Yamaha News

YAMAHA MOTOR CO., LTD. AD & PR DIVISION

Inside

- Passola, it's small but tough (New
- New Yamaha center opens (Uruguay)
- Neil Hudson achieves his lifetime ambition ('81 250cc world championship motocross review)
- Yamaha Seca is out to be No. 11

Sea and Land

All Yamaha



the mikoshi carrying platform upon which idol which represented the residing holy spirit of a main shrine was set when it was taken out to tour the country and then when it was returned to shrine. The structure is anything from the simplest carrying platform, square, hexagon or contracts to a highly compiler and platform, square, hexagon or octagon, to a highly complex and elaborately decorated one. Usually they are made of wood, painted black with a chinese pheonix on the roof and area attached to two long horizontal poles by which they

Today the mikoshi is a part of the feetivals of every season, at which time they are paraded around the streets of the town. In the autumn festival, for example, they sym-bolize gratefulness to the gods for a successful harvest. Even though a successful narvest. Even thought today people are not so conscious of the role of the gods, still the custom remains. The mikoshi was once carried only by young men, however recently women have also begun to participate in the ritual.





The excitement fills grounds of the '81 All Yamaha Sports Fiesta

IWATA: "Cutting the wind on land and Now it's a summer wave Yamaha," was the slogan for the '81 All Yamaha Sports Fiesta held in Japan in August, right in the middle of summer,

Yamaha has conducted large sales campaigns all over Japan from spring through summer when activity in the market reaches its peak. As a result, a sales record of 35% over that compared to the same period last year was achieved, and an important step was made in the objective of selling one million Yamahas annually. The '81 All Yamaha Sports Flesta was conducted as part of the overall Yamaha sales campaign, and it draw crowds of well over 15,000 and generated much more interest than had been anticipated.

The Fiesta was sponsored by the Hamamatsu Office of Yamaha Shizuoka (Inc.) which is the home of Yamaha, and by its subsidiaries, the 18 Yamaha dealers in Hamamatsu City. The indoor and outdoor facilities of the Hamamatsu Sogo Sangyo Tenji Kan (Hamamatsu Industrial Exposition Hall) were used for two days of a weekend for this promotion.

The special attraction of this Fiesta was the complete display of all types of Yamaha products for the land and sea, ranging from motorcycles, racing karts, and portable generators, to sail boats, power boats, and outboard motors, right in time for the summer vacation. This show increased customer interest in Yamaha products, and also a place was provided for the whole family to see and feel Yamaha for themselves. A section designated especially for persons with no previous experience and this included riding instruction as well as a consulting corner on how to get a license. Top racers representing each sport were invited and they held a charity signature presentation. Movies on motor sports and water sports were shown and on the spot sales of accessories were also held. These various programs and activities with

greatly improved the special features of this Fiesta The motorcycle sales contracts alone, made in this one Fiesta counted 225. Other Yamaha Fiestas were also held throughout Japan during the period, and they numbered over 100 loca-

Yamaha customers in mind seem to have

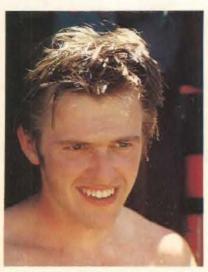


Colorful land and sea Yamaha products are also arranged



Yamaha Beluga is also becoming one of the best selling 50cc models in Japan.

SPORTS NEWS SPORTS NEWS FLASH Neil Hudson, New World Champion!



Neil Hudson proved himself to be a man of great tenacity by winning the

250cc motocross world championship title in the last extremity after a fierce season-long battle with Georges Jobe (Suzuki).

Hudson was 53 points behind Jobe when the West German GP was over on July 5, with only three more rounds to contest. But he was a stunningly tough guy! Hudson chalked up two GP victories (54 points) in a row after the West German GP while Jobe gained only 12 points. As a result, only 11 points separated both riders when they were lined for the first race of the Dutch GP, the final round of the series held on August 16. Hudson added 13 points to his championship tally by finishing 4th and 6th in the two races but Jobe failed to score any points. Hudson who had never led the '81 title chase, clinched the crown at the last moment.

(See page 6)

Final championship positions

	Control of		
1.	Neil Hudson	Yamaha	235 points
2.	George Jobe	Suzuki	233 points
3.	K. van der Van	KTM	159 points
4.	Rolf Dieffenbach	Honda	101 points

 Heinz Kinigadner
 Mike Guerra 80 points Puch Husqvarna 77 points

Broc Glover Dominates AMA500



American Yamaha motocross star Broc Glover, who had led throughout the 8

round AMA500cc motocross championship series, clinched the title by winning both races of the 7th round held at Washougal on August 12th. Then going on to win the final round at Carlsbad on August 16th, he added another 50 points to his championship tally. With his lead almost unchallenged throughout the '81 season, he proceeded to chalk up a spectacular record of 12 wins in 16 races, with 3 of the remaining 4 as second places and one retire.

Broc's team-mate Mike Bell also did well, taking second place in the final championship standings just 90 points behind the champ.

Rolf Biland and Kurt Waltisperg win the sidecar title

Rolf Biland/Kurt Waltisperg (Yamaha) became the '81 sidecar world cham-pion when they won the Swedish GP about minutes ahead Michel/M. Burkhard (Yamaha) August 16. Another title chaser Taylor/B. Johansson ('80 world champion) failed to match the pace set by Biland and Michel.

Ramada Marine and Leisure Show were no major breakdowns on the entire trip, with the RS125T showing excellent



From Qatar: Recently, as a part of their sales promotion program, the Al-Badi Trading & Contracting Establishment, Yamaha's Qatar importer, arranged a display corner featuring outboards, marine diesels, FRP boats and power products in the Ramada Marine and Leisure Show. This show held in the city of Doha, is one of the most important events in the boating industry in Qatar, a

country where Yamaha products are finding an increasingly good market because of their competitive prices and superior product features.

The display proved to be a great success, with the range of quality Yamaha products attracting visitor attention consistently throughout the four days of the show.

A success in every way

-RS125T Safari '81



RS125T's and WONDERCAB I negotiates a 30 inclined road at a mounta pass at Quezon Province.

From the Philippines: Enduring the brutal tropical sun as well as torrential rains that soaked everything to the bone, crossing a hundred and one bridges, sleeping on the beaches by the sea or on hard wooden floors, ten riders completed a 1,600 Km endurance test with a well earned sense of achievement and satisfaction both in themselves and their machines—Safari '81 was a success.

Safari '81, which started in Cebu City, consisted of six RS125T's and two Wondercab I's. Boarding an inter-island ferry at Cebu, the Safari proceeded to the city of Ormoc in Leyte, and from there their plan was to follow the roads all the way to Manila with one added swing up to Dagupan north of Manila. Norberto Quisumbing Jr., President of Norkis, concieved Safari '81 as a project to test the durability and performance of the RS125T engine and to confirm Yamaha's claims that it has the most economical fuel consumption in its class. At the same time it would serve to introduce and promote the RS125T and the Wondercab on a national scale.

Except for an occasional flat tire, the



RS125T SAFARI '81 is being welcomed at every town

were no major breakdowns on the entire trip, with the RS125T showing excellent performance on hills and in long continuous operation. Fuel consumption was recorded at a remarkable 42—44 Kms per liter over the tough Philipping roads.

liter over the tough Philippine roads. The Wondercab I, a tri-wheeler powered by an adapted RS125T engine, proved its potential as a hard working transport vehicle capable of handling road conditions in the Philippines. Locally designed and developed by Norkis, this may be the vehicle that will solve the problem of economical transportation in these times when the gas squeeze is forcing everyone to search for the most economical vehicles possible. Wondercab I comes in three models; Passenger, Closed-van and Pick-up panel types. The Passenger model, which seats 9 including the driver, is becoming the most popular and sought after vehicle in the Philippine market today.

enjoy Philippine tourist spots such as the serpentine San Juanico Bridge in Leyte, the scenic Atimonan mountain road in Quezon province, the breath-taking Mayon Volcano in Segaspi City, and the historic Rizal Shrine at Calamba. Safari members also enjoyed the hospitality of Norkis-Yamaha dealers along the way who often took time out to greet them with sumptuous dinners. They were also warmly recieved by town mayors and officials whom they payed calls on along the route. All in all the pleasure and hardships of this long ride made Safari '81 an experience that its adventurous members will not soon forget. And perhaps more than that it gave them an undying sense of respect and admiration for their Yamaha wonder-machines-the

Along with the risks and rigors of the long

open road journey, Safari '81 had its

refreshing moments as well, pausing to



RS125T SAFARI '81 poses with President Norberto B. Quisumbing Jr., to start off the tour. (I to r) Eusebio Mosqueda VP, Fred Nuñal, Lee Cannen, Bernie Araneta, NQJr., Willy Tongco (Tour Manager), Jun Gemina, Jose Cristobal, Oscar Fernandez, Flor Enriquez and Joseph Sison.



Mayor Cipriano Manaois of Dagupan City signs his name on one of the Wondercab I after SAFARI '81 paid him a courtesy call. He called Dagupan a 'YAMAHA' City. Willy Tongco, tour manager, looks on.

The motorized piece of art



From Sweden: An article headlined "Traditional specialities" (page 12, Issue No. 2) deals with a unique wooden Yamaha SR500 made in Sweden. This artistic Yamaha has been produced by Swedish artists, Mr. Sten Ridderland and Mr. Lennart Pettersson of Gothenburg. Both artists are keen motorcycle fans who drive their

bikes all the year round in Swedish arctic winter climate. They took this unique Yamaha over to the United States as a publicity gimmick with the Swedish sailing team in the 1980 American Cup in Newport. The Yamaha was a sensation and the Swedish King Karl XVI Gustav was seen testriding it.

Its reputation is very good among Golf Course

Ways to Use Yamaha Golf Cars

In our fourth issue we introduced our readers to the uses of Yamaha Golf Cars at the Milledge Bros. Pty. Ltd. in Australia. Now let us show you their specially made luggage carrier attachment and a new practice range ball picker. Golf course administrators who

are constantly struggling to make the most economical use of personnel and energy can't afford to overlook these new uses for golf cars. We really have to hand it to the Milledge Yamaha for their winning ideas.



A Milledge Yamaha golf car equipped with a special luggage carrier.



This is the specially developed ball picker attachment for practice ranges. For more information write to P.O. Box 171 Jren Waverley Victoria 3150, Australia, Milledge Bros. Pty., Ltd.

A Yamaha RC100S has brought enjoyment and racing success to Mr. Brian McNicholl

From Australia: Mr. Brian McNicholl of Melbourne, who lost the use of both his legs, is nevertheless able to race a specially prepared Yamaha RC100S kart. Local Yamaha dealer, Don Stafford designed him a special system utilizing a motorcycle hand throttle and brake. Approved by the Victorian Karting Asociation, Brian now competes actively in kart racing, which by the way is gaining popularity all around Australia. The competitive price and exceptional reliability of the Yamaha KT100S engine has made if the most popular kart

engine in Australia, where it is helping many people to experience the joy and excitement of the sport of kart racing.





A Small Body With Great Capabilities

The three pictures shown are of the service car of the Wan Sun Machinery Manufacturing Co., Ltd. which is running all over Taiwan, north and south, serving each community.

 Taking about 10 days a stock one ton truck chasis was rebuilt, modifying its frame and body.

2. A new service car with even a sharp paint job is born. On the right side tool compartments for special tools, charts of service features for each model, a vice and a grinder have been mounted. Essential parts are stored in the drawers in the center.

3. On the opposite (left) side, a compressor and tool boxes are mounted. The aim of this service car is to secure complete service measures for the Yamaha RX125, RX100 and Passols, under all conditions.

The design is, of course, by Wan San Machinery, but many similar service cars are being made by other dealers using this one service car as a model. This news item was sent to us by Mr. Ohmichi of the Overseas Service Department of the Yamaha Motor Company.

Contributions wanted

We at the Editorial Room of Yamaha News are always looking forward to having you supply us with various editorial materials so that we can make Yamaha News more instrumental to your business. Any sort of news or information would be highly appreciated if it is about Yamaha. Newspaper or magazine clippings will also serve to help us. Please attach some photos, colored or black/white to your news or information wherever possible.

At the same time, we like you to clarify

the following points:

- When
- Where
- Who
- . Why (for what purpose)
- How

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Tri-Motos win bayon bash

Now the top five markets in the United States for three wheelers are in Louisiana, and the "Laplace Mud Derby" is put on once a month in a swampy area outside New Orleans, by a four wheel-drive and three-wheeler accessory shop called "The Mud Hole" located in nearby Kenner, Louisiana

Races are held on two courses-three hundred foot sand drags in the morning and one-third mile mud oval in the afternoon.

Yamaha Motor Corporation entered Tri-Moto expert Ace williams and a couple of prototype machines in a recent event.

Team Honda heard about this and considered sending down some of their trick machinery, but didn't have enough time to put the effort together. They had a good representative though, in local 'Hot Thumb" Billy Orazio from the Honda West dealership in Gretna, Louisiana. The showdown of the day was to be Orazio on his modified Honda 250R against Ace on his Super Trick Monoshock YZ 250 based Tri-Moto. The flag dropped, and about 30 three wheelers splashed into the first turn. When the first machine came around turn three onto the final straightaway, it was the yellow Yamaha of Ace Williams. Ace made it to within one hundred feet of the finish line before he lost power. As he vainly tried to restart the machine, the crowd screamed for him to push to the finish. None of the red machines had made more than half the distance, so Williams pushed, dragged, and wrestled the machine across the finish line. The crowd went crazy, and people started throwing each other into the mud. Everyone near the finish line went in, including the trophy girl. This type of racing has what a log of other forms of motorized competition have lost a very high "fun" factor for competitor and spectator alike. Nearly three thousand spectators came to watch the Laplace Mud Derby, and all left excited and en-

thusiastic about this new form of racing. Passola, it's small but tough

From New Zealand: Mr. Robert MacGregor of Hastings, has ridden his



Yamaha Passola in the past on the tough 600Km trip to Wellington and then back again to prove a 50cc bike can handle even this kind of hard long distance riding. Mr. MacGregor didn't stop there however. Since then he has continued to prove the toughness of his Yamaha Passola in a number of long distance trips. Sitting on the tartan covered foam rubber seat of his Passola and cruising at a speed of 55Km/h, Mr. MacGregor is well on his way to completing a tour of the entire North Island. His trip to Wellington over the Rimutaka Mountains took him 13 hours each way. He has also traveled around Gisborne and the East Coast up to Whakatane and back to his home in Hastings via Rotorua, Taupo and the Taupo hills.

On his most recent trip Mr. MacGregor traveled to New Plymouth and back, a distance of 1,100Km, which he figures he covered at a cost of a mere 2 cents per Kilometer.

Mr. MacGreagor's Passola has now run a total of 20,000Km, and during that time he has had to replace only two parts to keep the machine in great condition. Although he is over sixty himself, Mr. MacGregor is not ready to hang up his helmet yet. With a bike so tough yet easy to handle as his Passola, and one that runs at such small cost, Mr. MacGregor says he is determined to tour all of the South Island and Australia before he's





New Yamaha Center Opens

From Uruguay: Limberg Moreira which is handling all the imports and sales of Yamaha products such as motorcycles. outboards, portable generators, multipurpose engines, etc. in Uruguay, has recently opened a new Yamaha center in the capital city Montevideo. The new center which is situated in the heart of the city, has a modern showroom 15 meters wide and 30 meters long, to display a variety of Yamaha products in a very attractive manner, together with the

office and the parts depot. Along with the opening of the new center, the portable generator outboard division became a new business group after separation from the motorcycle division. Now the staff of the new division are enthusiastic about trebling their sales in the shortest possible time.

In particular, portable generators are fast growing in popularity and monthly sales have already exceeded the 60 mark.

> Worldwide **Sports News**

Motocross is growing in popularity

From Cameroon: Yamaha's Cameroon importer Camer Industriel recently organized the first big motocross race on a specially prepared track on the outskirts of the capital city Yaounde. The race was made much of as a most exciting sports event and over 20,000 spectators were overjoyed by a white-hot battle between

ridden by local top riders. The race was eventually won by Bekombo on a Yamaha YZ125 with his team-mate Monthe on another Yamaha

Yamaha YZ125's and Suzuki RM125's, all

Yamaha is becoming a leading brand.



"See-Yamaha's really do fly!"



Phil Robinson captures his 3rd consecutive Mini-Cycle Title

From Australia: 13 year old Phil Robinson of Orange may be the youngest member of the NSW Yamaha Dealer Team but what he lacks in years, Phil more than makes up for with outstanding race results.

He recently captured the Australian 80cc Mini-Cycle Championship Title at Western Australia's sandy Wanneroo circuit, riding expertly on a Yamaha YZ80 bike. It was his third consecutive Australian 80cc Mini-Cycle title. Three close-fought heats decided the title and Phil's consistency was truly spectacular on this difficult course. With one first and

two second places, he proved too good for the competition in a huge 200-rider

Phil is now one of the hottest mini-cycle motocross prospects on the national scene, but his riding talents also extend to short-citcuit racing where he is the current Queensland short-circuit champion. In addition to this, he holds more than 10 major national and state minicycle and short-circuit titles. Young Phil's ambition some day is to become a professional motocross rider, but for present, he attends Orange High School where he is in the eight grade.



A five year old motocross rider!

From Canada: Sitting astride a small Yamaha is Trent Ediger of Ron's Sports Center, Nokomis, Saskatchewan, Cana-

Trent who is only five years old and still in nursery school, is undoubtedly one of the Canadian mini-cycle motocross stars. He rides his favorite Yamaha very aggressive ly in local motocross races.



Yamaha is most successful!

From Australia: The NSW Yamaha dealer team achieved a brilliant race success as follows

LOCATION: LAKESIDE

SUNDAY AUGUST 16th, 1981 DATE:

ROUND OF AUSTRALIAN ROAD RACING CHAMPIONSHIPS

CLASS - UNLIMITED:

1st GARY COLEMAN - NSW DEALER TEAM - TZ750 YAMAHA (New Jap record)

2nd GRAEME MUIR

RON BOULDEN - NSW DEALER TEAM - TZ500 YAMAHA

CLASS - 500cc:

1st STEVE TRINDER 2nd RON BOULDEN

3rd JORN WOODS CLASS - 750cc PRODUCTION:

TZ350 YAMAHA

- NSW DEALER TEAM - TZ500 YAMAHA

TZ750 YAMAHA

- RG500 SUZUKI

- NSW DEALER TEAM - XJ750RH YAMAHA

-Rider's skill & machine's dependability—

From New Zealand: This is a picture of 15 year old Graham Allan in mid-jump during a recent motocross race. New Zealand's reigning 125cc Junior Motocross Champion, Graham has recently moved up to the senior classes, where he is already winning against the more experienced riders. Next season young Allan is expected to join the Moller Yamaha Team.

Motocross racing is one of the most popular motorcycle sports in New Zealand as it is in many other parts of the world. The Moller Yamaha Team with top riders and powerful machines have choked up many more wins than any other teams. The Team will be even more strengthened with such a good new member next year.

generators, your sales aren't as high as they could be. Studies have shown that bikers and boaters are both prime markets for portable generators. Plus, there's that huge potential of commercial users who have long been the major buyers of such products. In addition to the quality and value the Yamaha name implies, these portable generators are attractive on their own. They offer a tremendous range of advanced features

Unless you're now handling Yamaha

and they are more than competitive in terms of price. There's also a bigger selection. Models for any conceivable need. Two-stroke and four-stroke versions. Even a special edition for recharg-ing batteries. The EFC series, for example, is an economical, compact line specifically designed for semi-permanen nstallations. They are especially attractive to owners of vacation homes: campers and boats. Like other Yamaha generators, they're equipped with rugged

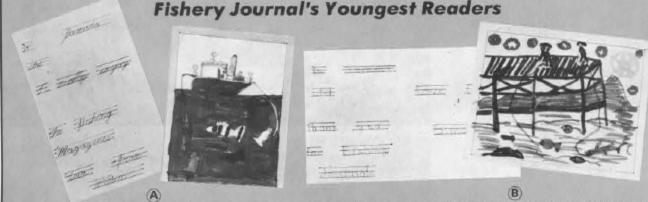
reliable Yamaha engines, direct generator drive, foolproof safety systems and special systems to keep them running quieter longer. For details on the complete Yamaha generator line and our exciting dealership program, write to the Power Products Sales Department. It's a sure way to start generating new sales.

A Powerful New Sales Opportunity



Left to right: EFC 1400 putting our





From the Solomon Islands: Yamaha's bimonthly fishing publication, "Fishery Journal", which deals with fishing gear and methods in general as well as discussing the main fish species in Japan, has been received favorably by people from all over the world who are nterested in fishery.

Recently we found out that this publication is even proving helpful as a source of information for school boys nterested in fishing and fish species.

Here are letters we received from two such boys in the Solomon Islands ac-

penied by their drawings of fishing and a letter of thanks from their teacher. A. I really enjoy the fishing magazines.

Love from William. Thank you for Fishing Journals. Love from Simon.

Their teacher says - We have just received the copy of Fishery Journal No. 11. These journals are so useful for the boys in my little school. My oldest pupil, William, has done a nice project on fishing in Japan recently, and he found such a lot of material in your journals that was useful.

Thank you once again for your help and support for the boys education on the subject of fishing. We are really grateful

Mrs. A.W. Nadu Teacher/Governess Paruru School Marau Sound, Guadalacanal

Solomon Islands

This impressive Yamaha victory proves to be another impact on the market where

Neil Hudson achieves

his lifetime ambition

rider to win the 250cc motocross world championship title despite an extremely disasterous start to the '81 GP season in France in March, 24-year old Hudson is a mild-mannered, quiet spoken man. He and his wife Dawn are expecting their first child in December, His motocross victory will be the best ideal present for their coming son or daughter.

Introduced below is how he battled through the '81 season to take the crown: (extracts from Motor Cycle

Neil Hudson is no ordinary motocross rider. His achievement is remarkable in many ways.

His determination to win the title was firm at the start of the season but the road was long and hard. He admits that at times the task seemed just too great.

"More than once I thought it wasn't possible-but the world champion is the man who is there at the end. Consistency is important and in the end my consistency meant that I had more points than anyone else."

There is a world of difference between the consistency that made Neil a world champion and the will-to-win that cost 1980 champion Georges Jobe that same

"He lost the crown because he likes to win races," said Neil. "If he had taken it easy and scored just a few points at the Russian GP it would have made my task in Holland impossible." Bidding for the lead at the Soviet Grand Prix at Leningrad, Jobe crashed on the opening lap and dislocated his left elbow. And with just one GP left that meant Hudson was still in with a chance.

Throughout the season Hudson has had his work cut out. He started a poor second favorite and the odds slumped further after a point-less opening grand prix at Cognac in France. His experiment water-cooled Yamaha expired from both



Then Yamaha decided to field air-cooled machines from then on. But it was not until the British GP at Hawkstone Park that Neil decided to try the barrel that had been specially honed by his mechanic Bill Buchka. But when he switched the results were remarkable. "It was like riding a 500," said Neil who put together 25 points at his home nation GP.

A turning point

Though he had clawed a few points back in Austria where he won overall, the advantage evaporated in Italy where rear shock problems resulted in just 12 points. Jobe won overall in Czechoslovakia and Switzerland and Neil's win in Bulgaria did little to boost his hopes. But at Hawkstone Park a very significant event took place. Jobe failed to finish-for the the second race while Neil scored a 15point maximum and scrambled back into the reckoining.

Hawkstone was the turning point. But if Britain boosted Neil's chance, the following GP in West Germany saw him slump into the depths of despair again Neil scored sixth and second places while Jobe grabbed the overall win with second and first. After the German GP Neil was 53 points adrift of the flying Suzuki pilot, who was all but certain to sew things up at the US GP in New York State.

Then disaster struck for him when he crashed heavily in a Belgian championship meeting. With concussion, cuts and bruises, and a badly hurt knee, he missed the American round.

hands, and came away as the first European to win the 250 US GP

"That was the best moment of the year up to then. I went to the U.S. thinking that if I could get 20 points I was still in with a chance-and I got 24!"

A fortnight later at the Soviet round Neil's target was even higher-"I went for 30 points and I got them."

And Jobe lost his chances of the title when, while battling to take the lead in the second moto, he fell on his own and injured that elbow. The next stage is recorded in moto cross history: Neil did what he had to do in Holland a week later. and took the world title-a truly amazing

Hudson and Watson monopolize all wins!

British Motocross Championship

Neil Hudson and his team-mate Dave Watson on Yamaha 465 machines swept the three international races of British championship at Langrish on

RESULTS

2. D. Thorpe (Kawasaki) 3. S. Beamish (Suzuki) 4. G. Mayes (Suzuki) 5. J.

Second international: 1. N. Hudson (Yamaha) 2. D. Thorpe (Kawasaki) 3. G Novce (Honda) 4. D. Watson (Yamaha) 5 J. Whatley (Suzuki)

Third international: 1, N. Hudson Noyce (Honda) 4. G. Rond (KTM) 5. G Mayes (Suzuki)

Barry Sheene wins the title

World of Sport Championship

Riding the works square four 500cc race held at Donington Park on August 29. Sheene won the race by nearly three seconds after playing cat and mouse with Honda mounted Ron Haslam.

Results: 1. B. Sheene (Yamaha) 2. R. K. Ballington (Kawasaki) 5, K. Huewen

Final championship positions: 1, B, Sheene (Yamaha) 60, 2. G. Crosby (Suzuki) and R. Haslam (Honda) 42 4. K. Ballington (Kawasaki) 34 5. K. Heuwen (Suzuki) 20

First international: 1. D. Watson (Yamaha)

(Yamaha) 2. D. Thorpe (Kawasaki) 3. G.

Yamaha racer, Barry Steene won the 15-lap World of Sport Championship

out to be Vo. 1! and engineered as an ultra-modern -Australia super sports bike with a number of technical innovations including the Y.I.C.S. (Yamaha Induction Control System), computerized monitor system and anti-nosedive braking system. It is still fresh in mind that the Seca created a sensation by breaking a 12second barrier in the quarter mile run conducted by the staff of Hot Rod Magazine in the United States. The guickest production 750 proved

Yamaha Seca is

In the words of Mike, the New Zealand 350cc and 500cc Champion, "It was like a dream come true". However, the \$20,000 race, richest in Australasia, was by no means a push over for the victors. Both Mike and lain were laid up with the flu during the week prior to the race and thus had little chance to get to know the twisting Oran Park circuit. In spite of this disadvantage, the Revs

team managed to finish with the fourth best qualifying time, and when the actual race started lain wasted no time in working up to second place by the first fuel stop and rider change. After a somewhat slow changeover, Mike rejoined the race in third place and bravely battle both the lingering effects of the flu and the stiff competition worked back to second place. At the second fuel stop, judging from his brothers



condition lain decided to ride the next two legs himself during which he slowly cut away at the lead of the front running machine.

lain was to remark later that the excellent performance of his Yamaha over the bumpy course often enabled him to catch up to the larger 750cc bikes.

Soon after the half-way point a flat tire on the front runner's bike suddenly put the Revs team in first place with a lead of almost one lap by the fourth fuel stop. The race, however, was far from being over. During the fifth and last fuel stop they were passed by the second place machine, lain found himself under pressure now trailing the leader by 4 seconds only with 20 laps to go. Riding at this point for all he was worth, he began to close in on the leader at a rate of 1 second per lap to take the lead once again and cruise home to a hard

The Pero brothers and their pit crew of Michael Dobson, John Phillips and Rod Price left Australia with not only their \$2,000 prize money but also the respect of their Australian competitors.

RESULTS

1. R. Browne/L. Willing	
NSW Yamaha Dealer Team XJ750) 288 la	91
2. G. Coleman/R. Boulden	
NSW Yamaha Dealer Team XJ750) 288 la	ıp
3. R. Fiddock/R. Phillis	1
Gus Liu Motorcycles CB750 Honda) 287 la	ar.
4. P. Fleming/R. Scoular	
Brian Collins M/cycles XJ750 Yamaha. 286 la	ıŗ
5. W. Hall/P. Stark	ĺ
Mike Steel Yamaha XJ750) 286 k	16
P. Byres/D. Robbins	
Thompson Honda CB750) 286 la	ap
7. M. Thompson/J. Behrens	
Sydney M/C Wreckers Z750 Kawasaki) . 285 la	38
8. W. Pratt/G. Thompson	
Eldorado/MXL GSX750 Suzuki) 285 le	11
9. R. Alexander/W. Jenkins	
Bob Anthony's Yamaha XJ750) 284 14	1
0 M. Cork/J, Budd	Ť
Bankstown Honda CB750) 283 la	91
600 Class	7
1. I. Pero/M. Pero	
Revs-McCulloch XJ550 Yamahal 281 Is	ar
2. P. Kennedy/M. Mountford	•
2. F. Kellindy, M. Modificato	

 W. Clarke/T. Powyer
 Bob Southern XJ550 Yamaha) 280 laps 4. W. Blake/B. Roachford y Motorcycles RD350 Yamaha) 279 laps J. Wood/B. Summers 7. J. Wood/B, Summers
(West Ryde M'cycles XJ550 Yamaha) . 273 laps
8. S. Butler/D. Bicknell
(Bonnie & Clyde Fashions XJ550 Yamaha) 273 laps
9. T. Yates/M. Coughlan
(Fraser Motorcycles Ducati 500) 271 laps
10. P. Barnwell/J. Manwarring
(Cycle Scare Maisland 2500 Krawarski) . 267 laps

Cycle Scene Maitland Z500 Kawasakii . 267 laps

too much freedom, or if you don't really

understand the reasons behind certa-

break those regulations. The elements of

enjoyment and comfort he is seeking.

always make sure that you will not

SAFE-RIDING-PSYCHOLOGY

itself to be the most reliable race runner

The Yamaha dealer teams of XJ750

Seca cleanly swept the inaugural

Yamaha 750 Production Race recently held at Oran Park near Sydney,

The XJ750 Seca teams took first,

second fourth and fifth places in this

long-distance racing, thus attesting the

stunning reliability of this model. Both

the winning and the runner-up Yamahas

Along with this brilliant victory in the

750cc class, the XJ550 Seca and RD350

teams dominated the 600cc class by

The production race by modified

production bikes is a new-risen sports

category in Australia. The first Yamaha

750 Production Race had all the

ingredients for success even from th

release of entry list including the crean

of Australian and New Zealand rider

making up the powerful teams of dif

ferent brands. Yamaha's success was

much more spectacular than had been

Mike & Iain, Sports Brothers

It was a brother pair from New Zealand,

Mike and lain Pero, riding the REVS

Motorcycle News Yamaha XJ550 Seca,

who ran away to the 600cc class victory

in the first Yamaha 750 Production

monopolizing the first four places.

as well.

Australia

covered 288 laps.

Contained in previous issues: Are you seeing correctly when you drive?

(8 sections): '81 issues No. 1-No. 4 The Psychology of Riding

1. Through the accumulation of experience, driving becomes a series of conditioned responses. ('81 issue No. 5) . Make it a point not to get into

bad driving habits. & 3. How do individual differences develop in the way people drive.

('81 issue No. 6) . The driver's desires to change the way he drives.

. A driver's personality is reflected be over-confident in their abilities. in his driving ('81 issue No. 7)

6. Why do skillful young drivers have so many accidents?

There is a strong relation between age and the occurance of traffic

riders whose skill have weakened with age cause so few?
These data show us that just because

you may be a skillful rider doesn't mean that you are a safe rider.

afraid to ride fast. I know I can respond quickly enough with the handle bars and

skills such as cornering and riding a * It's relatively easy to change one's 2. As long as you don't cause an ac- * Traffic safety requires that you

A person's personality is a very difficult thing to change, but changing the at-titude of a person is a relatively easy thing enforcement for small violations towards safety to the very core. Or if, for example, a person suddenly is placed in a job as Director in charge of Driving Safety, his behavior will show a concern or safety that was not present before.

people who frequently violate traffic regulations.

Are you the type who violates

Try the following test on yourself.

Question: How do you feel about violating traffic regulations

enforcement for small violations "I want to go fast." "I don't want to where no malicious intent is involved.

4 Since they are societies rules, it's desires such as these.

better not to break them

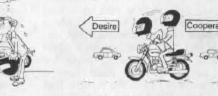
Then, on the other hand, we also have
the desire to keep the rules of society. If
traffic, it's better not to break the
your desires are too strong, if you want

accidents, so it's better not to violate traffic regulations, you are more likely to If you circled either 1, 2 or 3, then safe driving are often in opposition to somewhere in your mind you approve of the rider's immediate desires or the

traffic violations. Let's be on guard against these kinds of However, if you are not willing to give

then you wan't be driving safely.

People who think that getting caught for If your immediate desires are too strong, you traffic violations is just bed luck, have a bad are very likely to violates traffic regulations.



desires

World Championships Results

Road Race British GP-Aug. 2 (Silverstone)

Z50cc class – Z4 laps, 70.37 miles 1. A. Meng (Kawasaki) 2. R. Freymond (Ad Majora) 3. G. McGregor (Kawasaki) 4. R. Schlachter (Yamaha) 5. M. Wimmer (Yamaha) 350cc class – 24 laps, 70,37 miles 1. A. Mang (Kawasaki) 2. K. Huewen (Yamahai 3. J-F. Balde (Kawasakii 4. D. de Redigues (Yamaha) 5. C.

500cc class-28 laps, 81.96 miles

1. J. Middelburg (Suzukil 2, K. Roberts (Yamaha) 3. R. Mamola (Suzuki) 4. B. Fau (Suzukil 5. M. Fontan

Yamanu Sidecar class –20 laps, 58.54 miles

1. R. Biland/K. Waltsperg (Yamaha) 2. D. Jones/B. Ayres (Yamaha) 3. A. Michel/M. Burkhard (Yamaha) 4. M. Venneste/S. Vanneste (Yamaha) 5. E. Streuer/K.

Finnish GP-Aug. 9 (Imatra)

A. Mang (Kawasaki) 2. J-F. Balde (Kawasaki) 3. J-J. uignabodet (Kawasaki) 4. J-L. Tournadre (Yamaha) 5. 500cc class - 25 laps, 76.9 miles 1. M. Lucchinelli (Suzuki) 2. R. I

chinelli (Suzuki) 2. R. Mamola (Suzuki) 3. K. (Kawasaki) 4. J. Middelburg (Suzuki) 5. G.

Ballington (Kawasaki) 4, J. Middelburg (Suzuki) 5, G. Crosby (Suzuki) sidecar class—22 laps, 67.7 miles
1, R. Biland/K. Waltisperg (Yamaha) 2, J. Taylor/B. Johansson (Yamaha) 3, W. Schwarzel/A. Huber (Yamaha) 4, A. Giesemenn/J. Paul (Yamaha) 5, G. Brodin/B. Gallros (Yamaha)
Swedish GP—Aug. 16 (Anderstorp)

250cc class - 25 laps, 62.5 miles

bucc class – 25 laps, 62.5 miles . A. Mang (Kawasaki) 2. R. Freymond (Ad Majora) 3. J. . Balde (Kawasaki) 4. J. L. Guignsbodet (Kawasaki) 5. J.

00cc class - 30 laps, 75 miles B. Sheene (Yamaha) 2. B. van Dulmen (Yamaha) 3. J. Middelburg (Suzukil 4. K. Ballington (Kawasaki) 5. G.

Croeby (Suzuki)
Sidecar class—23 laps, 57.5 miles
1, R. Biland/K, Waltisperg (Yamaha) 2, A. Michel/M.
Burkhard (Yamaha) 3, J. Taylor/B, Johansson (Yamaha)
4, M. Kumano/T, Tateshima (Yamaha) 5, W. Schwazel/A, Huber (Yamaha)

250cc class — I. A. Mang (Kawasaki) 2. R. Freymond (Ad Majora) 3. J., . Tournadre (Yamaha) 4. D. de Radigues (Yamaha) 5. R. Sibille (Yamaha)

Czechoslovakian GP-Aug. 30 (Bruno)

Sidecar class—

1. R. Biland/K. Waltisperg (Yamaha) 2. A. Michel/M. Burkhard | Yamaha) 3. D. Jones/B. Ayres | Yamaha) 4. W. Schwarzel/A. Huber (Yamaha) 5. M. Kumano/T. Tateshima (Yamaha)

Flani Championship positions

oc class A. Mang (Kawasaki) 160 Z. J.-F. Balde (Kawasaki) 95 A. Freymond (Ad Majora) 72 4. C. Lavado (Yamaha) 5. P. Fernandez (Yamaha) 43

500cc class
1. M. Lucchinelli (Suzuki) 105 2. R. Mamola (Suzuki) 84
3. K. Roberts (Yamaha) 74 4, B. Sheene (Yamaha) 72 5.
G. Crosby (Suzuki) 68
Sidecar class
1. R. Biland/K. Waltisperg (Yamaha) 127 2. A. Michel/M. Burkhard (Yamaha) 109 3. J. Taylor/B. Johanson (Yamaha) 87 4. D. Jones/B. Ayros (Yamaha) 53 5. W. Schwarzel/A. Hubber (Yamaha) 52

- Motocross -

vakian GP-July 26

Vromans (Yamaha) 2. J.J. Bruno (Suzuki) 3. H. st (Yamaha) 4. G. Noyce (Honda) 5. A. Malherbe

J. J. Bruno (Suzuki) 2. H. Carlqvist (Yamaha) 3. A.

Neil saw his chance, seized it with both

Vromans (Yamaha) 4, A. Malherbe (Honda) 5, G. Noyce Belgian GP-Aug. 2 strace , J.J. Bruno (Suzuki) 2, H. Carlqvist (Yamaha) 3, A. /romans (Yamaha) 4, G. Noyce (Honda) 5, A. Malherbe

Husqvarna) Luxemburg GP—Aug. 9 1. H. Carlqvist (Yamaha) 2. A. Maiherbe (Honda) 3. G. Noyce (Honda) 4. D. Thorpe (Suzuki) 5. J-J. Bruno

1. A. Vromans (Yamaha) 2. H. Carlovist (Yamaha) 3. J-J. no (Suzuki) 4. G. Noyce (Honda) 5. J. van Velth

Flani championship positions
1. A. Malherbe (Honda) 213 2. G. Noyce (Honda) 207 3.
H. Carqvist (Yamaha) 201 4. A. Vromans (Yamaha) 154
5. J.J. Bruno (Suzuki) 152

250cc class

Dutch GP-Aug. 16

D. Hansen (Honda) 2. N. Hudson (Yamaha) 3. K. van der Ven (KTM) 4. S. Wise (Honda) 5. R. Dieffenbach (Honda)

Watson (Yamaha) N. Hudson (Yamaha) 2. D. Ranguelov (Husqvarna) 3.
 Dieffenbach (Honda) 4. H. Kinigadner (Puch) 5. D.

K, van del Van (KTM) 2. H. van Mierlo (Suzukil 3. S.

Breggren (Husqvarna) 4, N. Hudson (Yamaha) 5, D.

2nd race 1. K. van del Ven (KTM) 2. H. van Mierlo (Suzuki) 3. M. Guerra (Husqvarna) 4. M. Tarkkonen (Yarnaha) 5. B. Final championship positions

Neil Hudson (Yamaha) 235 2. Georges Jobe (Suzuki)
 33 3. K. van der Van (KTM) 159 4. Ralf Dieffenbach (Honda) 101 5. Heinz Kinigadner (Puch) 80 6. Mike

E. Geboers (Suzuki) 2 M. Rinaldi (Gilera) 3 M

 H. Everts (Suzuki) 2. E. Geboers (Suzuki) 3. M. Velkeneers (Yamaha) 4. M. Rinaldi (Gilera) 5. C. Maddii nish GP-Aug. 16 H. Everts (Suzuki) 2. E. Geboers (Suzuki) 3. A

1. H. Everts (Suzuki) 214 2. E. Geboers (Suzuki) 194 3

M. Rinaldi (Gilera) 170 4. M. Velkeneers (Yarnaha) 164 5

(Suzuki) 4 F. Leigung (Cagiya) 5 F. Muno

2nd race 1. H. Everts |Suzukil 2. E. Geboers |Suzukil 3. M. Rinaldi (Gilera) 4. G. Rahier (Gilera) 5. A. Watanabe (Suzuki) Final championship positions

in the 16 to 19 year old age group and cause fewer accidents, must be due to a riders around 50 years of age in riding change in their attitudes towards safety.

The Psychology of Riding

straight line, which group do you think would come out the winner?

Such a competition would probably thing to change, but change

However, young drivers are involved in far more traffic accidents. Almost identical results can be seen in studies of American traffic accidents over similar range of driven miles. Why do

* Young riders have a tendency to 7. The Psychology of Many young riders will say, "I'm not

brakes to avoid sudden dangers ever when riding fast." How about yourself? As riders become middle aged or older they are less likely to be over-confident in their riding ability, and to ride well within the bounds of what is truly safe. After 30 years of age, one's perception of moving objects begins to decline, reaction tim becomes slower, physical and menta capabilities begin to weaken. The fact that in spite of this decline older riders

to do. A person's behavior changes with age, and according to the position the

person is in. Once a person is married and has children, his attitude towards safety becomes drastically different from what it was when he was single. One's sense of responsibility to one's family, particularly one's children changes one's attitude

traffic laws easily.

and getting caught for violations? (Circle the one that describes your feelings



A spectacle of snow-clad Mt. Ararat (5.000 meters above the sea) which is well known for the legend of Noah's ark. It is very cold around here as the road itself is about 3,000 meters above sea level (near the Iran-Turkey border).

A Young Couple Rides The Ancient Trade Route

"Silk Road" travel log



Going through the inland plain of Turkey.
The scenery begins to bear a resemblance
to that of Europe.



A Yamaha bike shop in a Pakistani town Good services are obtained here.



Desert riding is extremely punishing to man and machine.



Attacking a muddy road near Bamcare, a famous hot spring in West Turkey.



A commemorative picture is taken in Greece (near the Greece-Yugoslavia border).

"Silk Road", what a romantic sound the name has. This ancient trade route that appeared in the second century BC as the only means of trade and cultural exchange between the Eastern and Western world, in many places still offers scenes of life that has changed little over the centuries. It is this time-lessness that draws the imagination of people today. Travelling this ancient over-

land trade route between Europe and China, which the Europeans call the "Silk Road", is not the treacherous journey that it once was, but even today this winding 25,000 kilometer road is sure to offer adventure to anyone who sets out on it. At the end of last March a young Japanese couple returned home after completing a 25,000 kilometer Silk Road journey that began the previous July. Their means of travel was non other than the Yamaha XT250!

Miss Naomi Hamamura of Musashino City in the suburbs of Tokyo had been a motorcycle fanatic for 7 years. Her only desire was to ride and ride on a road that had no end. The "Silk Road" which had always held an attraction for her, became that "road that had no end" in her mind. But in order to make her dream come true she would need a companion who shared her dream, That man turned out to be Mr. Shigeru Watanabe.

In ancient times the camel was only vehicle which could endure the long

distances and rugged roads with their loads of precious good from the East and West. How would a modern convenience such as the motorcycle hold up in this ultimate test?

The most important single factor in the actual planning of such a trip would be choosing the right motorcycle. Many experts were consulted and many bikes were compared. The bike they needed would above all have to be a light and sturdy 4 cycle. Several bikes came up as candidates but there was none that both of them could agree upon until the

Yamaha XT250 came on the market.

The XT250, in addition to fulfilling these three requirements, also proved to be a bike with drivability that was beyond compare, it was easy to ride, versatile and reliable, Naomi, who is only 155cm tall, was particularly pleased by the ease of mounting and standing offered by its low profile. This was the bike that met all their needs. They proceeded then to outfit their bikes with a 20 liter tank, a rear carrier, light cover, and a main stand. Also they ordered spare tubes, chains sprockets, levers, wires and change levers. They even got special training from Yamaha mechanics to get their adventure off on the right foot.

The bikes were sent by boat to Karachi, Pakistan in the middle of June and the couple followed by plane via Bangkok on July 8th. By the end of July the actual touring was under way. At a rate of 300 kilometers a day they made their course from one town to another so that gasoline was never a problem. The two did admit however, that at first they were worried about trouble with the machines and tires. Especially because the temperatures were so high they worried about blow-outs. Watching things carefully as they went, they proceeded from Pakistan east and south through India and then north through Nepal. By the time they had crossed the mountains of Nepal any doubts they had about their machiens were gone. They had come to trust completely in their

XT250s', believing they could go anywhere with no worries.

After Nepal they once again crossed Pakistan, entered Iran then Turkey, Greece and finally arrived in Yugoslavia some 260 days after their start. They met many people along the way. In each country they found many kinds of people who quickly became friends.

While showing photographs, Naomi and Shigeru spoke about their trip. "There were a lot of things that we felt more strongly because we were on bikes. The wide open spaces, the feel of the air, communication with the pelple along the way, all these things that only a bike can offer. We were well taken care of by Yamaha shops and dealers in each of the seven countries. Perhaps our uniqueness was a part of it, but we were treated with such warmth and concern. We were really touched by the way we were given everything from complete oil changes to grease jobs. We took along a lot of parts from Japan, but in the end all we had to contend with was one blow-out. Alter about 8,000km the tires were worn almost smooth but we ended up only having to replace Shigeru's front tire. We were really trouble free. It seems that we were right in believing that the "Silk Road" could only be done on a motorcycle."