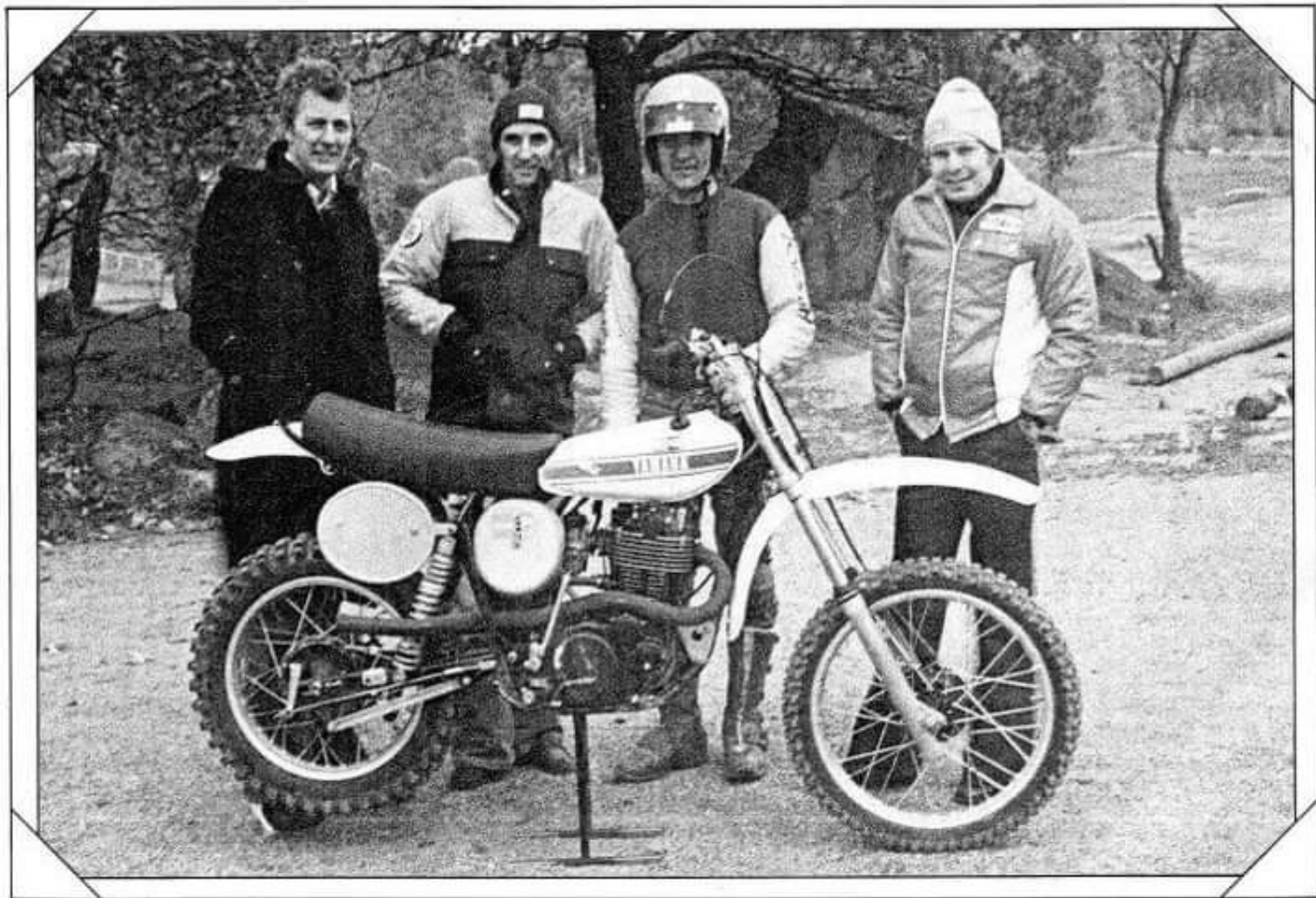


exclusive from europe

# FOUR-STROKE FOR ABERG

*SWEDISH THUMPER PROJECT HAS  
DeCOSTER WORRIED*



By Paul Boudreau

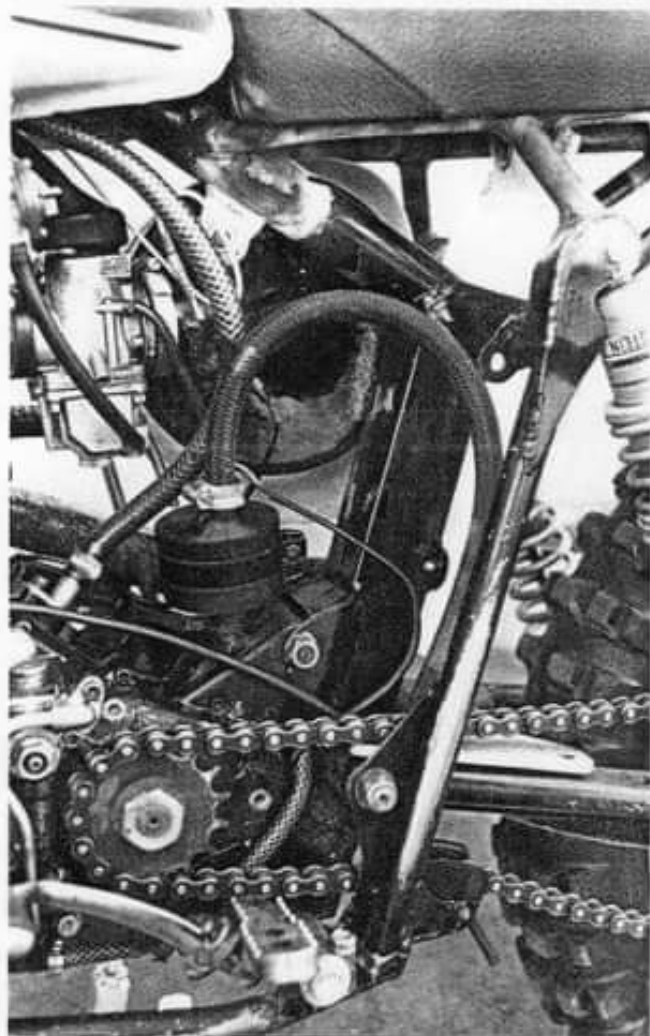
Roger DeCoster sat before a prime rib dinner the night after the Phoenix Trans-AMA chatting quietly with friends and business associates about motocross in general, and in particular the coming season in Europe. "My chief competition in the World Championship next year," he said lifting his fork to make the point, "will be Bengt Aberg on the four-stroke." To a few of the guests assembled at the table who knew about

such matters, this was no surprise and they nodded their agreement. Most, however, received the statement with utter astonishment. Four-stroke? Aberg on a four-stroke? The possibilities seemed mind-boggling. Aberg's love of the big lungers is well known and his abilities are unquestioned, but where would such a machine come from that would elicit such a statement from the World Champion?

(Left to right) Torsten Hallman, Sten Lundin, Bengt Aberg, Staffan Eneqvist and the Hallman-Eneqvist Yamaha.

Knowing that our readers would want to know all about such a development, we got right on the story and this is what we came up with. Bengt Aberg, twice World Champion in 1969 and 1970, will indeed campaign a 500cc four-stroke in the 1977 World Championship. The bike will be a totally Swedish project built around a standard Yamaha TT500 engine using Marzocchi front suspension, Bilstein rear suspension and a Husq-

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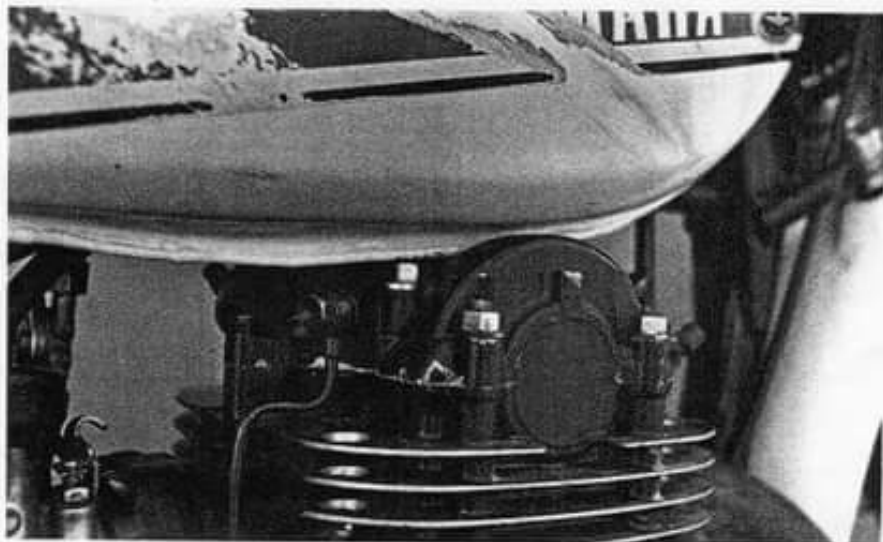


Rectangular frame section doubles as oil tank. Amal carb replaces Mikuni, canister doodad is gearbox breather baffle with tube taped to oil return hose. Distance from countershaft center to swingarm pivot will doubtless cause chain problems.



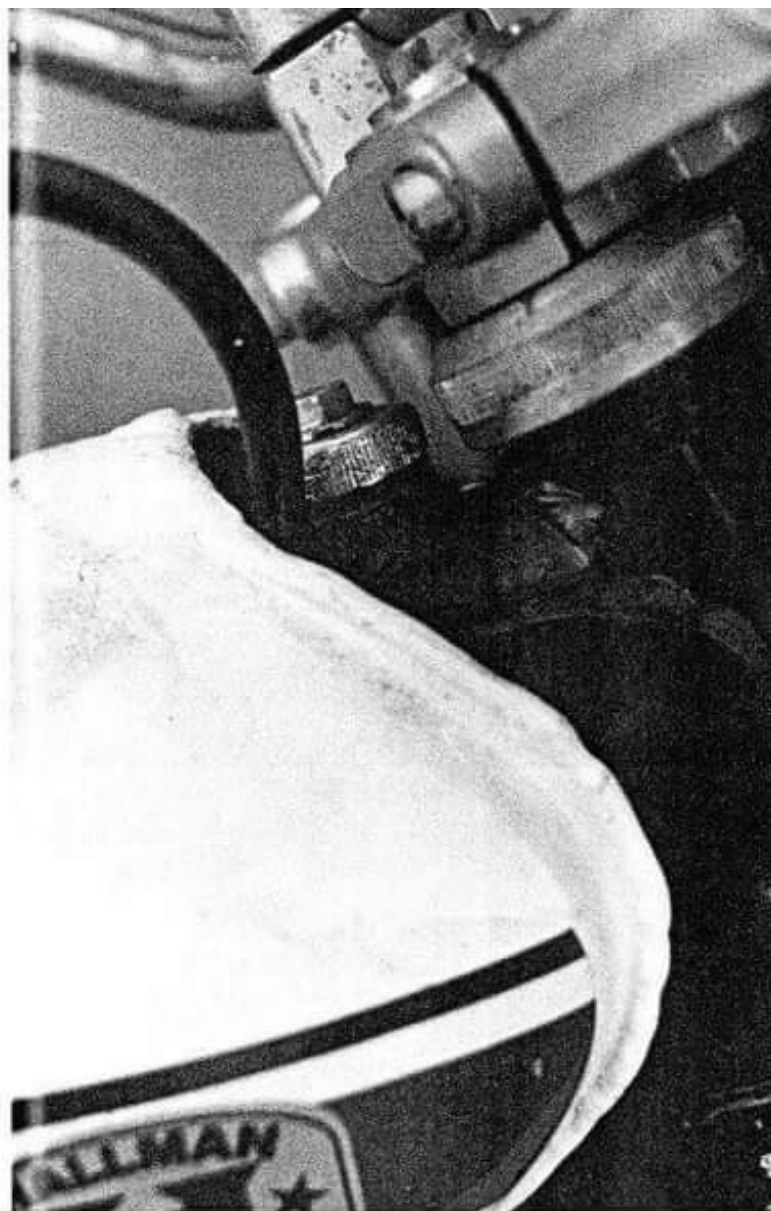
Front suspension is standard Marzocchi.

A high center of gravity is evidenced by this tight fit of the cam carrier under the fuel tank.

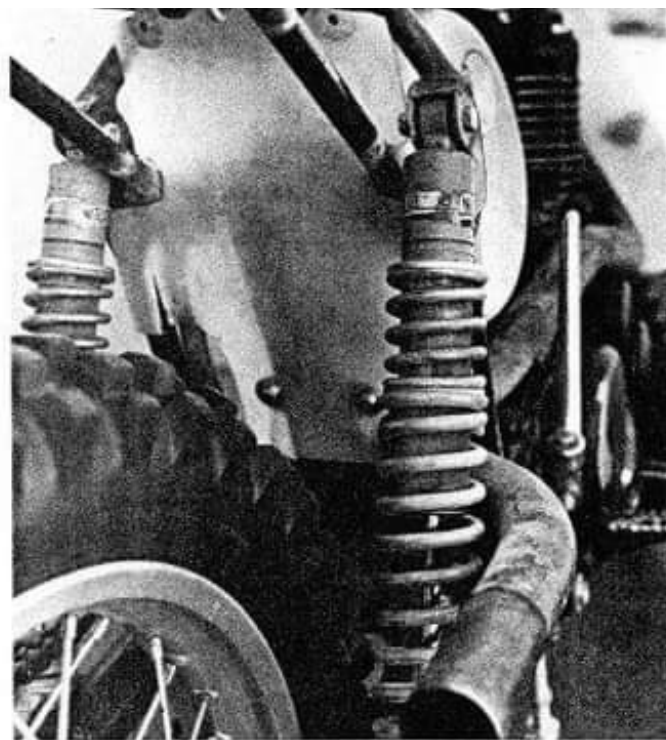


varna-type frame.

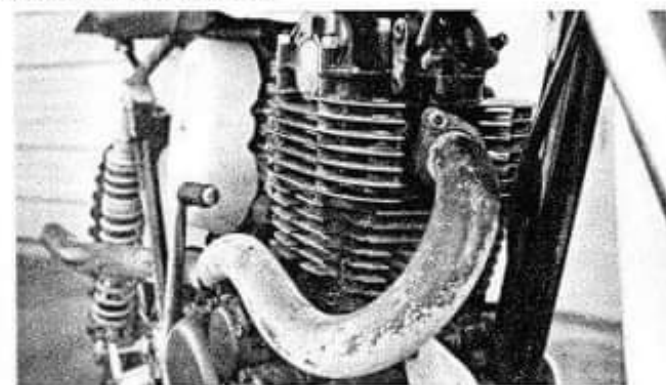
The project was conceived and executed by Hallman-Eneqvist, the Swedish importer of Yamaha motorcycles. If those two names sound familiar it is because they have been connected with motocross since its beginnings. Torsten Hallman, of course, was three times the World Champion in the 250cc class after winning the European championship in 1962. Staffan Eneqvist is one of the original Swedish Grand Prix stars who came to the U.S. with Hallman, Ake Jonsson, Joel Robert and Roger DeCoster for the 1967 Inter-Am series, the year motocross broke wide open in this country. Working with Hallman as brood hen and chief engineer for the project is another former World Champion, Sten Lundin, who won the title in 1961. Lundin was the man who first held the admiration of a teen-aged Roger DeCoster with his immaculately



Oil tank filler is located just forward of fuel tank. Note Husqvarna frame component.



Rear suspension is Bilstein mounted on a Husqvarna swingarm. Note rear subframe modifications.



Monster 500cc Yamaha four-stroke engine breathes into a Lundin-built pipe and produces adequate power for GP competition.

prepared Lito four-strokes, sano appearance and collected demeanor. To this day DeCoster emulates Lundin and has used him as a model for his career.

Together, Torsten Hallman, Sten Lundin, Staffan Eneqvist and Bengt Aberg among them have seven World Championships and enough experience and expertise to produce a healthy challenge on their first try.

The bike, brainchild of Lundin and in development for two years, is based on the Yamaha TT500 four-stroke single overhead cam engine. At this stage modifications to the engine include a built-up piston to produce a 10.5:1 compression ratio, a 34mm Amal carburetor to replace the standard 36mm Mikuni, a Bosch ignition coil working with the standard Yamaha magneto, and a Lundin-built exhaust pipe. The development bike uses a standard Husqvarna frame with mod-

ifications to accept the Yamaha engine and includes a two-quart oil tank in its backbone member. Front suspension is standard nine-inch travel Marzocchi with magnesium sliders, and rear travel is controlled by specially produced Bilstein shock absorbers mounted on a modified Husqvarna swingarm to produce around nine inches of wheel movement. Hubs, wheels, seat and fuel tank are standard Yamaha items and the air cleaner has been specially fabricated for the project. Wheelbase is 57.5 inches with a 19-inch swingarm, 11.0 inches of ground clearance and a curb weight of about 101 kilograms.

Final developments of the machine before the first World Championship event at the beginning of May in Austria will include an American-built frame after the Swedish design, an aluminum swingarm riding on needle bearings with American-made Fox air shocks, lighter

clutch and engine components to reduce weight, the possible removal of first and second gears in the transmission to reduce weight and engine drag leaving three gears adequate for the amount of torque and horsepower the engine produces, and other minor alterations to bring the bike up to Grand Prix specifications.

Friends of Aberg say they haven't seen the man so happy in years. With 30 hours already on the bike, Aberg is still like a baby with a new toy, and the Hallman-Eneqvist team is confident the new toy will prove reliable. The final proof, of course, will be its performance under the stress of World Championship competition. In any event, if this project has the merit to move DeCoster, it is certainly worth staying close to and seeing it to the end. We hope to bring you further reports as the project develops.

