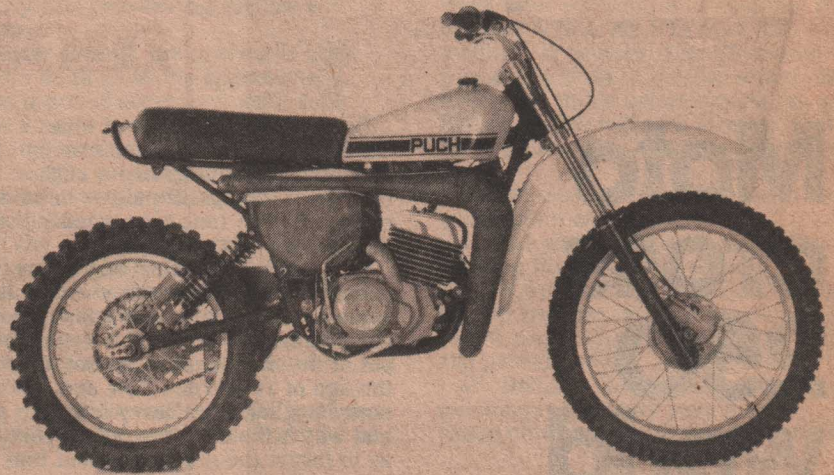
Unfortunately 1973 was a shambles. During a practice crash Harry broke a wrist and an ankle and never could do justice to Puch. However, Harry had proved very fast before the accident and all signs pointed to a future success. Some of his fast rise to stardom was due to Joel Robert tutoring the rider the Belgian press called "the new Robert". Joel, who was then World Champion — of course — always tries to help promising young riders when he can (he is not the boozy, temperamental, foul-tempered man he is made out to be; isolated incidents tend to be blown up by the press. I'm told by intimate friends he's very charming and kind but cannot tolerate fools).

1974 was good to Harry, he won three GP's — British, Finnish and Swiss — so coming third in the Championship behind Falta — Sorry — Moiseev and Falta. The pundits (self appointed experts) picked their noses and predicted that the crown would rest on Harry's curly-haired head the following season. Hakan Andersson thought otherwise, but stupid little things put a stop to any chances he had — stones jamming up the sprockets and chain, punctures galore, he even won a GP completely minus brakes!

But they only count the winners at the end of the race and at the end of the year Harry had 5 victories, 4 seconds and 3 thirds to his credit, to his debit he'd DNF'd in six races. But it was enough to outbest Hakan by a "mere" 19 points

Harry Everts, World Motocross Champion, will never go down the mines now.

**Sverre Helgesen  
(Sweden)**



This is the bike that everyone was talking about last year.

It wasn't the long travelling Marzocchi suspension that created the interest, nor the bright colours. The box type (monocoque) backbone frame didn't intrigue many people either, and the total weight wasn't all that marvellous.

What did cause the sensations was the ultra reliable and very quick twin carburettor engine. One carb

went into the barrel in the normal position while the other was mounted at the end of a long duct into a side disc valve.

The tragedy is, Puch aren't saying anything about this motor (can you blame them?). All we know is that it only needs 5 speeds, has transistor ignition and (quote) "produces well over 40 bhp"!!!

Puch hope to make very expensive replicas soon.



Team Manager Hans Krammer, mechanic Hubert Binder and the new champ.