

CARLQVIST—NUMBER ONE OR NOTHING!



Marty Moates leads from the start of the USGP. He won both motos on his private Yamaha YZ465.



Andre Vromans bounces off the fence in the Swedish GP.



Marc Velkeneers on the screaming 125cc "water-pumper."

Most motocross riders of world reknown would be well pleased with third place in the World 500cc Championship after their first season of competition with a major manufacturer. Not Yamaha's Hakan Carlqvist. His superb skills and unshamed ambition mean that in the eyes of the tough Swede, "If you're not number one, you're nothing."

A World 250cc Champion with Husqvarna in 1979, Hakan joined Yamaha last season with the avowed ambition of emulating Heikki Mikkola, who captured a 250cc title for Husqvarna in 1976 and backed it up in 1977 with a 500cc championship for Yamaha.

It was illness that denied the 25-year-old Swede his ultimate goal of a World 500cc Championship, most prestigious title of them all. Stricken by tonsillitis after only two races of the 1980 season, he was too weak to even complete the second 45-minute moto at the French GP. A week later

he drained all his reserves to rally in front of his home crowd and win the Swedish GP but, after that, the all-important mid-season races saw Carlqvist virtually sidelined by a heavy course of antibiotics.

The big effort in Sweden drained him so totally that he could not complete either moto in Finland the following week. In Italy he scraped just four points from two motos, while in Holland and the U.S.A., fourth and second places in the opening motos left him too weak to do business in the second.

His climb back to fitness got into gear in Canada with a couple of second places, and the next GP, in Germany, saw him back on winning form. From that point on, he scored solidly and just pipped teammate Andre Vromans for third place in the Championship table.

Carlqvist was 45 points down on World Champion Andre Malherbe, but would have earned enough



Feet on the pegs and sliding sideways is Hakan Carlqvist.

points to take the title had he maintained the points scoring rate during the mid-season that he set during its start and finish.

"I know it is possible for Yamaha and I to take the title," says Hakan. "The bike is the best there is but for part of this year I was just not able to use it to full advantage."

Carlqvist's teammate on the Yamaha 500cc team was Andre Vromans, who was undoubtedly the most improved rider of the GP season. Moving from Suzuki to Yamaha, Vromans celebrated the switch by storming to the forefront of the motocross stage and taking the first Grand Prix wins of his career. The young Belgian took a magnificent double victory in the Dutch GP on the sandy track at Valkenswaard and shared the honours with Carlqvist in West Germany, taking the first moto win.

"It always takes time to adjust to a new bike," said Andre, "but by the latter part of the season I felt that I was up there with the best of them."

He's not wrong. In fact, with Carlqvist and Vromans, Yamaha has a tough double-barrelled attack to launch upon the 1981 title.

There was another Yamaha-

mounted winner in the 500cc class last year. A most surprising one by the name of Marty Moates. Marty who? That's exactly what most of the established stars said as the young Californian rocketed his private Yamaha away from them to win both legs of the United States Grand Prix on his "home" track at Carlsbad, California. It was the first win by an American in the event's 10-year history and was also the only win by a privately-entered production bike in probably a decade of 500cc Grand Prix motocross! Solid testimony to the competitive edge of Yamaha's YZ465.

The 1980 season also saw Yamaha wins in the 250 and 125cc categories of motocross GP racing.

Belgium's Jean-Paul Mingels (son of 1953/54 World Champion Auguste Mingels) was left off of the Belgian GP grading list which guarantees World Championship race entries to the riders from the various nations. As a result, he took out a Luxembourg licence and made the Belgian authorities look somewhat silly by winning the Finnish 250GP!

Another young Belgian, Marc Velkeneers, contested his first season of

Grand Prix racing in 1980 and proved to be one of the fastest riders in the 125cc class. He won in Holland, France and before his home fans to mark himself down as an obvious potential champion of the future. Additionally, Tetsumi Mitsuyasu came from Japan for his first taste of World title competition, left before the season was over and still took wins in both Czechoslovakia and West Germany!

For 1981, Yamaha has again contracted Carlqvist and Vromans in the big class, while it seems certain that Velkeneers will be pushing hard for the 125cc title.

Additionally, it looks as though Britain's Neil Hudson will join Mingels for a really tough assault on the 250cc category . . . a class which Yamaha has not contested seriously since the days of Hakan Andersson's World Championship success in the early '70s.

Hudson was a close second in the category in 1979 but was sidelined by injury last year. Watch for him to make a storming comeback in 1981.

And watch for the Yamaha name at the top of the results list in all three classes of Championship motocross!

WORLD MOTOCROSS CHAMPIONS WITH YAMAHA



Hakan Andersson proved the worth of the monoshock chassis with a World 250 Championship win in 1972.

The Yamaha riders in 1981 World Motocross Championship racing have the achievements of two previous superstars to match up to.

Sweden's Hakan Andersson brought the first World Championship to the Yamaha motocross team

when he not-so-coincidentally took the 250cc title in the debut year of the monoshock chassis — 1972.

Flying Finn, Heikki Mikkola, had already taken the 1974 500cc and the 1976 250cc titles for Husqvarna when he made a dramatic switch to Yamaha in 1977. Critics said that the new Yamaha could never win in its very first year of GP racing, that Mikkola had made the biggest mistake

of his career. In fact, the very opposite was true. He totally dominated both the 1977 and 1978 seasons and was vying with Graham Noyce in 1979 for what would have been his third title in succession when a series of injuries ended his Championship hopes and ultimately led to his retirement from racing. Heikki now acts as a consultant to the Yamaha motocross team.



Undisputed 500cc titleholder in both 1977 and 1978—Heikki Mikkola.