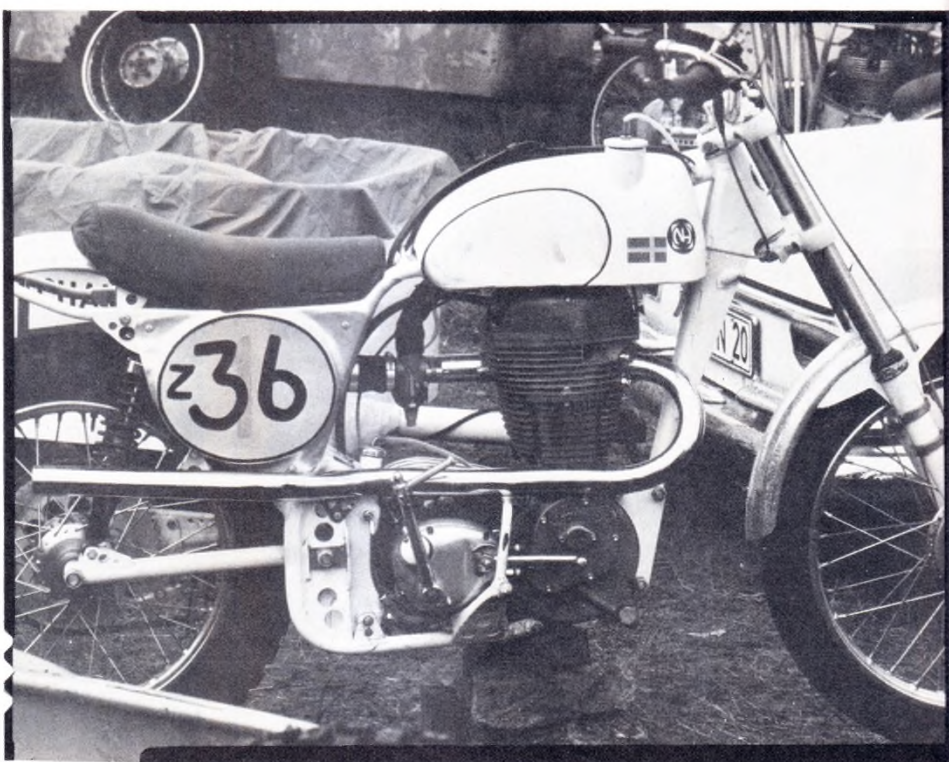


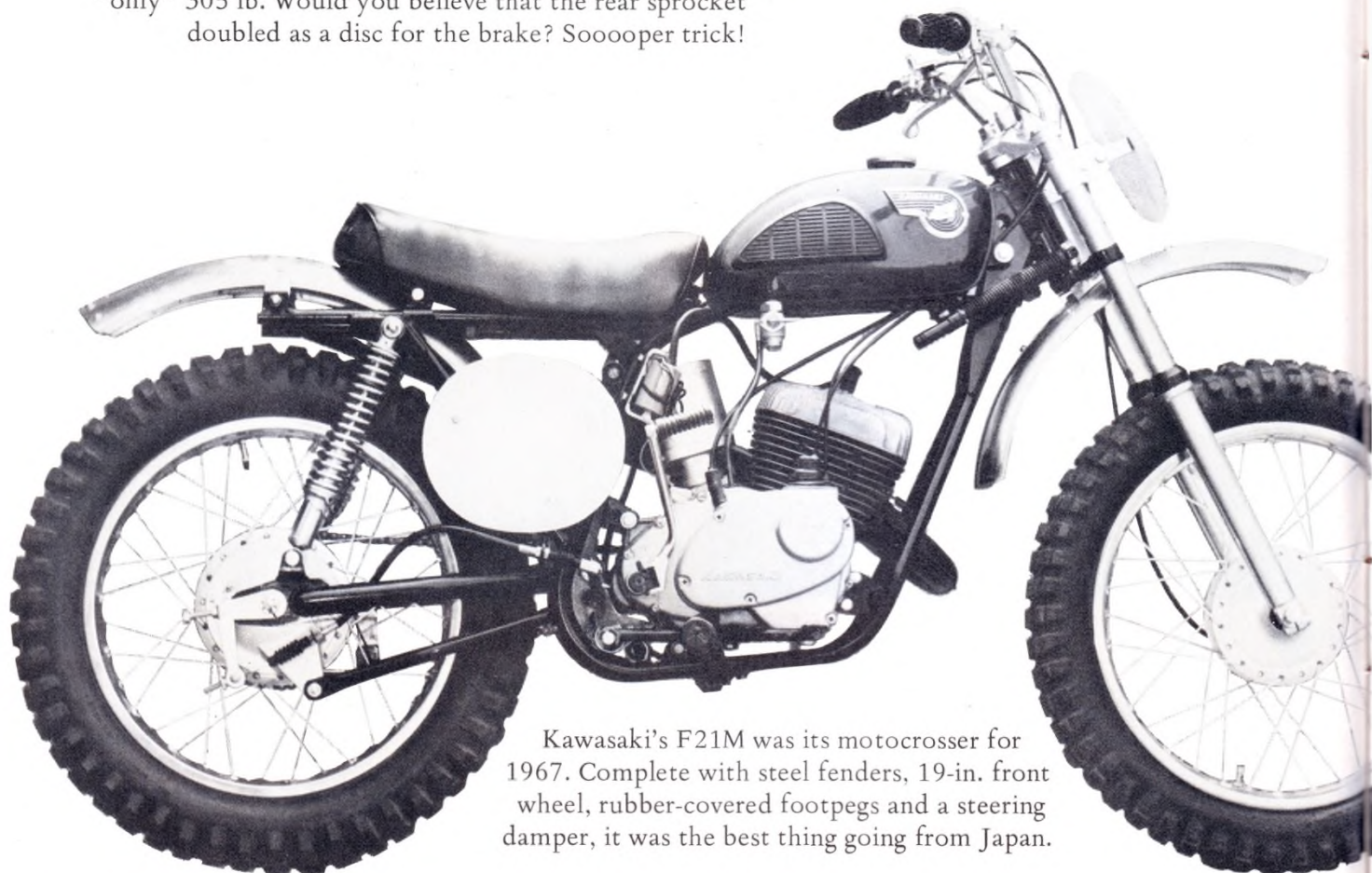
Where were you in 1967?

A bit of nostalgia to remind us of the people and machines that have made the world of MX what it is today.

By Fernando Belair

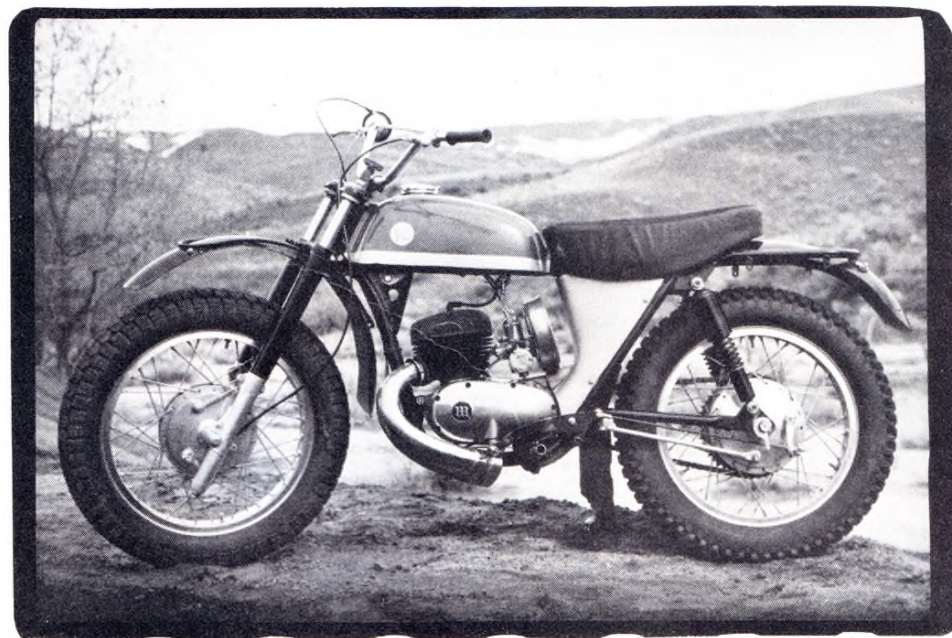
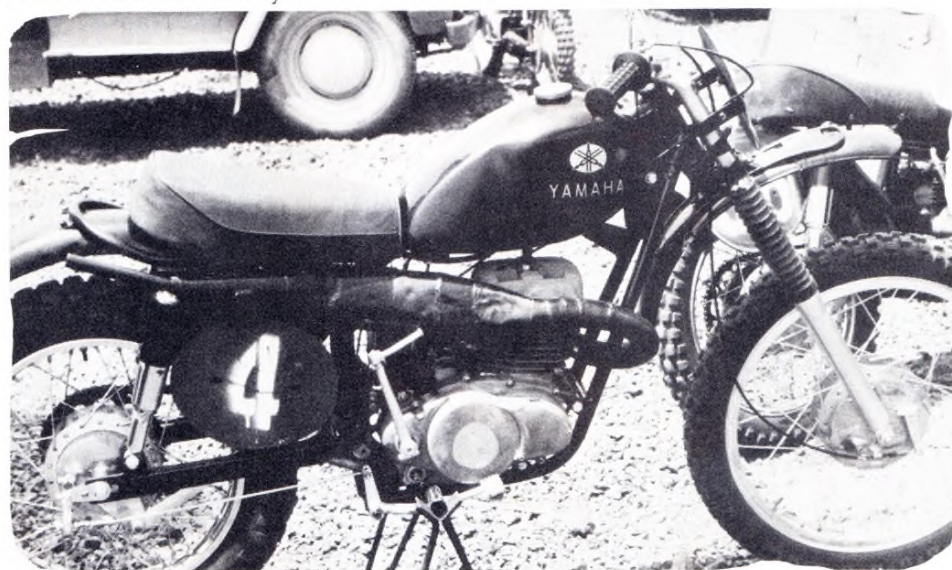


Rolf Tibblin's Hedlund-powered wonderbike of the early '60s. It amazed the experts because it weighed "only" 305 lb. Would you believe that the rear sprocket doubled as a disc for the brake? Sooooooer trick!

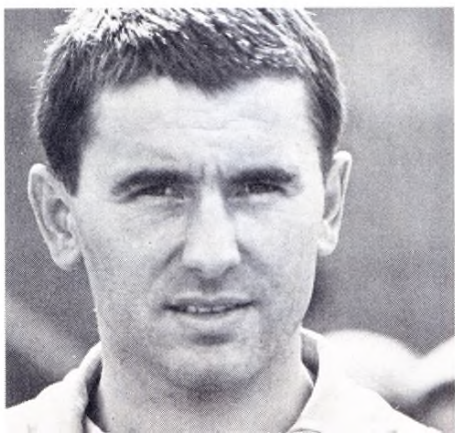


Kawasaki's F21M was its motocrosser for 1967. Complete with steel fenders, 19-in. front wheel, rubber-covered footpegs and a steering damper, it was the best thing going from Japan.

Our Japanese correspondent at that time managed to sneak this photo of one of the few Yamaha prototypes that would eventually find its way to our shores as the DT1. Looks like this one was prophetic in displaying what most of the original DT1s look like today.



Montesa sold this machine as a motocrosser in 1967. It bears little resemblance to the V75 Cappa tested elsewhere in this issue. Blewby pipes were the thing in '67; they produced lots of grunt. No revs, but lots of grunt. Lead-pipe footpegs, gravel-strainer air filter and Class C traction were all standard.



During the late '60s, this man, Paul Friedrichs, was unstoppable aboard his 360cc (he also rode a 380 at times) factory CZ. It was his string of three consecutive World Championships that Roger DeCoster was trying to break in 1974.

AS THE fastest-growing aspect of the sport of motorcycling, motocross attracts more newcomers than any other form of motorized, two-wheeled competition. Currently, machinery is at such a highly-advanced and superbly-engineered state, that I find it difficult to imagine what the next major revolutionary modification will be. But I know, as sure as I'm sitting here typing this, that it will come, and that it, or the next, or the next, won't be the last. And of the riders?

Will there ever be another Joel Robert, or Roger DeCoster, or another ironman like Adolf Weil? Of course there will. Maybe not now, or even in the near future, but someone somewhere will come along and rewrite the record books.

So much for the future of the sport. We know that we have good things to look forward to, but what about the past? What of those men and machines that became the stepping stones (and in some cases still are), for the marvelous bikes and fiery competitors we have in the sport today?

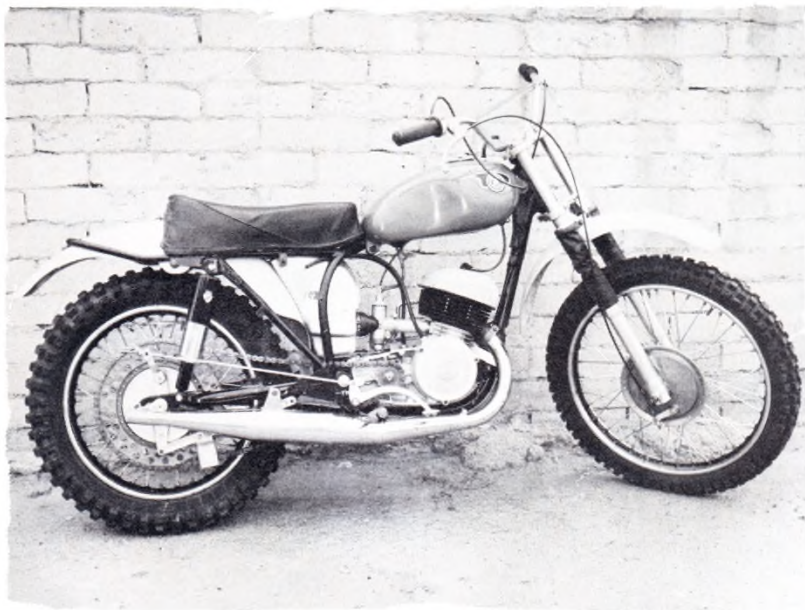
Questions such as these sent me digging through CYCLE WORLD's files in an attempt to piece together the past. Although I only went back about eight years, the difference between what was being raced then, and what the present holds, sure is interesting. Not only are the bikes themselves different, but many of the riders are gone, and the appearances of those who remain have changed drastically. Protective gear, too, has advanced by leaps and bounds since the middle to late '60s, as witnessed by the fact that Joel Robert was World Champion four times before he ever wore a Jofa.

In any case, I know that you will appreciate some of these photos, because what you see here is a good part of what has made motocross the highly-successful, ever-competitive sport that it is today.

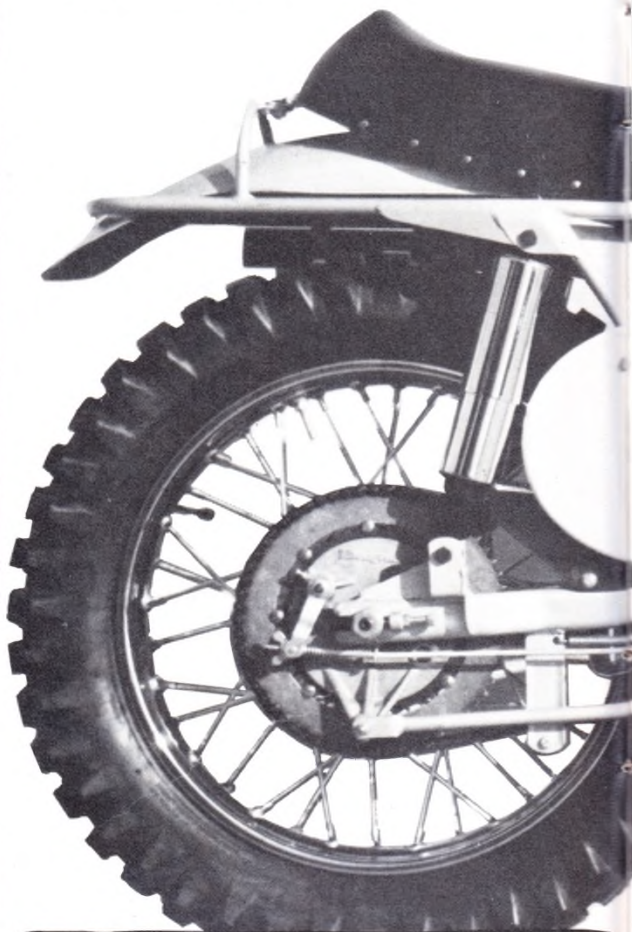


The greatest motocross rider ever to pulverize a berm. Joel Robert (for you newcomers, that's pronounced row-BEAR), and his 22hp, 230-lb. 250cc CZ won three World Championships. He later won three more for Suzuki. Nowadays, a good-running KX125 or Elsinore could run away from that CZ. . . unless Joel was aboard.

Production twin-pipe CZs sold much better after the Europeans' first successful tour of the U.S. Note that the carburetor feeds into the crankcase casting rather than the cylinder. Even way back when this model was around, the CZ transmission was building up a great reputation.



Before Mick Andrews became a full-time trials rider for the Ossa factory, the likable Englishman was an extremely competitive motocrosser. In this photo, Mick was on his way to a 5th overall at Pepperell, amid a host of other Europeans.



Where were you?



Husqvarna's late-'60s motocrosser does bear a resemblance to some of its present models—mostly because of the tank styling. Of course, there have been countless changes, one of which has been the elimination of that devastating rear tank bolt.



The man with the sign says it all. Joel Robert was one of the most popular riders ever, despite his over-publicized temper. The short, stocky competitor had a unique style that always seemed to have his body in the perfect position for what the machine was going to do. He was a bullet, but made everything look so effortless.

Dave Bickers and his 360 CZ at the 1970 Dutch GP. Bickers, a former World Champion (on a Greeves), became one of the favorites during the initial tours of the International Motocross Circus in America. This annual series of races eventually became the Trans-AMA.



Suzuki's first GP prototype, the RH67, as developed by Olle Peterson before the signing of Joel Robert and Roger DeCoster. The GP machines have sure come a long way.



Would you believe statesider Jimmy Weinert (500cc National Champion this year), on an old square-barrel Maico in a New England motocross? Love your boots, Jim.

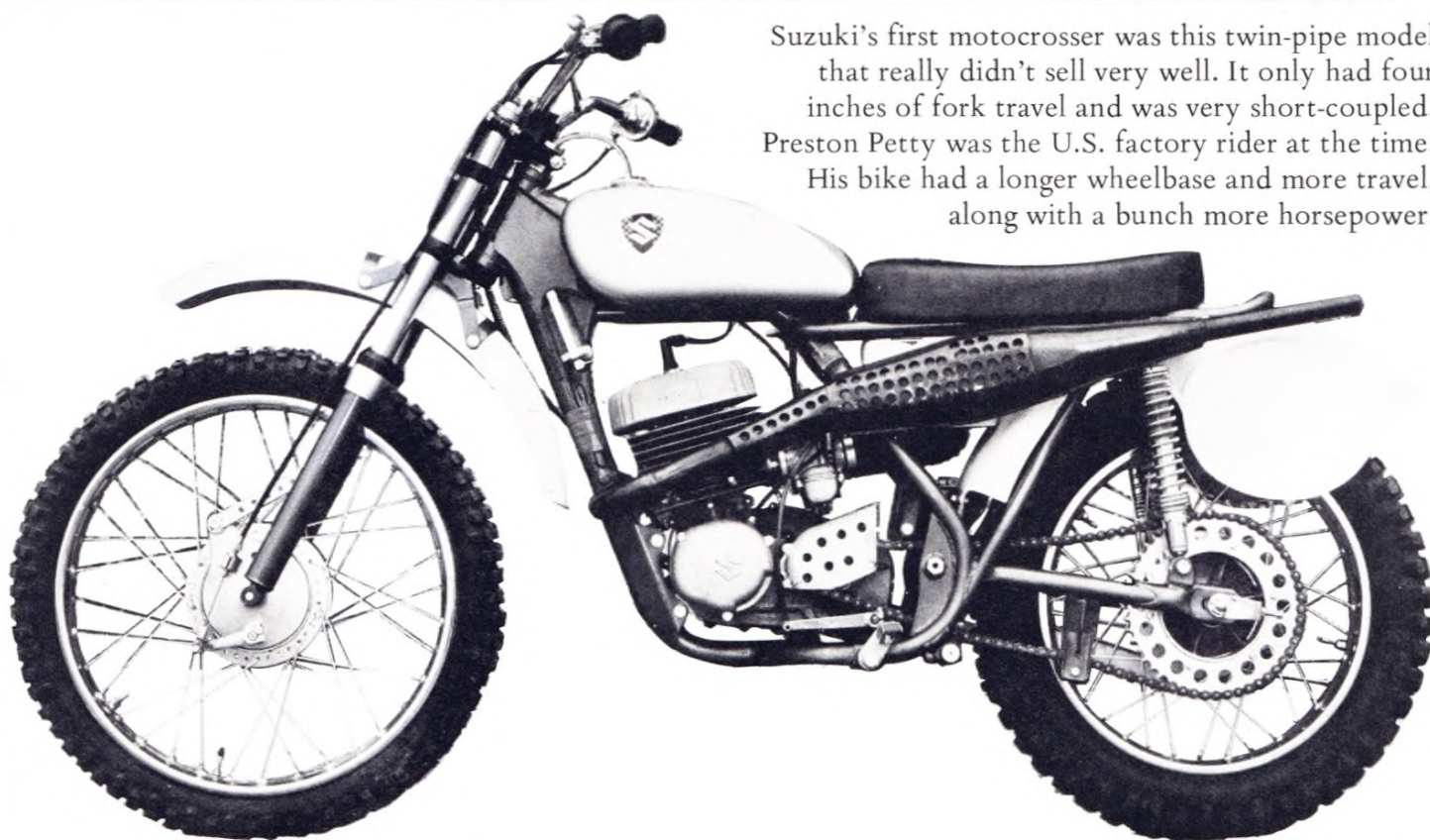
Maicos too have come a long way since this high-pipe model of 1969.

The next year the X4A 360 with down pipe and much more finning was introduced. What a handler it was in its time.



At the French GP, from left to right, it's Ake Jonsson (Husky), World Champion Paul Friedrichs (CZ) and Walter Baeten (CZ). Guess who's passing whom?

Where were you?



Suzuki's first motocrosser was this twin-pipe model that really didn't sell very well. It only had four inches of fork travel and was very short-coupled. Preston Petty was the U.S. factory rider at the time. His bike had a longer wheelbase and more travel, along with a bunch more horsepower.