

Glover Wins All-American Trans-USA

The Europeans' diminishing interest in the Trans-USA series hit rock bottom in 1981. During its first eight years, the Trans-USA (then labeled Trans-AMA) was ruled by stars from abroad. In '72, Brad Lackey was the only American to break into the top 10 at year's end. From '74 to '77, the championship belonged to one man, *the man*, Roger DeCoster. It wasn't until '78 that a half-baked kid from California's desert country by the name of Bob Hannah ended the era of European reign. Americans haven't been defeated since. Kent Howerton beat the Europeans again in '79 and '80 to keep the Trans-USA title stateside, and this year 500cc national champion Broc Glover won the title.

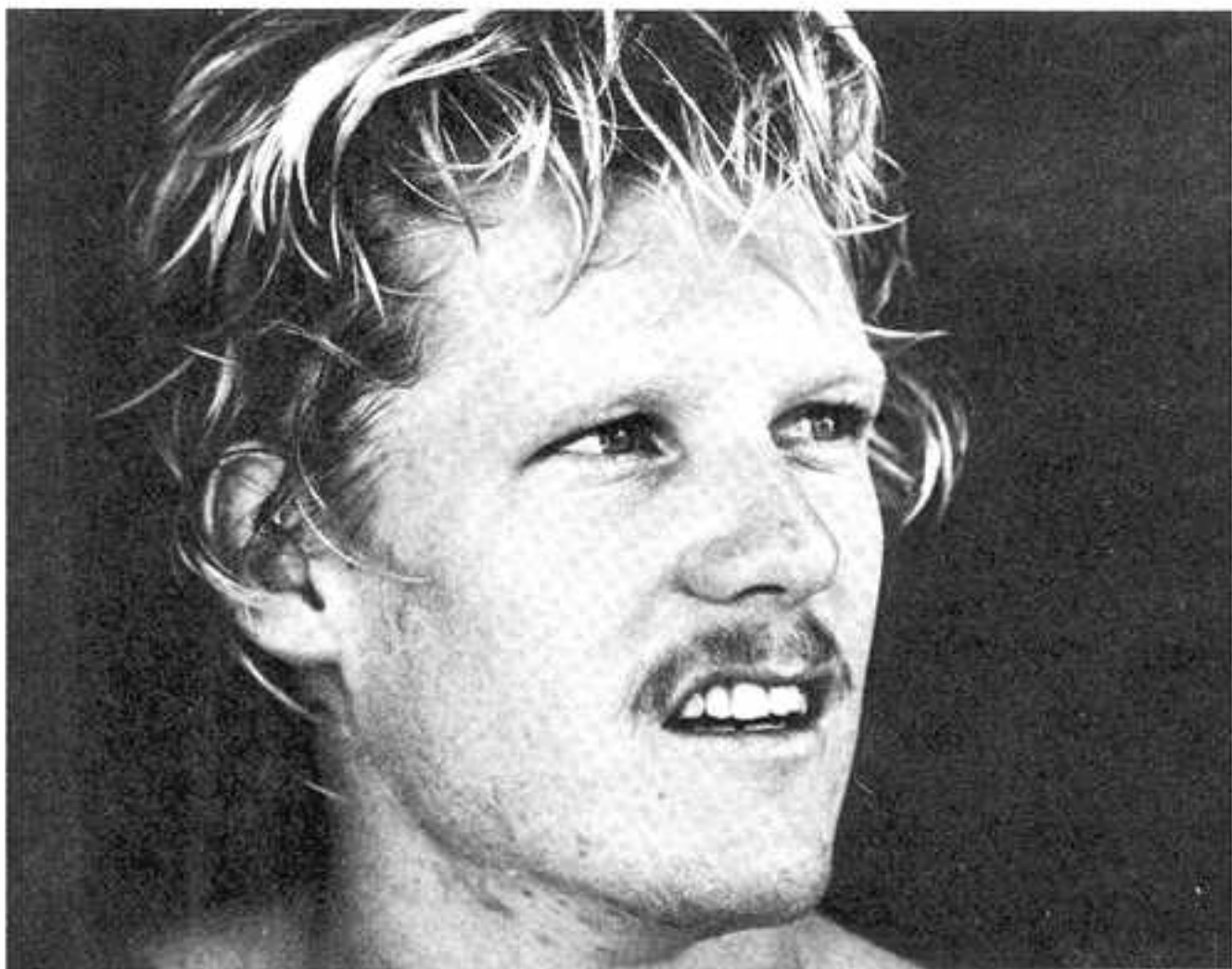
But unlike past years, Glover met with no resistance from the Europeans; there were no Europeans. The Trans-USA used to be a highly profitable affair for the foreigners; it placed them in the motocross spotlight, where they could be promoted and paid start money. Plus, a trip to the States meant guaranteed victories for some and cash in the pocket for the return trip home. But the Europeans don't do so well against our boys anymore. Mark Barnett beat them all when the 125 USGP was held at Mid-Ohio, Howerton has won the 250 USGP, and Chuck Sun the 500 USGP. As if that wasn't enough, American Team Honda's stunning victories at the Motocross and Trophée des Nations this year earned American riders the respect they deserve on the international scene as well. Suddenly, the prospect of earning extra bucks in the States became a risky endeavor. And since there were many national championships to be decided in various countries abroad at the same time as the five-event Trans-USA series, many riders had previous commitments.

Despite the absence of European contenders, however, the Trans-USA was not without its heavies. Aside from Glover, there were: Motocross and Trophée teammates Donnie Hansen, Johnny O'Mara, and Danny LaPorte; Mark Barnett, who won the 125 and Supercross titles this year; previous Trans-USA winner Bob Hannah; Mike Bell; Darrell Shultz; and Marty Smith, to list a few. It was the first time this year champions like Barnett and Glover could be found waging war handlebar to handlebar on natural terrain in the same class. Two

Glover won six of 10 motos, finishing well ahead of Darrell Shultz in the standings.



Danny Chandler hadn't really considered riding this year's Trans-USA series, until LOP offered him a Honda CR480. Now he's almost unbeatable.





Glover on the gas (top), flashes past the crowd. He dominated both motos to seize the championship. Hannah (100, left) had a shot at second place in the series going into moto two, but tied with Mike Bell for fourth in the points tally. It was Barnett (5, above) who ended up winning the battle for second-place points.



Barnett emerged victorious from a struggle for second place in the standings.

1981 Trans-USA Final Point Standings

250cc International Class

1. Broc Glover	Yam	221
2. Mark Barnett	Suz	176
3. Darrell Shultz	Suz	166
4. Mike Bell	Yam	164
4. Bob Hannah	Yam	164
6. Donnie Hansen	Hon	142
7. Marty Smith	Suz	123
8. Steve Wise	Hon	120
9. Danny LaPorte	Hon	109
10. Rick Burgett	Yam	98

500cc Support Class

1. Danny Chandler	Hon	240
2. Jimmy Ellis	Hon	185
3. Larry Wosick	Hon	179
4. Jeff Hicks	Yam	168
5. Rich Coon	Hon	150

faces missing from the roster were 250 national champion and defending Trans-USA title holder Kent Howerton and the fourth Motocross and Trophee teammate, Chuck Sun. Both elected to sit the series out and let their injuries heal for next season.

Glover made his intent known in the first round by taking the overall away from Barnett. From there, he went on to win six of 10 motos, with Barnett winning two and Shultz and Hansen one each. A DNF for both Barnett and Shultz kept them from threatening Glover's point lead, and as the season wore on, Glover pulled farther away. By the last race of the season in Hangtown, California, Glover had a comfortable 29-point lead over Shultz. By his standards, he would have to do exceedingly poorly in each moto to lose the championship. If he did, however, Shultz, Bell, Barnett, and Hannah all had a shot at the title. But Glover not only collected all the points he needed, he also ended the series by running off with both motos despite tipping over twice in the same turn in the last moto. After the first moto, Shultz had amassed 158 points. Behind him was Barnett with 154, Bell with 153, and Hannah with 146.

PHOTO: KEN VREEKE

Any one of the four had a shot at the runner-up position. When they lined up for the second moto, the top five positions in the series had already been filled; only the order had yet to be decided.

A first-turn pileup threw the whole thing up for grabs. Bell went down and was one of the last riders up. Hannah managed to miss the fray only because he had gotten such a poor start. At the end of the first lap, Glover had already waved good-bye to Barnett, Hansen, Donnie Cantaloupi, Hannah, and the rest. In the closing laps, Barnett made ground on Glover and held Hansen off for second in the moto, second in the series. Cantaloupi was running fourth and Hannah fifth. While Hannah was throwing everything he had at Cantaloupi, Cantaloupi resorted to full-contact blocks in an effort to keep his teammate at bay. That just brought out the old Hannah trickery. Hannah needed points. He needed Cantaloupi's position, and he didn't have time to play games. He waited until they were both at the most populated part of the course, dove under Cantaloupi in a berm and slammed him up over the top, clear off the track and into the pits. Hannah explained simply, "He just kept cutting me off, so I knocked him clear off the track."

But Hannah's aggressiveness wasn't enough to move him to third in the standings. Shultz finished 11th after crashing and ended the series in third. Bell's valiant charge to eighth brought him within two points of Shultz and a tie with Hannah for fourth in the final tally.

If the competition in the international class was intense, the performance of wildman Danny "Magoo" Chandler in the 500cc Support class was nothing short of unbelievable. Magoo apparently decided to have a go at staying upright—an unusual tactic for him. He began the season with two moto wins at Mid-Ohio and kept paramedics at bay throughout the series with eight out of 10 possible victories and a total of 240 points out of a possible 250. Ironically, Magoo had no plans for the Trans-USA series and didn't decide to ride until four days prior to the season opener, when LOP offered a production Honda CR480. "I figured it was better than sitting home," he said.

He won the overall at every event, and only Arlo Englund and Jimmy Ellis, the season runner-up, managed to wrest moto wins from him. Magoo finished 55 points ahead of Ellis and became the Trans-USA Support champ after only four rounds.

Even without the Europeans, the series did not suffer from lack of talent. Competition was red-hot. It would, however, be nice to see the Europeans return for the Trans-USA next year. That way, the American spectator will have more opportunities to see the Europeans get whipped. —Ken Vreeke