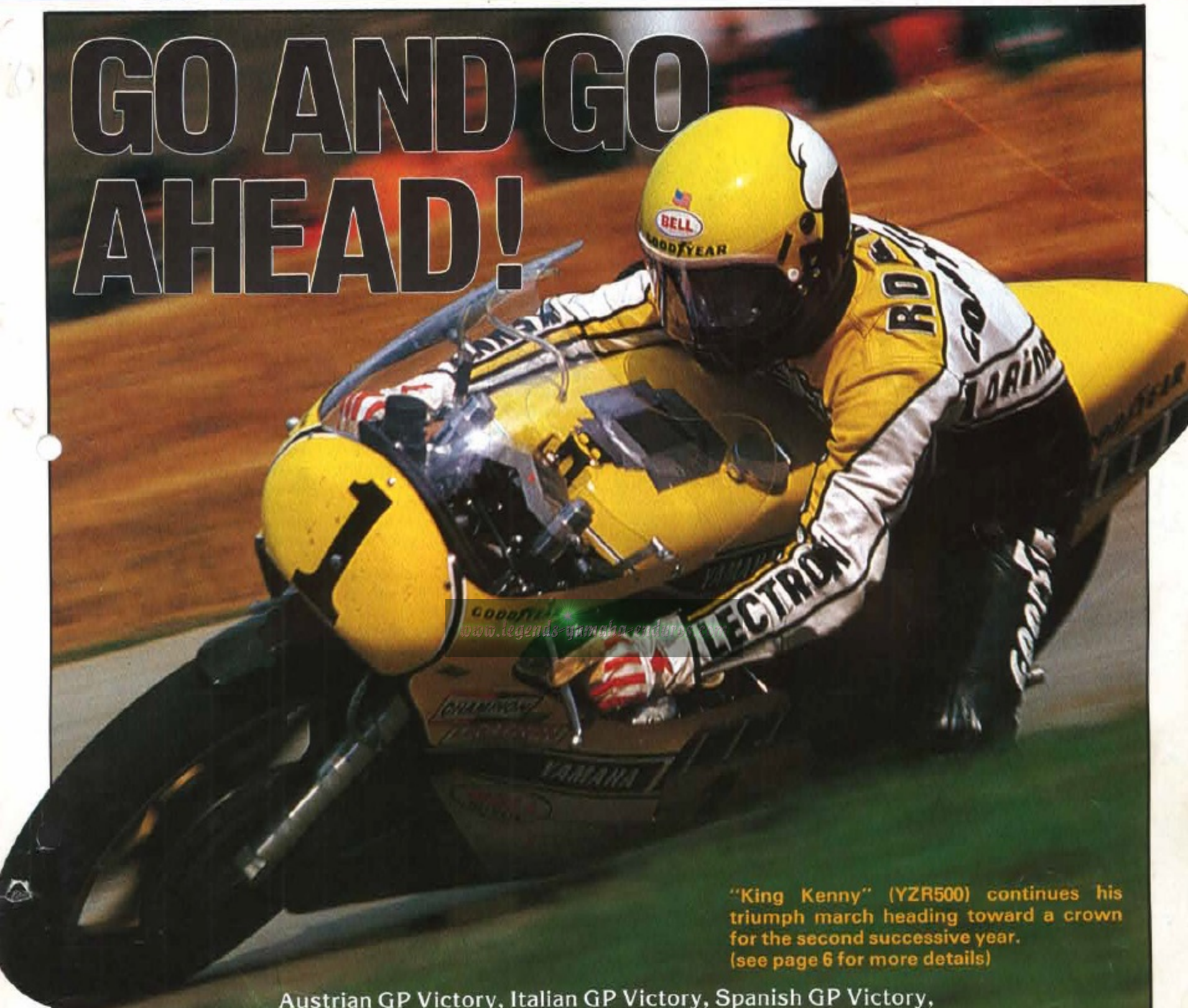




GO AND GO AHEAD!



"King Kenny" (YZR500) continues his triumph march heading toward a crown for the second successive year. (see page 6 for more details)

Austrian GP Victory, Italian GP Victory, Spanish GP Victory,
Yugoslavian GP Victory



Safe and pleasant motorcycling

The staff of the British Southern TV are deeply impressed by Yamaha's positive policy toward safety.

(see page 2 for more details)



For a brighter life

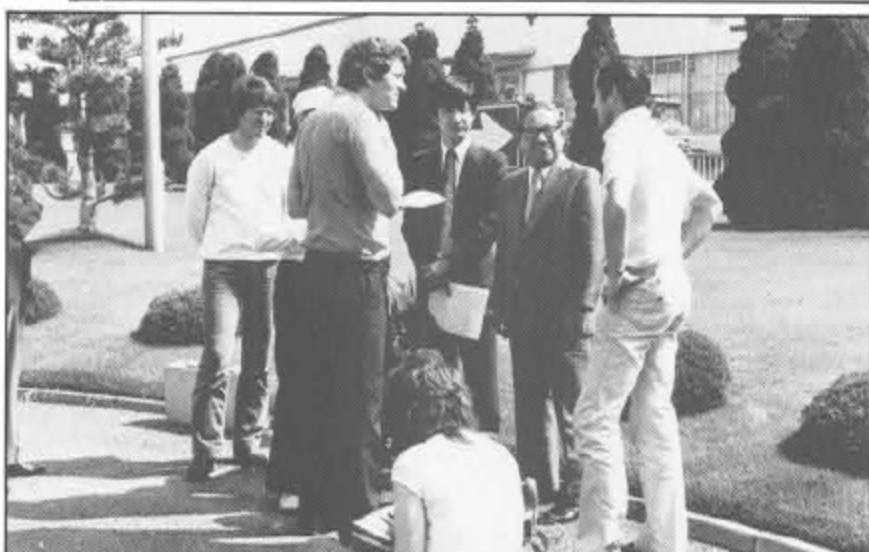
Yamaha distributors and dealers in North Yemen are developing an active campaign for sales promotion of Yamaha portable generators.

(see page 11 for more details)

Around the World

MOTORCYCLES

Safe and pleasant motorcycling



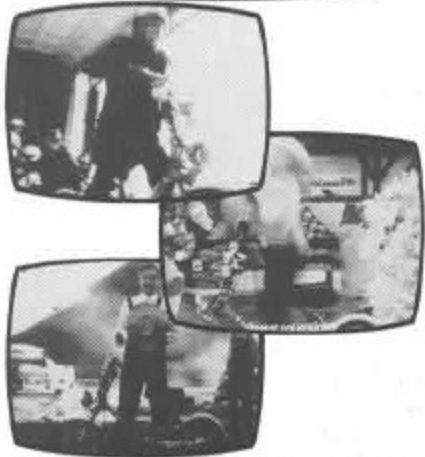
Mr. H. Koike, President of Yamaha Motor talking with the staff of Southern TV.

From Iwata: (continued from page 1) In 1978, Southern TV, one of the leading commercial TV stations in Great Britain, created a great sensation by broadcasting a series of special programs on motorcycles under the title of "Talking Bike" for seven consecutive weeks. In making the '79 version of this program, they chose Yamaha as its target for coverage and recently completed their thorough investigation on Yamaha bikes.

riding a bike. Then, he tries to explain what users, dealers and manufacturer are actually doing to ensure safety, and eventually illustrates how to achieve that purpose. With respect to Yamaha's research and development on safety, "suspension and handling" was their major concern with a special focus on the Yamaha Monocross. The program will be aired on Sunday evenings during the golden hours from 7:00 p.m., which is quite understandable since England is known as the cradle of 2-wheelers. At the outset, the Yamaha report was allotted only one program but it has been since then given three programs as the core of this series.

Popular YAMAHOPPER!

From the United States: Yamaha's new 50cc light moped "YAMAHOPPER" has gained immense popularity in the United States, especially in California since it made a debut in April. Fitted with front and rear hand brakes, pointless C.D.I. system and maintenance-free shaft-drive mechanism, single-speed Yama Hopper is a fashionable, easy-to-handle town bike and an increasing number of high school and university students cite this model as the best means of transport for going to school and back.



Commercial film of popular "YAMAHOPPER" televised in California and Iowa

shaft-drive mechanism. In addition, maintenance-free C.D.I. system makes an appeal to all users.

Mini-cycle motocross school is necessary



From Iwata: Yamaha Mini-Cycle Motocross School which was promoted in Australia early this year, enjoyed a good response from children and their parents or teachers. According to the results of questionnaire, all parents concerned agree that this school does a great deal for the furtherance of safe and sound motorcycle sport.

Also, about 75% of parents or guardians concerned believe that children have learned a lot in this school.

About 87.5% of these parents or guardians consider their children competent enough to teach other club members what they have learned.

- Other interesting findings are:
- 1. 21.3% of children began to ride a bike when they are 7 years old or younger.
- 2. 47.9% of parents purchase bikes when asked by their children.
- 3. About 95% of these parents believe that purchased bikes are very useful for their children.
- 4. About 47.4% of these parents think that manufacturer's instructor is the best teacher of safe riding for their children.

Increased share of Yamaha bikes



From the Philippines: "Save energy" prevails all over the world. The Philippines produces only 10% of her total oil demand. The government is now making all endeavors to turn people's attention to the importance of energy saving. It is even rumored that the use of 6-cylinder or 8-cylinder cars may be prohibited.

Such being the case, people are renewing their recognition of bikes consuming much less fuel. Some large companies are advising their employees to discard fuel-thirsty cars in favor of economic bikes.

Thus, the motorcycle market is expected to pick up toward the future. On the other hand, it is also feared that the progress of inflation will make the situation more complex. In the meantime, however, Yamaha importer Norkis Trading has developed its business in a very suc-

cessful manner. Yamaha took 42.5% of the total market in 1978 and 48.8% for the first four months of this year.

An increasing number of people cite Yamaha as a better choice at a time when energy saving is becoming a matter for their serious concern.

Fantastic XS1100 Special

Yamaha Martini 1.1 From Holland: Famous Italian liquor maker Martini and Yamaha Motor N.V. have jointly built one of the most exhilarating motorcycles in the world - Yamaha Martini 1.1.

Early in 1978, the XS1100 was launched as the fastest, most powerful superbike ever built in the world. With a lot of technical refinements added, the XS1100 is now perfected into the best, the most elegant tourer ever made, to join the elite of a motoring world. What makes the tourer fast is imaginative design and what makes it strong is plain, good thinking and a rich fund of experience. The standards are absolute. Transistor-controlled ignition is unerringly accurate and totally reliable.

The vacuum-controlled advance-and-retard (the first of its kind in motorcycling); the shaft drive, devoid of torque reaction; the CV carburetors; and further from the centre but vital, the Teflon-coated long-travel forks; the five way adjustable shock absorbers; and at the controls, the self-cancelling indicators, the electronic instruments and the light, progressive clutch all have a common origin in clear thinking.

One of the most noteworthy technical improvements is the fairing designed by John Mockett. It is startlingly attractive and aerodynamically sensational. It reduces drag by 15% and cuts front wheel lift by 32%. The lower panels are made easily detachable for summer use.

(continued on page 16)

Another upturn

From Iwata: Mr. Tale, President of DMI (CKD factory) and Mr. Tavassoli, President of CPC (Iranian distributor of motorcycles and parts) paid a visit to Yamaha Motor respectively in March and May. Both leaders of the Iranian Yamaha group and Mr. Koike, President of Yamaha Motor discussed many important matters of Yamaha's future



Mr. Tavassoli (second from left) and Mr. Koike (extreme right)

policy. The motorcycle market of Iran is showing the possibility for another upturn after a temporary slump. The Iranian people find an exclusive merit in use of handy motorized 2-wheelers, citing them as the least expensive means of transport or leisure-time sport. Capturing about 75% of the total market, Yamaha motorcycles hold an invariably high popularity and are greatly expediting the progress of sound motorization in Iran.

All Yamaha efforts are now being joined in order to meet this new upward trend.

Welcome guest

From Iwata: Mr. Wiweko Soepono, President of the Indonesian Garuda Airways who is one of the most ardent Yamaha fans and has once ridden a 4-stroke 650 XS1, realized on June 8 his long-cherished dream of visiting the main factory of Yamaha Motor at Iwata.

Talking with the executive staff of Yamaha and making a tour through the main factory, Mr. Soepono looked very pleased to witness in person the true picture of always-growing Yamaha.

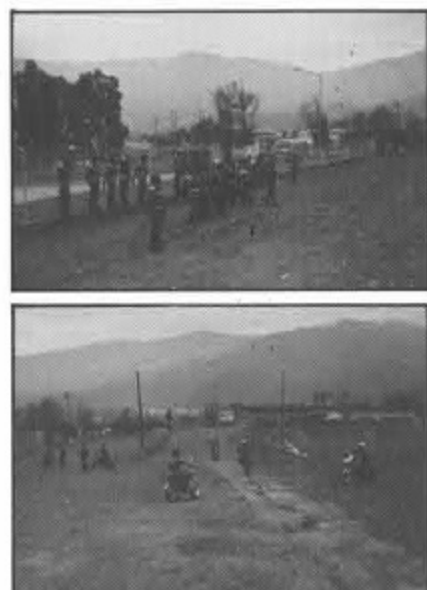
He was accompanied by Mr. J.S. Voerman, General Manager of the Tokyo Branch Office and several Japanese staff.



Yamaha police bikes



From Colombia: As reported from time to time, the recent growth of the Colombian motorcycle market is something worthy of close attention. The sales of Yamaha bikes are maintaining a constant upward curve because of Yamaha importer



Furesa's continued efforts coupled with the smooth progress of knock-down production.

Due to the increased number of Yamaha bikes on the road, Furesa and their franchised dealers are putting specific efforts into the promotion of safe riding, which is in turn further elevating the reputation of the Yamaha brand. Reflecting this trend, in May Furesa delivered 41 XT500 and DT175 (locally assembled) off-road bikes to the Antioquia state police. Prior to delivery of these bikes, Furesa's qualified instructors conducted a special one-month training course for policemen who are in the first line of traffic control around the state. Furesa-owned motocross track was used for this training.

An incredibly long life

From Thailand: High performance, high quality and outstanding durability are common to all Yamaha models. Introduced here is a good example. Mr. Khor Songpaik who is a 72-year-old Yamaha user living in Pattani, southernmost Thailand, has ridden a Yamaha MJ2(55cc), predecessor model of the current V50 or V70, for the past 10 years. The Yamaha has served him as a means of daily transport throughout the above period. The odometer is still working after three rounds have already been completed.

Mr. Khor sometimes rides his Yamaha from Pattani to Yara and back. This is a 32-km tour and he is satisfied with Yamaha's performance each time. More than 20 persons want to purchase the Yamaha from him but he will never part with it.

The outlook is also fine. Piston, piston ring, rims and tires are renewed. A new type muffler replaces an original one.



His 10-year-old MJ2 is so sparkling as a new bike.

Barcelona Motor Show



From Spain: Pictured here is the Yamaha display corner arranged by

Yamaha importer Ledsa for the '79 Barcelona Motor Show, one of the most important events of the kind in Europe.

Yamaha products, such as motorcycles, outboard motors and portable generators, are steadily expanding their respective markets due to Ledsa's untiring sales promotion efforts. Their corner was reportedly one of the most successful corners at the show, attracting a good number of spectators each day.

GENERATORS

Iranian business representatives visit Showa Factory



Factory tour is guided by Mr. Matsui, President of Showa Factory.



From Iwata: Yamaha portable generators which were launched on the Iranian market in 1978, are now gaining popularity for their extra handling ease and superb performance. These products are offering a wide range of use for business and household purposes.

2-stroke ET-500/1500 and 4-stroke EF2600 are marketed in Iran and ET1500 is the best seller. An order for 22,000 units including YP water pumps has already been received by Yamaha.

Reflecting such an upward tendency, four Iranian business representatives have recently paid a visit to Yamaha. They were: Mr. M. Tavassoli, Deputy Manager, Mahban (importer); Mr. A. Moosavi; Assistant Manager, Mahban; Mr. Kademi (sole distributor) and Mr. Kaji (sole distributor).

They made a tour through the Showa Factory after discussing every important matter of future business with the staff of Yamaha Motor. Watching in person the whole production process of Yamaha portable generators under the guidance of Mr. Toshio Matsui,

President of the Factory, they seemed deeply impressed by Yamaha's perfect quality control system. "We are now joining all efforts to build a new nation", said one of them, "Yamaha products, such as portable generators and water pumps, will find a very good market in our nation. Through today's factory tour, we have got more confidence in Yamaha products".

Also, Yamaha motorcycles are holding the largest share of the Iranian market. Moto Bikes have already been launched on the market, too, thus adding extra convenience to people's daily life.



ET-500 generators are rolling off the line.



ET-500 generator sets are also manufactured here.

Around the World

First sales campaign starts

From the Philippines: Yamaha portable generators are enjoying a constant rise in sales in the Philippines. Up to now about 10,000 units, mostly 2-stroke ET500, have been marketed as a handy power source for household use. Yamaha importer Norkis Trading has recently established a new product division in order to enlarge the market of Yamaha portable generators including 4-stroke EF1800 and EF2600 models through developing a large-scale campaign all over the nation. Quiet and economic ET500 has already established a brand reputation in the Philippines. More powerful EF1800 and EF2600 are widening the range of applications. Both 4-stroke models feature a Yamaha-exclusive oil warning device to stop operation automatically when the amount of oil has gone below a prescribed level. This prevents non-lubrication troubles and is accepted as one of the most important sales points. The first one-month sales campaign started in July, covering all major cities. The second campaign will possibly follow it.

SERVICE

Service training

From Sri Lanka: Messers. H.P. Peieis and N. Ikegaya, service engineers of Yamaha Motor, recently conducted a service training school for the students of Negambo Fisheries Training School. These efforts were greatly appreciated not only by the teachers and students of the school but also the Fisheries University of Sri Lanka. 22 students took part in this training and learned the following fundamentals of repairing and servicing Yamaha outboard motors:

- * Kerosene motors
- * Mounting methods
- * Oil
- * Spark plugs
- * Propellers
- * Special tools
- * Service materials

Successful 13-day service campaign; 1,500 machines serviced



From Singapore: Hong Leong Co. (Pte.), Ltd., Yamaha importer in Singapore promoted a 13-day service campaign in co-operation with the staff of Yamaha Motor for the period from March 27 to April 8 as part of their sales promotion program for Yamaha motorcycles. Free check service which was conducted at a service stand specially prepared by the Singapore National Stadium, enjoyed an immense response from



a great number of Yamaha users, benefiting from efficient advance PR activity and 1,500 machines were serviced during the above period. Prior to the campaign, all service mechanics took special training in service techniques and mastered how to use various adjustment apparatus including a timing tester as well as special service tools. This training greatly improved their service skill and contributed to the successful promotion of the campaign. Even on-the-spot adjustment of ignition timing was easily conducted. This naturally enhanced the brand image of Yamaha. Mr. Mizuno, a resident representative of NGK (spark plug manufacturer) in Singapore, cooperated with the campaign staff for the spread of a correct handling knowledge of spark plugs. Also, Mr. K. Iwao, Yamaha's special instructor who was opportunely staying in Singapore for the promotion of Yamaha Motocross School, gave his safe riding lecture for Yamaha users while their machines were being serviced. This was also favorably received by all users. The campaign was a big success and will greatly benefit the sales of Yamaha motorcycles in the future.

PARTS

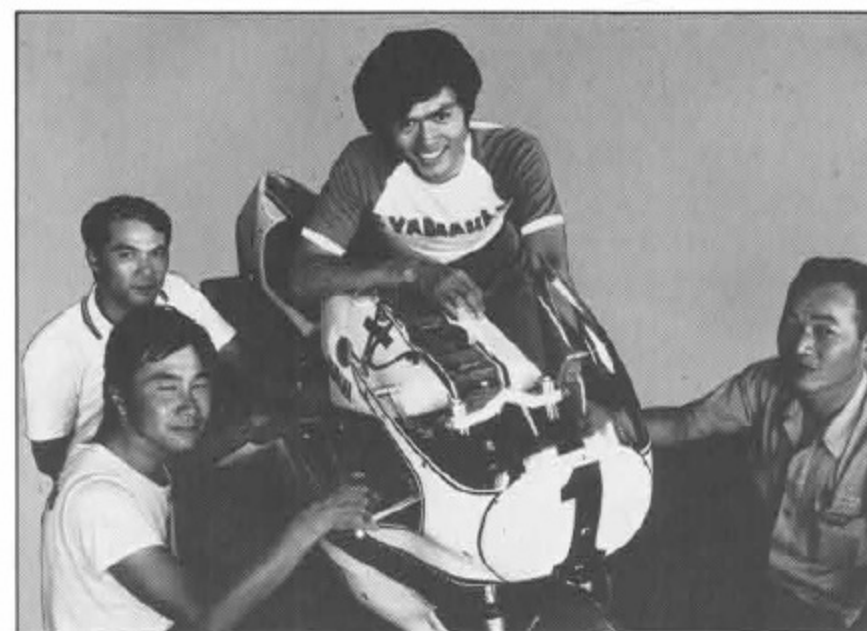
New bearing kits



From Iwata: The sales of three new engine bearing kits are showing a remarkable rise. These kits were introduced on all the XS1100 and XS750 markets of the world in April. The kits contain all the right bearings to complete any XS1100 or XS750 crank job. Many dealers are expressing their satisfaction, confirming that these kits are already solving the headaches often associated with a major engine repair. Yamaha will introduce similar kits of other parts to expedite dealers' repair/service business.

Gasoline shortage boosts parts sales

From the U.S.A.: Gasoline shortage triggered in California has now spread throughout the nation, creating a situation which calls for the revival of old motorcycles and eventually boosting the needs for their replacement parts. Old bikes forgotten in the garages are now being put into use again as is well illustrated by the rapid increase of maintenance and repair services requested for them. Under these circumstances, the Yamaha Parts Distributors Inc. of the Yamaha Motor Corporation, U.S.A. will establish an efficient system for supplement of spare parts in order to meet such an upward tendency.



Young Yamaha engineers and mechanics with a YZR500. They are just home from Europe. From left to right: F. Yamamoto, H. Sato, M. Sugimoto and O. Suzuki

According to members of the Yamaha racing team who are just home from Europe, "King Kenny" was interviewed by motorcycle journalists after he scored his first win in Australia, and talked about his Yamaha YZR500 as follows: "My Yamaha is fantastic like a rocket". With such an incredibly fast machine, Kenny is taking giant strides toward a crown for the second successive year. Kenny finished second in the West German GP, the 3rd round of the series but rain prevented him from displaying his real ability. His three GP wins a row from Spain to Yugo.

were truly worthy of "King Kenny". Regaining his perfect form, Kenny is said to want some extra power on his Yamaha. In response to it, Mr. M. Mizoguchi, manager of Yamaha's second engineering department, mentions as follows: "We are ready to meet Kenny's requirement concerning not only power but many other technical data. His requirement is indicative of his perfect condition." Mr. Mizoguchi left for Europe on June 20, in order to lead the Yamaha racing team for the rest of the series.

NEW PRODUCTS

Light and tough carbon mast

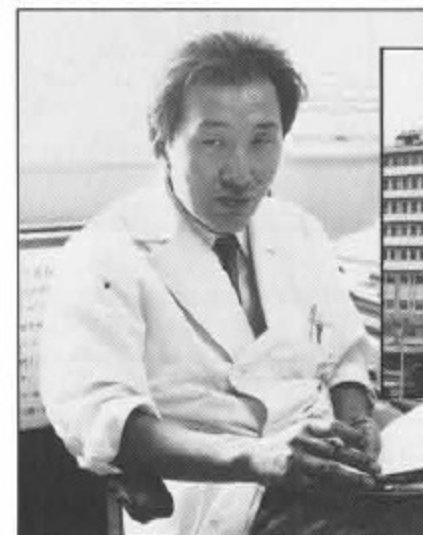


From Iwata: As reported already, the Magician V(Yamaha-24 prototype) won the '78 Quarter-ton World Championship. This success demonstrated the excellent product qualities of Yamaha sailboats. The Yamaha line of sailboats consists of 20 models ranging from the 37-foot cruising ketch to the 11-foot one-man dinghy. Now, the new 20-foot one-design offshore model Yamaha-20 joins the range. One of the most noteworthy features is a carbon mast first introduced in the field of production boats. As you know, a sailboat has a high-rise mast. It must be as light and slim yet rugged as possible. Yamaha's carbon mast has the following advantages over a conventional aluminum mast:

	A1	:	CF
Strength	1	:	5
Rigidity	1	:	3
Weight	17kg	:	8.6kg

Thus, a carbon mast-fitted boat planes smoothly for extra comfort while it proves more raceworthy.

Another "Kenny" fan



tributed to Dr. Shido's perfect treatment coupled with Kenny's supermanlike strength.

From Iwata: As reported already, "King Kenny" is leading the 500cc road racing championship. Here is a story of a Japanese gentleman who is now watching the development of the series as another "Kenny" fan. It is Dr. Tetsuro Shido, chief orthopedic surgeon of the Hamamatsu Medical Center located near Iwata. Kenny was taken to this hospital immediately after he crashed and was badly injured during the final stages of his racer test held at the Yamaha Course in February. He was the physician in attendance on Kenny. "That accident happened at a maximum speed, causing fracture of two breastbones and the spleen was also injured. Almost fatal to any ordinary man!" says the Doctor. But Kenny's recovery was incredibly fast. This should be at-

MOTOR SPORTS

Fantastic like a rocket!

From Iwata: Worldwide attention is focusing on how "King Kenny" would clinch the title for the second successive year. Kenny won the Yugo. GP, the 6th round of the series held on June 17. This was Kenny's 4th victory of the series. He took one second spot, too, and collected 72 championship points. V. Ferrari, Kenny's nearest rival, was 6 points behind. Nobody can believe that Kenny has just recovered from his serious injuries.



Benefiting from good fishing grounds in these waters, the boat always brings fishermen a large catch of fresh skipjacks. In Japan, fresh raw skipjack is much more highly valued than frozen one. Therefore, catches must be landed as quickly as possible. Yamaha's 59-ton FRP fishing boats are gaining popularity for their superb qualities including high, dependable performance, increased operation economy and extra maintenance ease.

MARINE

Young fishermen prefer Yamaha products-Japan



They are first granted the free and exclusive use of powered boats. (Spring, 1972) The northernmost sea of Japan is noted for abundant marine resources and fishermen with their bases located on Rishiri Island are engaging in active coastal-water or inshore fisheries, catching squid and octopus or gathering sea weeds and shellfish. Fishery leaders on this island are now encouraging fishermen's sons to follow their fathers' occupation, which is considered essential to the promotion of coastal-water and inshore fisheries. They are carrying out the following unique system: Any fisherman's son who has finished the course of his compulsory education, is granted the free and exclusive use of a small-size powered fishing boat, if he wants. He can take any boat/motor combination according to his choice. Most of them prefer the combination of a Yamaha utility boat and motor, the performance of which have long proven outstanding. The system started in 1972 and for the

past 7 years 48 sons have applied for it and some of them are already in the first line of fishery operations, saying that Yamaha products are the best choice.

Guests from China

A Chinese inspection group (led by Mr. Kuan Yng Wang, Secretary General of the Chinese Boating Association) paid their first visit to the Arai Boat Factory of Yamaha Motor. China is now one of the most sport-enthusiastic nations in the world and specific efforts are being directed towards strengthening the lineup of their representatives for the forthcoming Olympic Games.

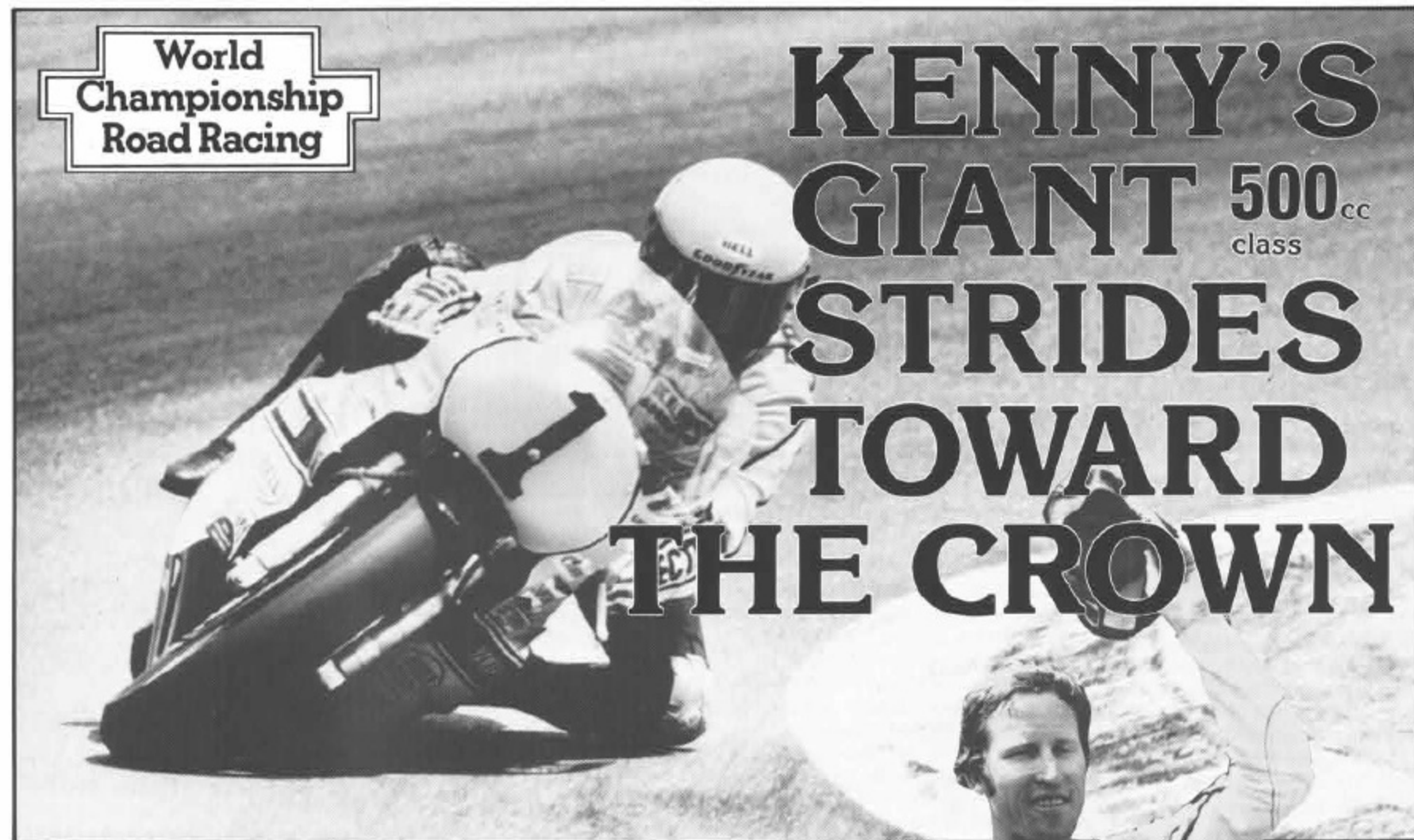


Sailboat racing counts among the most promising future sports in China. They seemed deeply impressed by the modern production process of F.R.P. boats. They also visited the Yamaha Marina and enjoyed boating on Lake Hamana (picture).

High performance plus increased economy

The period from summer to autumn is the season for skipjack pole-and-line fishing in Japanese waters with the warm current going north. Mainly 59-ton or 69-ton boats are used for this type of fishing in these waters and the fishing industry considers it very important to built many more "energy-saving" models featuring both high performance and increased economy. Yamaha started production of these boats about five years ago and more than 10 boats have already been delivered to the skipjack fishing bases along the Pacific coast. Pictured here is the Jintoku-

maru No. 5 belonging to the Omaezaki port, one of the major fishing bases in the Tokai district where the headquarters of Yamaha Motor is also located.



World Championship Road Racing

KENNY'S GIANT STRIDES TOWARD THE CROWN

"King Kenny" took another giant stride toward the 500cc crown when he won the fifth and sixth rounds of the series held in Spain and Yugoslavia respectively on May 20 and June 17. Kenny widened his lead to 6 points from his nearest rival V. Ferrari (Suzuki) after the Yugoslavian GP was over.



Spanish GP - Jarama

V. Ferrari (Suzuki) made the clearest start and led the entire field for the first two laps of this 36-lap race closely followed by Kenny (Yamaha). B. Sheene (Suzuki) had crashed during the final practice session, hitting the same spot on his elbow injured in Donington Park fall in March. He had to push his Suzuki machine over 200 yards before it started as his arm was giving him trouble. On lap 3 Kenny forged ahead of the Suzuki ace, with F. Unchini (Suzuki) and W. Hartog (Suzuki) lying 3rd and 4th. Kenny upheld his lead until Hartog pulled ahead on lap 10. The Dutch ace went on to lead Kenny, though by very slight margins, for another five laps.

Hartog and Kenny struggled for the lead during the middle stages of the race from lap 16 through lap 23. M. Baldwin (Suzuki) was about 5 seconds behind the leading pair. Unchini and Ferrari were some 20 seconds astern. On lap 24 "King Kenny" displayed his real ability and pulled ahead of the Suzuki ace. He began to stretch a second-a-lap lead and took a chequer flag first about 14 seconds ahead of Hartog. His winning speed was 79.85 mph. A record lap was set at 1'33'9 (81.05 mph).

Yugoslavian GP - Rijeka

"King Kenny" scored the 4th victory of the series in Yugoslavia on June 17 and added another vital 15 points to his championship tally.

He snatched the top position during lap 5 and from then on, consolidated his lead lap by lap. His Yamaha performed perfectly and no

serious challenge came from others. Young Italian V. Ferrari (Suzuki) took second place some 6 seconds behind the Yamaha ace.

RESULTS

Spanish GP, 500cc class

1. K. Roberts	Yamaha
2. W. Hartog	Suzuki
3. M. Baldwin	Suzuki
4. V. Ferrari	Suzuki
5. F. Unchini	Suzuki
6. B. v. Dulmen	Suzuki

Yugoslavian GP, 500cc class

1. K. Roberts	Yamaha
2. V. Ferrari	Suzuki
3. F. Unchini	Suzuki
4. W. Hartog	Suzuki
5. B. v. Dulmen	Suzuki
6. M. Rougerie	Suzuki

World championship positions after the Yugo. GP

1. K. Roberts	Yamaha	72 pts.
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Spanish GP

350cc class		
1. K. Ballington	Kawasaki	66 pts.
2. G. Hansford	Kawasaki	45 pts.
3. P. Fernandez	Yamaha	34 pts.
4. K. Ballington	Kawasaki	28 pts.
5. E. Stollinger	Kawasaki	
250cc class		
1. K. Ballington	Kawasaki	
2. G. Hansford	Kawasaki	
3. P. Fernandez	Yamaha	
4. K. Ballington	Kawasaki	
5. E. Stollinger	Kawasaki	
6. A. Mang	Kawasaki	

Yugoslavian GP

350cc class		
1. K. Ballington	Kawasaki	
2. P. Nurmi	Yamaha	
3. S. Asami	Yamaha	
4. P. Fernandez	Yamaha	
5. R. Hubin	Yamaha	
6. A. Mang	Kawasaki	
250cc class		
1. G. Rossi	Morbideilli	
2. G. Hansford	Kawasaki	
3. P. Fernandez	Yamaha	
4. K. Ballington	Kawasaki	
5. E. Stollinger	Kawasaki	
6. A. Mang	Kawasaki	

World championship positions

350cc class		
K. Ballington	Kawasaki	81 pts.
P. Fernandez	Yamaha	42 pts.
A. Mang	Kawasaki	33 pts.
M. Fruttschi	Yamaha	31 pts.
250cc class		
K. Ballington	Kawasaki	44 pts.
G. Hansford	Kawasaki	33 pts.
W. Villa	Yamaha	29 pts.
G. Rossi	Morbideilli	25 pts.



Mikkola hits back!

Heikki Mikkola placed first in both races of the Swiss 500cc MX GP held on July 8. This was his second victory of the '79 series and see our next issue for more details. **Next round: Dutch GP, Markelo, July 29**

No top rider in the Belgian GP

Kenny finished 8th in the Dutch TT held at Assen on June 23 as mechanical trouble hit his machine. He refused to race in the Belgian GP organized at the new circuit of Francorchamps on July 1. The circuit was extremely slippery and dangerous with oil and all top riders including Kenny and V. Ferrari decided that they would not race. **Next race: Sweden, Karlskoga on July 22**

P. Pons (Yamaha) wins the French round

Frenchman Patrick Pons (Sonauto-entered Yamaha) finished first and second in both legs of the French round held at Nogaro on May 27. He led the first leg from the start and allowed no serious challenge from others throughout the race. He finished second in the second leg after a thrilling dice with Kawasaki star Gregg Hansford. Pons was declared overall winner in this round, eventually.

1st leg

1. P. Pons	Yamaha
2. C. Estrosi	Kawasaki
3. G. Bonera	Yamaha
4. H. Guileau	Yamaha
5. J.F. Balde	Yamaha
6. P. Coulon	Yamaha

2nd leg

1. G. Hansford	Kawasaki
2. P. Pons	Yamaha
3. C. Estrosi	Yamaha
4. P. Comeau	Yamaha
5. M. Fontan	Yamaha
6. J.F. Balde	Yamaha

RESULTS

1st leg

1. P. Pons	Yamaha
2. C. Estrosi	Kawasaki
3. G. Bonera	Yamaha
4. H. Guileau	Yamaha

World championship positions

1. J. Cecotto	Yamaha	52 pts.
2. P. Pons	Yamaha	39 pts.
2. G. Hansford	Kawasaki	39 pts.
4. C. Sarron	Yamaha	28 pts.
5. V. Ferrari	Suzuki	27 pts.



Mikkola scores a clear win

Italian 500cc GP

Reigning world champion Heikki Mikkola dominated both races of the Italian GP, the fourth round of the 500cc world championship held at Faenza on May 27.

World Championship Motocross

The meeting was held on a fast sandy course in dry cloudy weather. In the first race Mikkola streaked into the lead immediately after the start. G. Noyce (Honda) and R. De Coster (Suzuki) launched their tough challenge. Especially, Noyce actually got ahead of the Yamaha ace for a few yards on the last lap but the effort proved too much for him. Mikkola easily recaptured the lead while Noyce slid off, losing his second spot to De Coster. The development of the second race was almost the same story. "Flying Finn" Mikkola who was right back on form, proved unstoppable and pulled away from the others. B. Lackey (Kawasaki) and De Coster crashed early in the race but the latter re-started to finish 3rd behind A. Vromans (Suzuki).

1st race

1. H. Mikkola	Yamaha
2. A. Vromans	Suzuki
3. G. Noyce	Honda
4. A. Malherbe	Honda
5. B. Wright	CCM
6. G. Wolsink	Suzuki
7. R. De Coster	Suzuki

2nd race

1. H. Mikkola	Yamaha
2. R. De Coster	Suzuki
3. G. Noyce	Honda
4. C. Sun	Husqvarna
5. A. Vromans	Suzuki
6. H. Schmitz	Suzuki

2nd race

1. B. Lackey	Kawasaki
2. H. Mikkola	Yamaha
3. G. Wolsink	Suzuki
4. M. Smith	Honda
5. R. Burgett	Yamaha

Canadian GP - June 17

1st race

1. G. Noyce	Honda
2. G. Wolsink	Suzuki
3. I. v. Broeck	Maico
4. B. Lackey	Kawasaki
5. A. Malherbe	Honda
6. G. Rond	Suzuki

2nd race

1. G. Wolsink	Suzuki
2. B. Lackey	Kawasaki
3. G. Noyce	Honda
4. A. Malherbe	Honda
5. A. Vromans	Suzuki
6. J. J. Bruno	KTM

World championship positions

1. G. Noyce	Honda	118 pts.
2. G. Wolsink	Suzuki	108 pts.
3. B. Lackey	Kawasaki	104 pts.

125cc class

Italian GP - May 20

1. A. Watanabe	Suzuki
2. H. Everts	Suzuki
3. M. Autio	Suzuki
4. D. Nami	Gilera
5. M. Rinaldi	TGM
6. T. Loli	TGM

Finnish GP - June 10

1. H. Everts	Suzuki
2. A. Watanabe	Suzuki
3. M. Autio	Suzuki
4. G. Rahier	Yamaha
5. T. Isomaki	Suzuki
6. T. Cigarta	Kawasaki

Czechoslovakian GP - June 17

1. H. Everts	Suzuki
2. M. Autio	Suzuki
3. G. Rahier	Yamaha
4. A. Watanabe	Suzuki
5. M. Rinaldi	TGM
6. M. Rinaldi	TGM

RESULTS

500cc class

Italian GP-May 27

1st race

1. H. Mikkola	Yamaha
2. R. De Coster	Suzuki
3. G. Noyce	Honda
4. B. Lackey	Kawasaki
5. A. Malherbe	Honda
6. H. Schmitz	Maico



Hannah clinches the title

AMA Supercross Series

Bob Hannah (Yamaha) clinched the AMA Supercross title for the third successive year when he finished 6th in the 10th round of the series organized at New Orleans on June 2. In this race Hannah made a poor start and was lying 13th for the first five laps. Hannah maintained a sure and steady pace throughout the race and finished 7th eventually, knowing that his point lead would be unchallenged.

RESULTS

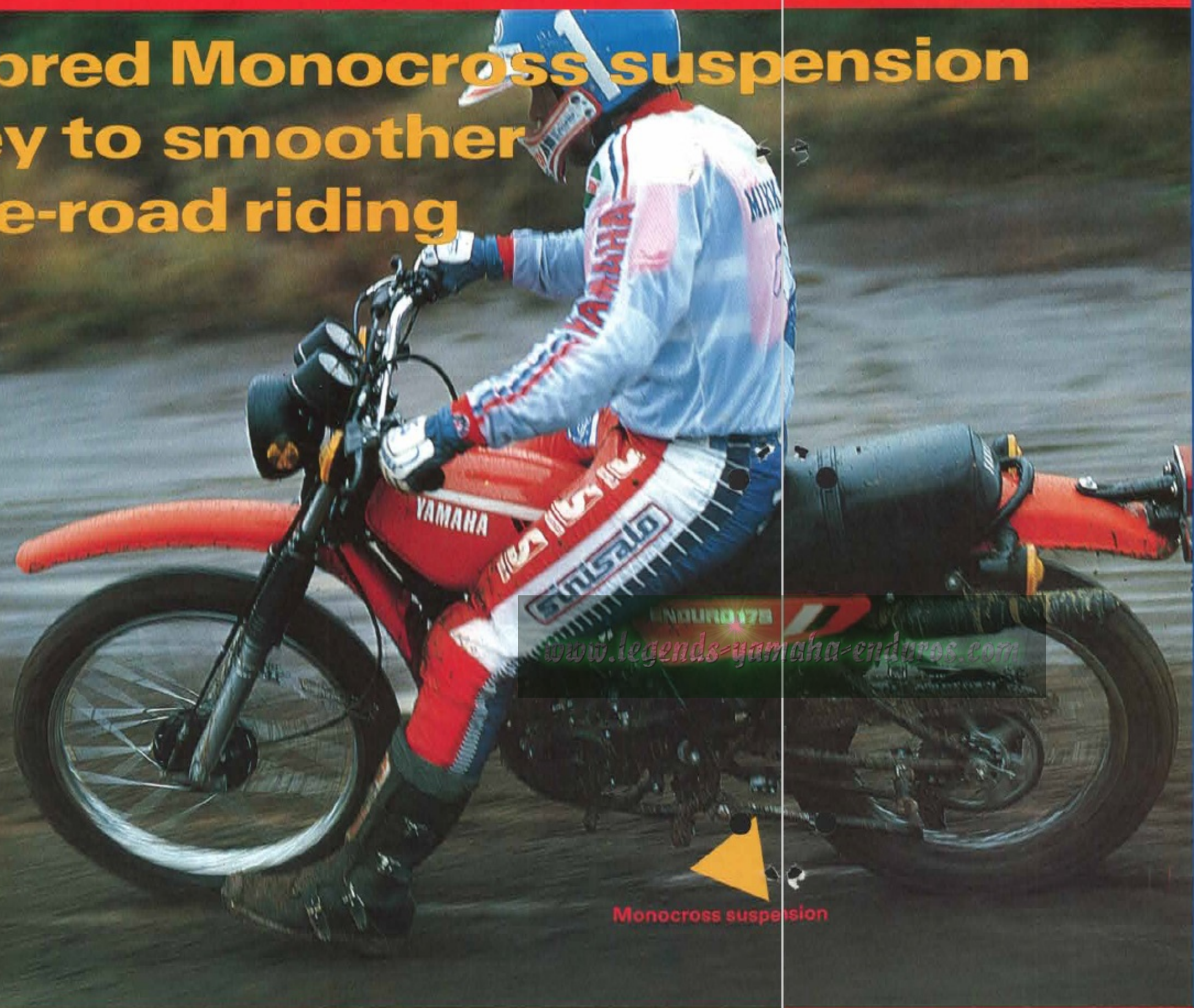
1. S. Wise	Honda
2. J. Weinert	Kawasaki
3. M. Bell	Yamaha
4. W. Reid	Honda
5. M. Trips	Honda
6. B. Hannah	Yamaha
7. G. Semics	Honda
8. D. LaPorte	Suzuki
9. J. Ward	Kawasaki
10. K. Howerton	Suzuki

Championship positions

1. B. Hannah	Yamaha	253 pts.
2. J. Weinert	Kawasaki	183 pts.
3. S. Wise	Honda	166 pts.
4. M. Bell	Yamaha	165 pts.
5. M. Trips	Honda	133 pts.

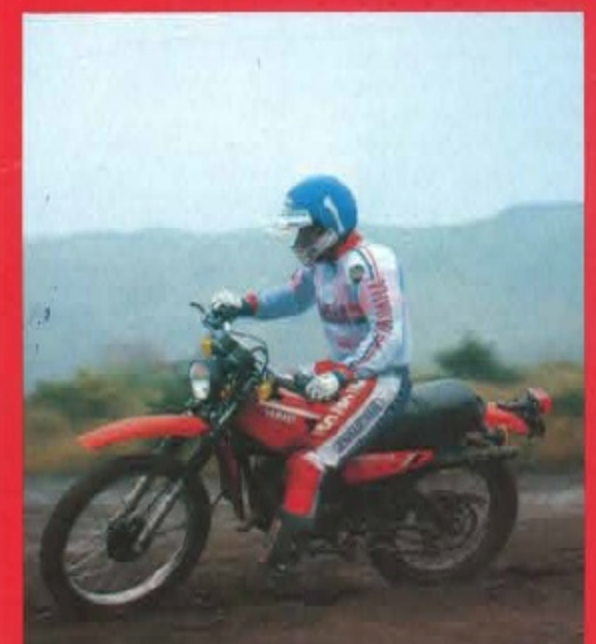
YAMAHA TECHNICAL HIGHLIGHT

Race-bred Monocross suspension is a key to smoother off-the-road riding



ENDURO 175
www.legends-yamaha-enduro.com

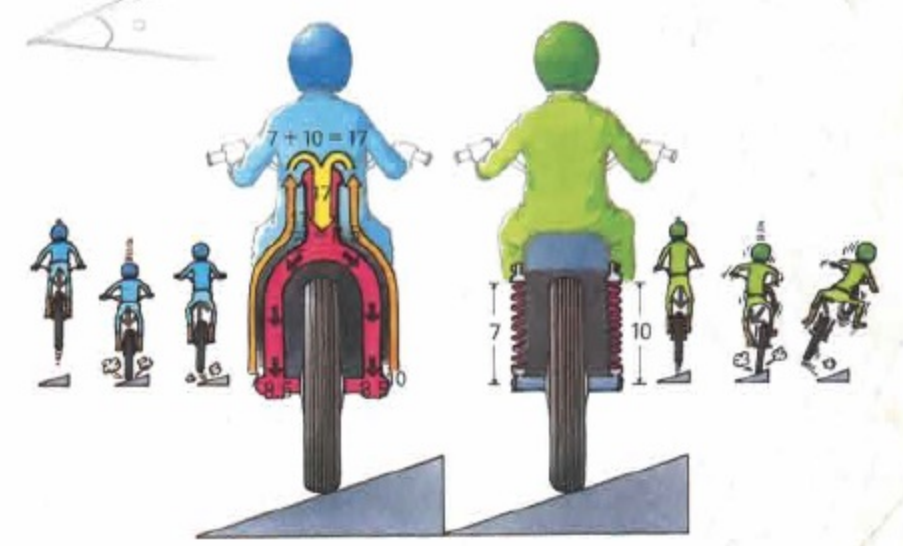
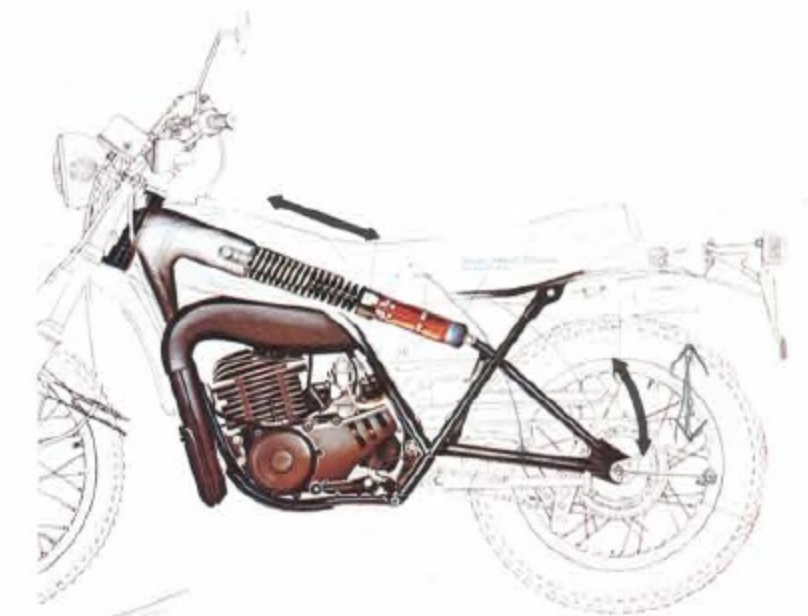
Monocross suspension



Fruitful 6 years of development

It was a sensation when Sweden's Hakan Andersson on the new developed Monocross-fitted Yamaha works machine won the 250 World Motocross Championship in 1973. The race-proven system was fitted to the YZ series production motocrossers in 1974. The adaptability of the Monocross was not limited to motocross

machines. Yamaha road race stars, such as Johnny Cecotto, Giacomo Agostini and Kenny Roberts, clinched their crowns on Monocross road racing machines. Also, it was just recently that Heikki Mikkola won the 500 World Motocross Championship in 1977 and 1978. Now, all the models of the DT trail range feature this system as well.



Advanced mechanism

The Monocross system has a monoshock absorber mounted on triangulated swing arms giving increased rigidity at the rear. This means one response to every bump. Inside this system pressurized nitrogen gas acts like a progressive spring and gives better, longer damping. Shocks or impacts coming from rough road surfaces transfer through these swing arms symmetrically. Even if the strength of them is different on the left and right sides, it allows the rear wheel to follow bumps and dips on the ground in a smooth, efficient manner with less side sway. This enables the rider to maintain a good handling balance of his machine over the roughest terrain. Preload adjustment is easy and accurate and a single threaded nut on this system allows the rider

to change the setting to suit any conditions. First developed and designed as a new weapon for motocross racing, the Monocross system has the following distinct advantage over a conventional rear suspension system while negotiating rough surface conditions: For example, when running over a slope inclined to the left, the bike naturally receives greater shock from the right than from the left. If the strength of the shocks on the right is 10 and that on the left is 7, the bike with a conventional rear suspension system will receive an upward shock of 3 (10 - 7 = 3) from the left. This force inevitably pushes the bike upward through the extended left shock absorber. In the case of the Monocross system, the combined strength of these shocks (17) is equally distributed.

Growing market of Yamaha products

MOTORCYCLES

PROGRESS BY LEAPS AND BOUNDS

Siam Yamaha Thailand



Back in March 1966 Siam Yamaha was established as Yamaha Motor's first overseas joint venture company.

Yamaha and Siam Yamaha have had a long history of ideal cooperation and good relations, which has done a great deal for the remarkable growth of the Yamaha motorcycle market in Thailand.

Smooth local production

At present Siam Yamaha is operating not as a joint venture but under technical cooperation with Yamaha. Monthly production which was about 1,500 units at the start, has been boosted to 10,000. Within the past 13 years the percentage of parts manufactured locally has increased tremendously from 20% to 70%. Probably the ratio will attain 100% next year, if engines and electrical parts are added to the list of such parts.

It looks as if in the near future almost all Yamaha overseas factories will operate in this way, i.e. on a technical aid agreement basis. It can be said that especially all ASEAN nations are aiming for 100% local production of motorcycles. Siam Yamaha is providing one of the best examples for this trend.

Modern factories

The first and second factories of Siam Yamaha are located about 30km from the center of Bangkok. The former was established in 1966 and the latter started its operation early this year. The range of production models includes Y80, G5G (80cc), DT100, RX100/125, DT100,



From left to right: Mr. Hisao Koike, President of Yamaha Motor; Mr. H.E. Poj Sarasin; Mrs. Phornthip Narongdj; Mr. Kasen Narongdj, Managing Director, Siam Yamaha; Mr. Thaworn Phornprapha, Chairman, Siam Yamaha; Mr. Prapat Ketmongkol, General Marketing Manager, Siam Yamaha and Siam Yamaha PR Manager



Front gate of the first factory



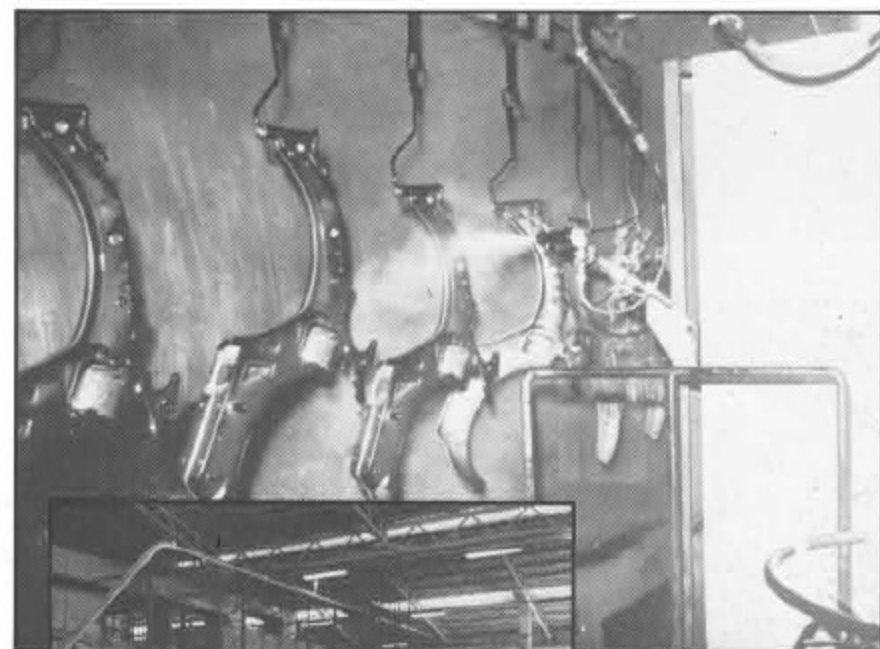
Whole view of the second factory

etc. The Y80 and RX100 have already become the best sellers in their respective fields and the DT100 has also gained popularity among young, active motorcyclists, paralleling the success of the Yamaha Motocross School conducted by Mr. Kazutoshi Iwao, Yamaha's special instructor, in cooperation with the staff of Siam Yamaha. YAMAHA is now the

leading motorcycle brand in Thailand accounting for some 38% of the total market in 1978, enjoying a considerable margin over Honda and Suzuki.

As mentioned above, almost all chassis parts are now locally pro-

duced and their quality and performance have proved truly excellent, indicating that local production technology has attained a very satisfactory level.



Frame painting



Painting process line

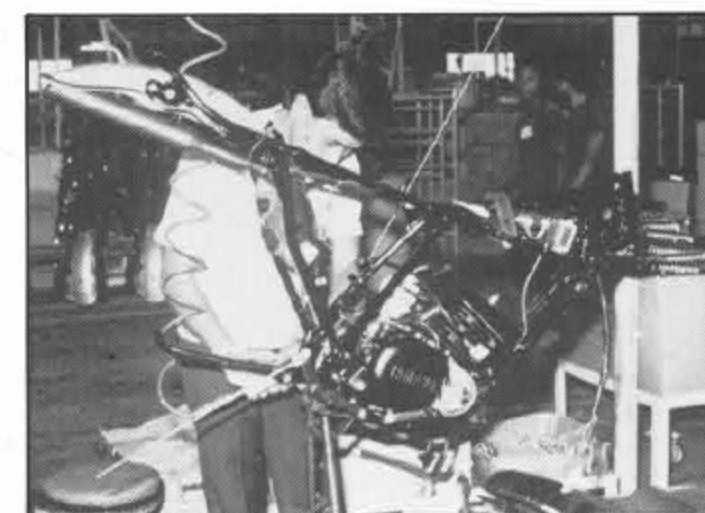


Chassis welding

PORTABLE GENERATORS



Wheel assembling



Frame/engine assembly

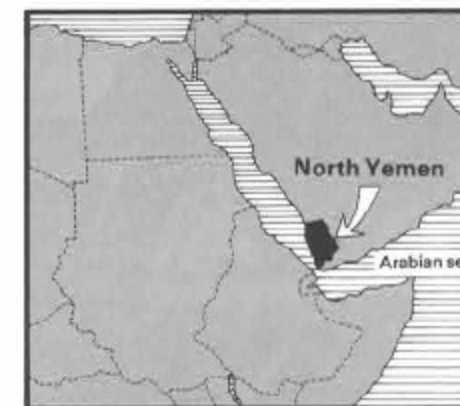


Assembly line



Final test

For a brighter life



North Yemen

(continued from page 1)

Yamaha portable generators - 2-stroke ET500/1500 and 4-stroke EF1800/2600 - are finding a very good market all over the world, especially in many developing nations where an increasing number of people are in need of a new power source to afford more comfort and convenience in their daily life.

First sales/service campaign

Rugged yet simple in construction, extra handling ease, low maintenance cost, compact size, etc. - all these product qualities are inherent in Yamaha portable generators, thus offering a wide range of applications mainly for household use.

Potential demand for these products is considered still great in many nations. This naturally results in a hot contest among a number of different brands including Honda and Fuji Juko. Yamaha distributors and their franchised dealers are developing their active sales/service campaigns in their respective nations.



Attractive display of Yamaha portable generators



Free check service is just finished. They are satisfied with good public response.



Free check service is conducted in combination with demonstration of new models.



Toyota pickup truck is carrying Yamaha models through the streets for demonstration of household applications.

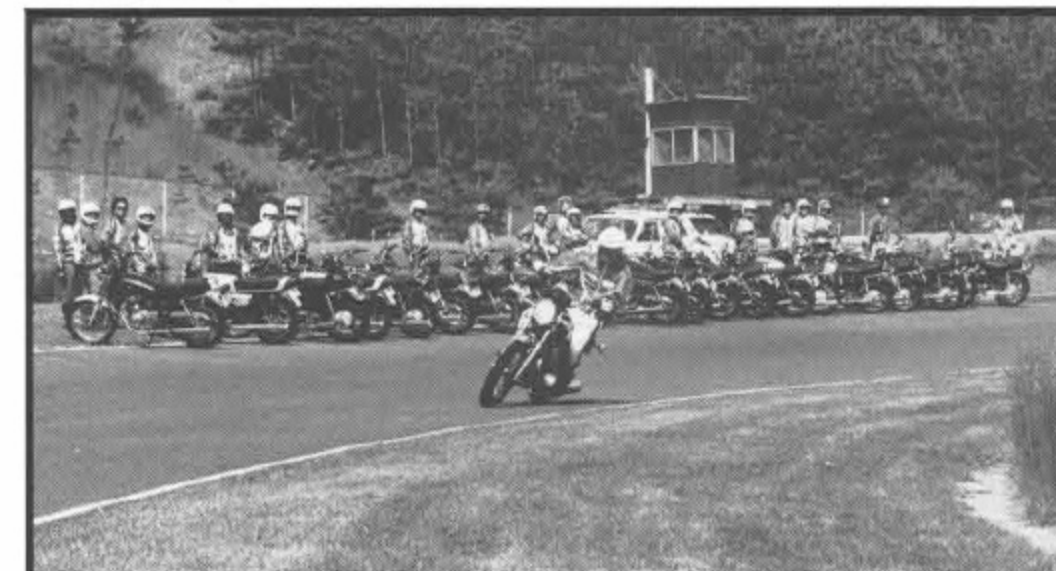
www.legends-yamaha-enduros.com



At the beginning of the school, rider's clothing is examined to ascertain whether suitable for riding. General instructions are imparted and advice is given about rider's posture on a machine.



After a warm-up ride is finished, riding practice, such as slalom, tight bridge, etc. is conducted.



In riding practice at middle or high speed along the road racing circuit, each participant is first requested to ride a bike in his own way. Then model cornering and acceleration practice are conducted by using main curves.

**Safe
Motorcycle
Riding
Course**

Be a road master!

Yamaha has founded the Yamaha Riding School (YRS) in Japan with the intention of training selected motorcycle users to become the leaders of regional safe motorcycle riding activities.

The school is to be regularly held at two Yamaha motor sports centers and we expect it to be favorably received by a number of safety-minded motorcyclists from all over Japan. This will in turn elevate the brand image of Yamaha at a time when safe riding is becoming a matter for increased public concern.

The curriculum of two days and two nights is arranged and great hopes are held for this course as a way of improving riders' techniques and manners. The school will be opened periodically at the Technical Center Iwata which is noted as the first training school established exclusively for motorcyclists in Japan, and at the Sportsland Sugo, a comprehensive motor sports center with top class courses for road racing, kart racing, motocross and trials.

First session at Sugo

The first session of the school was held at the Sportsland Sugo located about 220 miles northeast of Tokyo for three days starting on June 4, 1979. 22 selected riders including one

woman, who had gathered from various parts of the country, such as Akita in the north and Nagoya in the south, attended the school. These participants came with a wide range of motorcycle interest, such as dealers, riding instructors,

students, office workers and a housewife, and ranged widely in age from 19 to 43.

All of them were competent riders. After the opening ceremony, general instructions were given and pre-start inspection of machines was conducted, followed by balance control practice and basic riding practice at the kart course. Also, each participant was examined for the actual level of his or her riding skill.

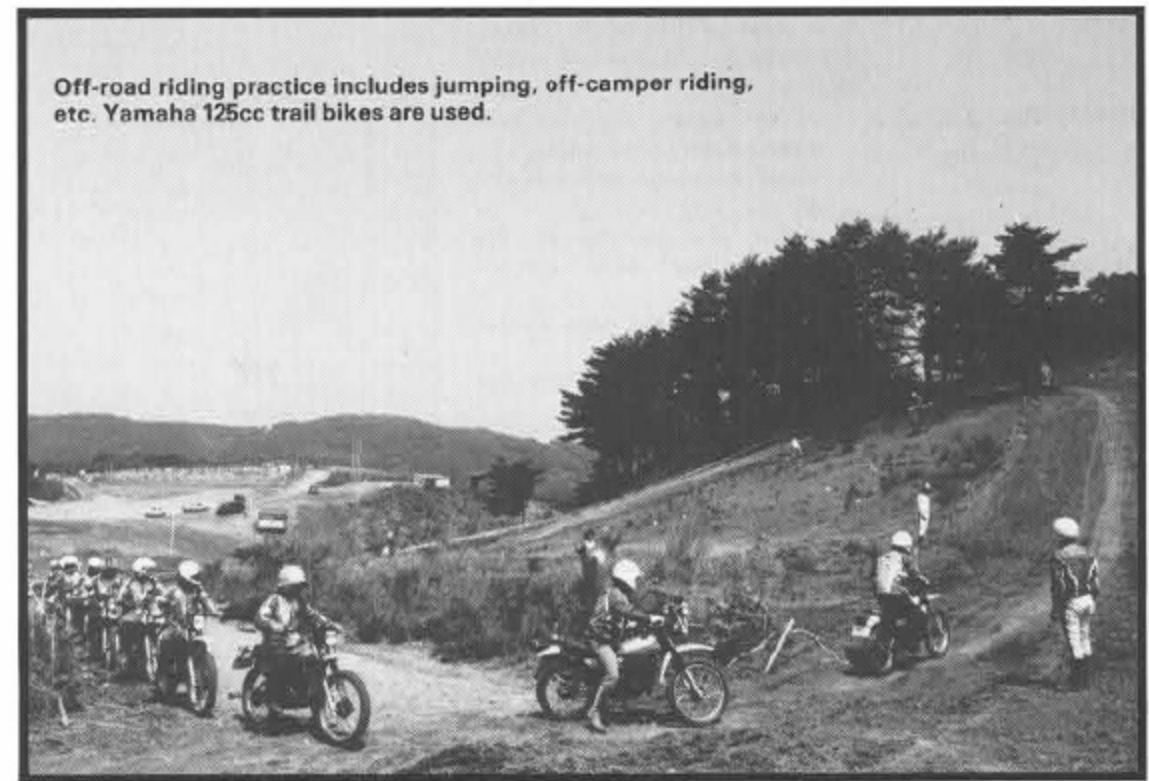
Then riding practice at middle or high speed was conducted at the road race circuit with an overall length of 2,456 meters. Off-road riding practice conducted along the motocross track especially pleased all participants.

Indoors, lectures on the theory of safe riding and riding tests by means of video tape were also given.

True road master

The school's aim is to enable the participants to acquire better riding

techniques and manners worthy of a true road master and to be a model to their fellow riders. Therefore Yamaha instructors are all highly skilled and experienced. The first session of the school was led by Mr. Nobukazu Otsuki, who instructs the motorcycle squad of the Metropolitan Police, assisted by eight veteran Yamaha instructors. Furthermore, five traffic control policemen of the Miyagi Prefectural Police helped to make the safe riding guidance more substantial. The curriculum of the school, combining strict guidance with the pleasure of motor sports, met with a very favorable response from all participants. They expressed their opinions after completing the training course, unanimously saying that the school was exceptionally useful in that they could learn safe riding techniques and manners while enjoying themselves with by the full use of the thoroughly-equipped motor sports facilities.



Off-road riding practice includes jumping, off-camber riding, etc. Yamaha 125cc trail bikes are used.



Lectures on the theory of safe riding based on the experiences of veteran instructors and riding test by means of video tape are given.



At the closing ceremony a certificate carrying its owner's photograph and a riding jacket are given to each participant.

Technical series

Service & Maintenance

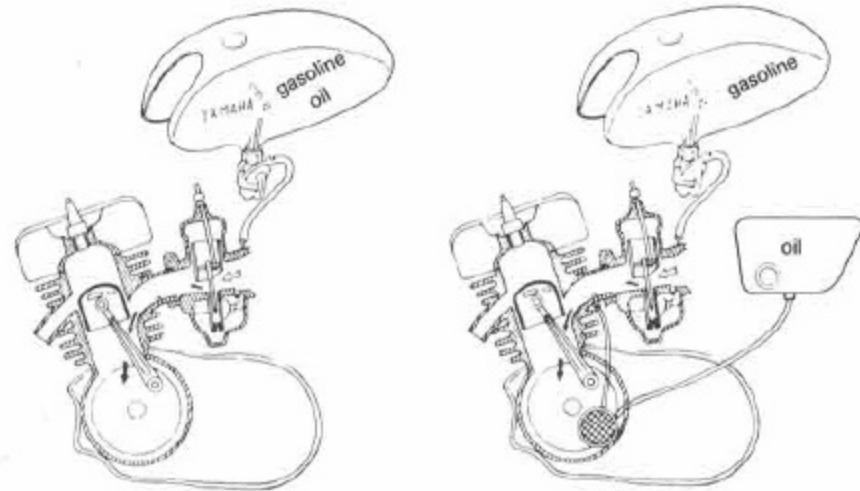
You should strive to maintain a positive attitude toward improving your level of repair/service techniques and knowledge so that you can see every customer use his or her Yamaha bike in the best operative condition. This technical series has been designed with this in mind and provides proper coverage of the fundamentals required for every Yamaha serviceman. Gain more through elevating the brand image of Yamaha!

(These pages should be kept long and fully utilized for your better service work.)

Autolube

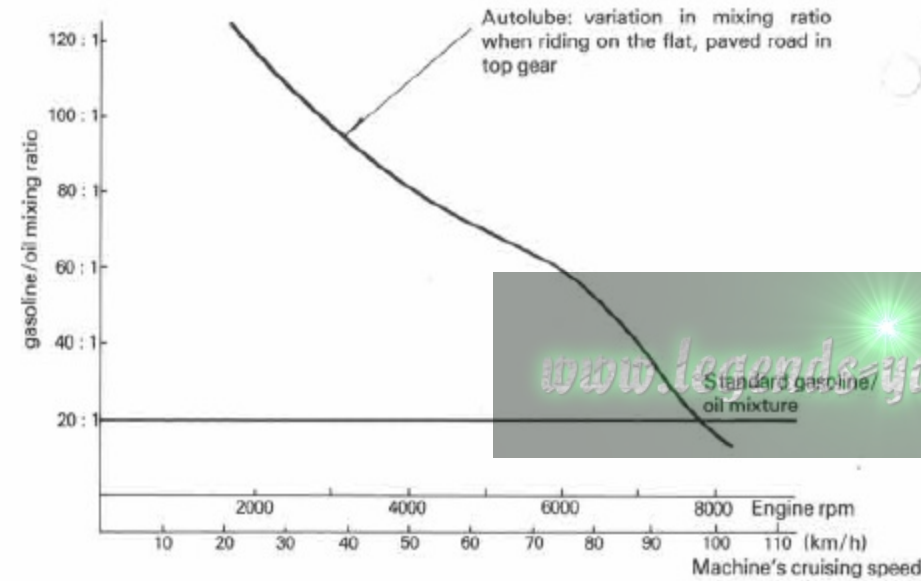
As you know, there are two different methods of 2-stroke engine lubrication: pre-mixing lubrication and separate lubrication. All the Yamaha models available on the market feature a Yamaha-original separate lubrication system designated "Autolube". Pre-mixing method has long been used for every 2-stroke model. Gasoline and oil are mixed in advance at the ratio of 15:1 or 20:1 so that the greatest effects of lubrication can be obtained when engine load reaches its maximum. This method, however, has the following weak points:

1. Wasted oil over the range of low rpm's.
 2. More carbon accumulation
 3. Offensive exhaust smoke
- Therefore, at present all stroke models discard this method, except for road racers. The separate lubrication method features an oil tank separate from a gasoline tank. A special pump fitted to the oil tank works in close linkage with engine rpm and throttle opening. The pump precisely measures out the optimum amount of oil for each different riding condition.



Noteworthy features

- The Yamaha Autolube supplies gasoline and oil separately to the engine. This method ensures the following advantages:
1. Lubricating efficiency is greatly increased and piston seizure is prevented.
 2. Carbon accumulation is reduced. Piston, cylinder, piston ring, muffler, ignition plug, etc. are kept clean. This greatly benefits the engine's performance and durability.
 3. The amount of oil is precisely metered in accordance with engine load. This prevents oil from being wasted. Consumption is only one third that of the pre-mixing lubrication method.
 4. Less oil is induced into the combustion chamber, thus reducing exhaust smoke.
 5. Combustion efficiency is improved.



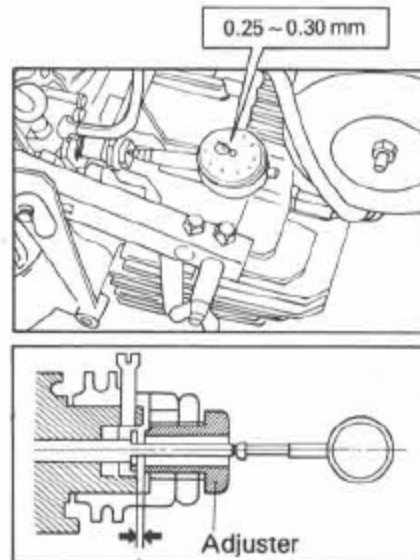
Service and maintenance of "Autolube"

Keep this unique lubrication system in the best working condition by following the procedures of service and maintenance stated below:

1. Air bleeding
The Autolube pump and delivery lines must be bled in the following instances to prevent piston seizure:
 - * When setting up a new machine out of the crate.
 - * When Autolube tank has run dry.
 - * When any portion of the system has been disconnected.
 - (1) Bleed the pump case and/or oil pipe.
 - (2) Bleed the pump distributor and/or delivery pipe.
 - a. Start the engine.
 - b. Allow the engine to run at about 2,000rpm for two minutes.
2. Minimum pump stroke (V series)
Check:
 - If the plunger stroke is correct while the engine is idling.
 - (1) To adjust the plunger stroke, first loosen the locknut.
 - (2) Turning the adjusting bolt clockwise decreases the

plunger stroke; while turning counterclockwise increases the plunger stroke.

- (3) When the correct stroke is attained, tighten the locknut.

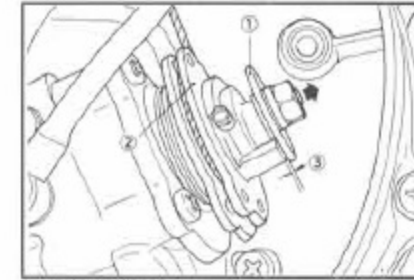


Other Models

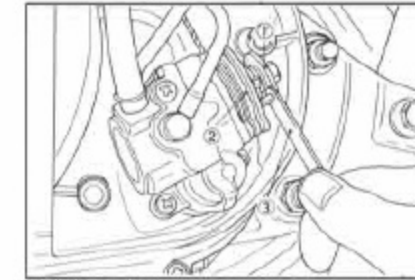
If clearance is incorrect, remove the adjust plate locknut and the adjust plate. Remove or add an adjust shim as required.

L2S/DX
RS100/125, RX100/125
DT100C/X, DT125

0.20 - 0.25mm



1. Adjust plate
2. Adjust pulley
3. Thickness gauge



1. Adjust plate
2. Adjust shim

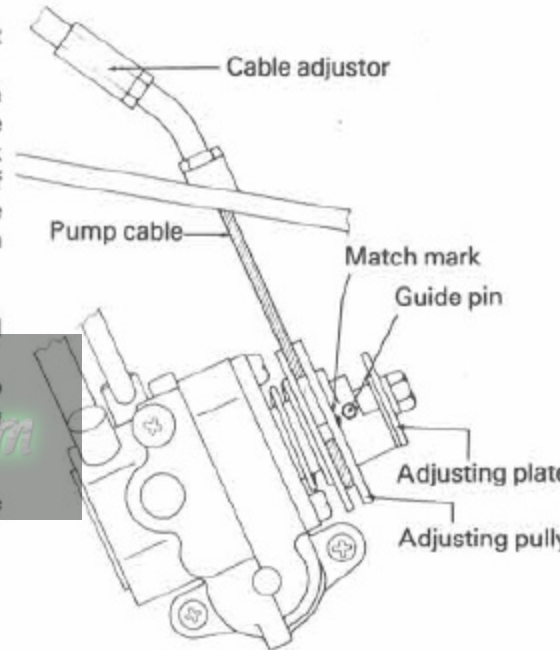
Note: Min. pump stroke is precisely adjusted by the factory.

3. Cable adjustment

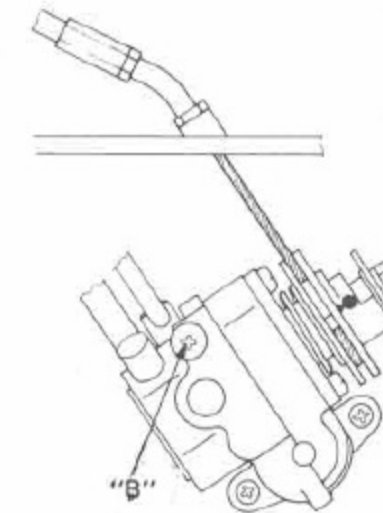
(1) Piston valve/reed valve type

Type 1 (Adjusting at closed throttle):
Remove all slack from throttle cables and see that guide pin and mark are aligned. Adjust if necessary. (See Service Data for the match mark.)

Type 2 (Adjusting at full throttle):
Fully open throttle grip and see that guide pin and mark are aligned. Adjust if necessary. (See Service Data for the match mark.)



Full throttle adjustment (and synchronization)
1. Fully turn throttle grip out.
2. Adjust mark (O) on throttle slide in carburetor to position as shown.



Check window

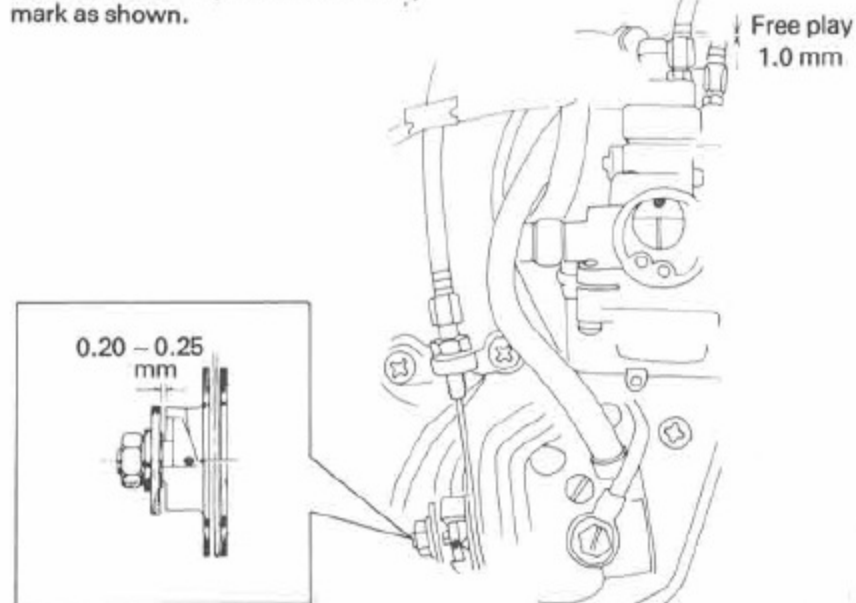


RD250/400, DT250/400



RD125/200

(2) Rotary valve type (YB series)
As illustrated below, open throttle to align carb marks; then make oil pump pin line up with stationary mark as shown.



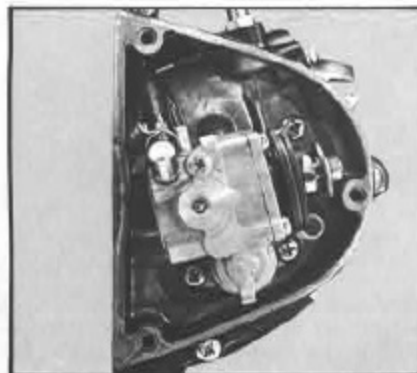
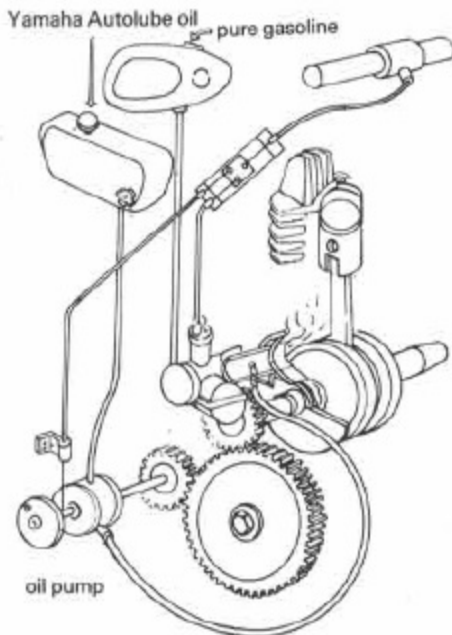
Free play 1.0 mm

0.20 - 0.25 mm

Yamaha Autolube

Back in 1963, Yamaha introduced a revolutionary separate lubrication system-Autolube, the first of its kind ever developed in the world. This system eliminated messy pre-mixing and reduced fuel consumption, providing a good solution to this pending problem in the field of 2-stroke engine technology. Autolube was one of Yamaha's superb 2-stroke achievements, deriving from many years of successful race activities in pursuit of the ultimate in motorcycle technology. The Autolube caused a sensation all over the world, especially in North America and

Southeast Asia where pre-mixed fuel was not easily obtainable.



Q & A Corner

This is a new series. Every kind of question will be answered here. If you have any questions to ask on motorcycle mechanics, service/maintenance, riding technique and any other subjects, please do not hesitate to write to us at the following address:

"Yamaha News" Editorial Room
AD & PR Division
2500 Shingai, Iwata-shi, Shizuoka-ken (Japan)
Code No. 438

This series will cover not only motorcycles but also all the other products of Yamaha, such as snowmobiles, outboard motors, generators, etc.

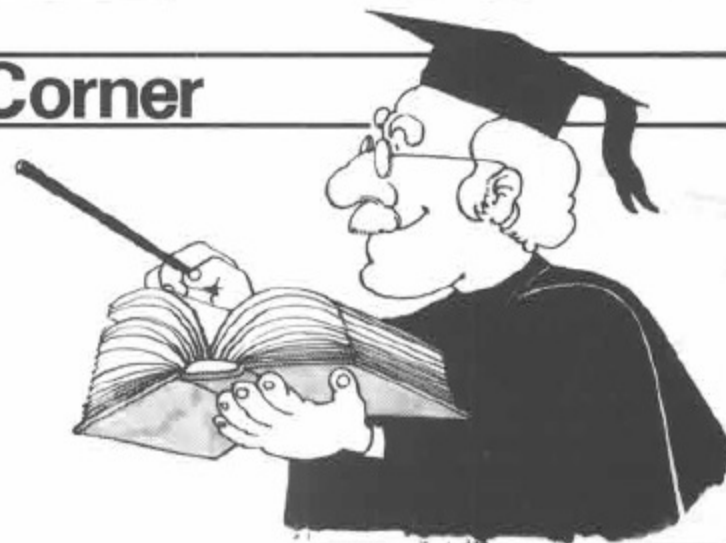
Q I have recently purchased a new Yamaha RX100 bike. This is my long-coveted model. Performance is truly wonderful. My life is more pleasant with this Yamaha. It is a treasure for me. I wish to ride it as long as possible. Is there any secret to it?

Mr. Lie Gie Tjang, Jakarta, Indonesia

A RX100 is a very good choice. Everybody has the same feeling as

you when he gets a new bike. In fact, a number of similar letters have been received by us. Well, your care and consideration will lengthen the life of your bike. You must have a correct knowledge of a bike. For example, too high speed is no good for the engine. Similarly, too low speed will hurt the engine. Avoid slow riding in top gear. Otherwise, the life of your bike will be shortened, however fine the product quality may be. You must perfect your bike knowledge. The best way is to read carefully the owner's manual at-

tached to your new model. By doing so, you will master at least 50% of what you need to know. The rest will depend on your practice. Also, you should consult a dealer or more experienced user about anything unclear to you. Make it a rule to inspect your bike before and after riding. In the case of a new bike, inspect it for any excessive play or tightness. Follow your owner's manual and try to keep it in the best operative condition at all times. This will prevent mechanical troubles and save your money.



(continued from page 2)

YAMAHA MARTINI 1.1



Mike Hailwood rode for both Yamaha and Martini in 1978. Before the racing began, Hailwood used an XS in Martini livery to renew his intimacy with the Isle of Man TT course: he rode the bike around the

Island for lap after lap. Afterwards, delighted with its performance, he rode it often in England and then back home in New Zealand. The effect of the newly designed fairing is delightful. Behind the fairing, a

any speed, calm reigns. The rider is protected. He is comfortable, safer. Above all, he is free to enjoy to the full the character of a motorcycle that owes its outstanding qualities to the special purpose for which it is

built: fast, faultless touring in the grand, indeed, the grandest manner.

Outdoor advertising Part 1

Outdoor advertising has the following benefits:

1. The effect is repetitive and continuous.
2. It can have an extremely strong impact.
3. By tailoring the message to specific locations, various markets can be effectively isolated and appealed to.

But, the effect is in direct proportion to the design, location and target of the advertisement.

• Basic strategy

Similar to other media, outdoor advertising must be prepared according to the overall campaign if they are to be effective. That is, you must use the same logos, slogans and other basic elements

that you use in other types of advertising. Due to the particular nature of outdoor advertising, you can not expect to include detailed information or use them for short-term promotions. Such long-duration campaigns, as those to popularize motocross or create demand for a particular model, are natural topics for outdoor advertising.

• Location

Basically, any outdoor advertisement must be placed where it meets the following criteria:

1. Where many people gather
2. Where traffic is heavy
3. Where the view is unobstructed
4. Where the desired market congregates

Once you have determined the basic conditions, make a complete investigation of your area to find the best and most cost-effective locations.

For example:

1. Busy highways or commuter rail lines
2. The entrance to a city
3. Busy streets
4. Railroad stations, bus terminals, airports
5. Schools
6. Entrance to apartment complexes or housing areas
7. Highway ramps

