

LINDA SAILS 10,000 KILOMETERS

The '81 Single-handed Trans-Pacific Race



Ms. Linda Rettie

"Spirit of Suntory," a production Yamaha 33 skippered by American Linda Weber-Rettie, placed sixth in the Singlehanded Transpacific Race '81, held in conjunction with the Portopia Exposition in Kobe, Japan.

Ms. Weber-Rettie, the only woman and the only American in the event, praised her Yamaha for its performance, especially upwind under heavy weather, and solid comfort. A fleet of 11 boats participated in the race. Ms. Weber-Rettie's time for the 10,000 kilometers was 52 days and 17 hours.

In this race Ms. Weber-Rettie took so-called southern course to sail in longer but the constant Trade Winds. Another course could be sailed was the shortest route (Great Circle route) with unpredictable winds and unfavorable currents all the way to off the Japanese coast. Yamaha's sixth place looks even better in

light of the fact that the results were not based on the IOR time handicap. The maximum IOR rating for the race was 28.0 feet and the minimum length value was 7.2 meters (23.6 feet). The winner, "Taiyo," a 38-footer, rated 28.0ft. and specially designed for this race alone as a down wind custom boat. The Yamaha 33 rated only 24.5 ft. It's like a Yamaha XS650 motorcycle racing against a XS1100. In the 1978 Round Britain Race, another stock Yamaha 33 placed second in corrected time against a field of custom boats.

The San Francisco to Kobe Race was the third Singlehanded Transpacific Race since 1969. The first race was won by French boat, "Pen Duick V" (skipper: Eric Tabarly) in 39 days and 15 hours in '69. The second race was won by "Wing of Yamaha" (skipper: Hiroshi Totsuka) from San Francisco to Okinawa. The both were custom boats designed for the Transpac Races.

Ms. Weber-Rettie of Alameda, California teaches at Centerville Junior Highschool for handicapped in Fremont. She lives very close to the dock where her Yamaha 33 is moored. She has been in yachting for ten years and has been sailing Yamahas since '78. Her first Yamaha was the 25 she used to sail on the San Francisco Bay. She and her Yamaha 33 sailed in the 1980 Singlehanded Transpac Race to Kauai, Hawaii from San Francisco. During that race the 33 sailed through 40+ knot gale not only without damage but also with dry accommodations. She is now interested in buying another Yamaha, the 36.

Now, Yamaha has introduced a new model 33, with better downwind performance than the old boat Ms. Weber-

Rettie captained.

The following is the after-race interview with Ms. Weber-Rettie.

Interviewer: When did you first decide to take part in this race?

Linda: Last October, after the Trans-Pacific Single-handed Race to Kauai, Hawaii.

Interviewer: How was the race overall, this time?

Linda: It was a breeze down to Hawaii.



A 10,000-km sea marathon!

Of course I sailed the same course the year before. The latter half, however, the wind and the waves were quite rough, and there were also some lulls, so it became a very tough race.

Interviewer: Did the southern route work out as planned?

Linda: Yes, it did. I figured it would be an easier route than the tougher northern route, so I chose the course going south.

Interviewer: What is your yachting life like?

Linda: I teach at a school for handicapped children, but other than that, all the rest of my life is involved with sailing. I

Inside special feature pages

YAMAHA OUTBOARD MOTORS



Japan has already become one of the largest outboard motor producing nations in the world and it is Yamaha that has continued to lead this flourishing industry in Japan for the past 20 years. Back in 1960, Yamaha produced and marketed its first outboard motor, the 7hp P-7G/K together with its first FRP boats, in order to meet the growing demands of Japanese fishermen. Since then, production and sales of Yamaha outboards have risen steadily, along with the progressive mechanization of coastal-water fishing boats and the remarkable growth of water sports both in Japan and overseas. The special feature pages inside this issue give you a complete and clear picture of the ever-growing Yamaha outboard motor business.



Linda's Yamaha proves to be very dependable.

live just two or three minutes from the sea and I sail my boat almost every day. The Yamaha 33 I sailed this time is a wonderful cruiser with not one problem in the whole trip. At first I was thinking of selling it in Japan, but I've decided to take it back with me after all.

Linda is a cheerful American lady showing her shining teeth in smiles all during the interview. Her height places her one head above many Japanese. When asked, "what do you want to do now?" she responded, "I just want to get a good long rest ... after that I want to enjoy beautiful Japan". One woman against the 10,000km Pacific Ocean, we would like to give our hearty cheers for her successfully finishing the race.

The technical features of '82 new models

The Yamaha 9.9/15 Increased Trolling Performance & Quieter Operation

Compact portability, ease of handling, safety of operation and fuel economy... these are the essentials to every quality outboard. But a good boatman demands even more of his outboard to make his marine life as pleasurable and exciting as possible. Yamaha's new lightweight twins, the 9.9 and the 15 have not only these advantages inherent in Yamaha outboards, but also some truly noteworthy new product features, such as increased trolling performance and quieter overall operation. Hours and hours of low-speed trolling can put a tremendous strain on an engine. And, nothing could be more unwelcome than a noisy outboard that sputters and lurches along. C.D.I. system perform better even at low-rev running. The newly designed combustion chamber-works to prevent plug fouling and gives smoother, stronger low-end torque, along with an improved carburetor system and adoption of a wide gap ignition plug. In addition, the inertia of the increased flywheel mass keeps the engine running more smoothly. Intake silencers and a large-sized exhaust muffler keep engine noise to a minimum - whether the engine is trolling at idle or

cruising at medium speed.

Yamaha Lightweight Twins' Technical Superiority

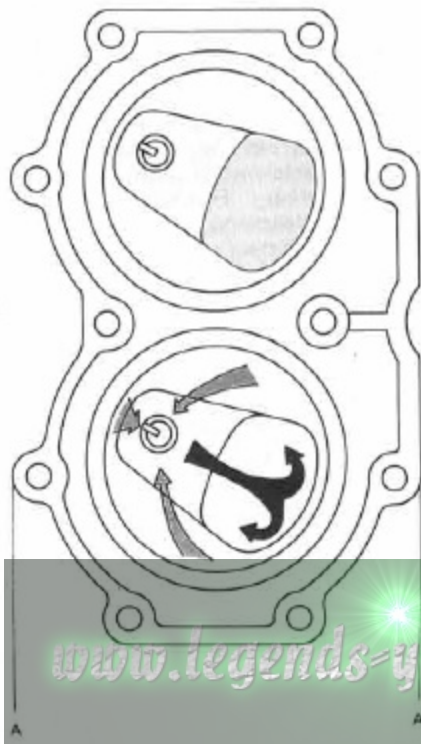
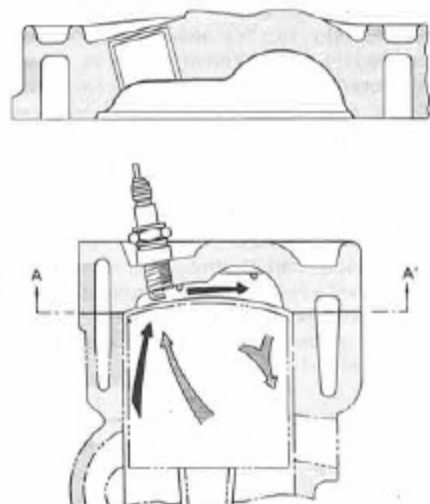
In a 2-stroke engine, the Schnürle scavenging system is a proven device which discharges burned gases quickly from the cylinder so that stable combustion efficiency is obtained. But, even in this system, the fresh charge of air/fuel mixture sometimes fails to discharge burned gases quickly and smoothly enough over the low speed range as the speed of mixture stream is not increased.

This inevitably spoils ignition efficiency, resulting in unstable combustion.

On the new Yamaha, the combustion chamber features a special configuration as shown on Fig. 1. As you can see, the sub combustion chamber with an ignition plug is provided on the opposite side of the exhaust port. The main combustion chamber is provided close to the exhaust port. In this newly designed combustion chamber, the fresh charge of air/fuel mixture is induced into the sub combustion chamber at high speed through both main and sub transfer ports. Ignition is sure

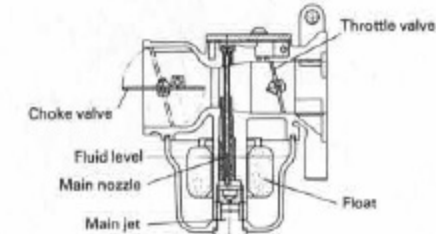
even over the low speed range and flame propagation is also quick and positive for perfect combustion of unburned gases remaining in the main combustion chamber.

Fig. 1 Specially shaped combustion chamber



The carburetor system has also been improved. The point is an altered slow jet position, resulting in smoother mixing of air and fuel for precise atomization. In addition, both main and slow jets are arranged in the same direction to prevent undesirable mutual interference so that the amount of mixture is smoothly increased when speed is increased from low to medium. The virtually maintenance free C.D.I. system supplies a strong spark for sure ignition at all times even over the low speed range. This also helps to improve trolling performance. The newly adopted wide gap ignition plug prevents oil fouling and the stronger spark can make up for a leaner air/fuel mixture.

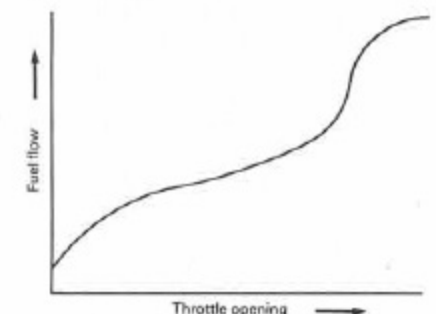
Fig. 2 Carburetor's structure



In order to ensure smoother, quieter operation, the 246cc engine features a number of significant improvements. Particularly, on the 9.9, those improvements also reflect on the fuel economy and show, for this engine, up to 30% better consumption results, depending on the engine speed.

Now all twist-grip throttle type Yamaha outboards feature the revolutionary energy advisor to indicate ideal fuel consumption levels. It enables the operator to see at a glance whether an increase in fuel consumption gives a corresponding increase in speed. A graph showing the relation between throttle opening and fuel flow is printed on the throttle lever.

Fig. 3 Energy advisor



- Assembly of Drive System**
Drive shafts, gears and other components are assembled after stringent tests and measurements are completed.
- Final Assembly**
Power units and drive sub-assemblies go from the finish painting stage to the final assembly line for complete outboards.
- Engine Assembly**
Pistons, crankshafts, cylinders, etc. are assembled into complete engines. All components are thoroughly inspected and adjusted before assembly.
- Packing and Delivery**
All outboards are carefully inspected for appearance. Then, they are packed in such a way that they can be shipped over long distances without damage.

6. After-sale Service System of Yamaha Outboard Motors

Now Yamaha has four overseas corporations and several overseas liaison offices. In addition, Yamaha closely cooperates with its importers in 110 countries to make sure that every motor sold is used in the best operative condition. Besides, specific emphasis is given to the improvement of the before-sale service system worldwide. Yamaha's before-sale service activities include:

- Active consultation in each area on vessel types that best meet local needs for fishing and marine transportation.
- Offering technical know-how, in-

cluding how to choose engines, oils, propellers, etc.; how to mount engines in vessels; advice on fishing methods and gear.

The Yamaha Parts Center which is located close to the head office building at Iwata serves as the headquarters of service parts supply activities. All incoming and outgoing parts are computer controlled.

7. Yamaha Outboard Motor line-up

The operating conditions of outboard motors differ from one locality to another. With this in mind, Yamaha has persistently striven to meet individual local needs as much as possible. Yamaha has completed its wide selection line-up by taking all conceivable operating conditions into consideration. The results are:

- Standard series consisting of 19

- models from 2HP to 115HP
- Enduro series consisting of 7 models
- Kerosene series consisting of 3 models

Enduro series models are intended for heavy-duty use, such as transportation, etc. Kerosene series models have been developed for economy-minded people as kerosene is much less expensive than gasoline.

deep into expansion chambers with the aim of producing a resonant silencing effect (over a specific frequency range) in addition to normal expansion silencing effect. Tail pipe (6) is designed to let the exhaust noise go in a constant direction. The idle hole which faces the water surface arrests the spread of exhaust noise.

Fig. 4 Multi-stage silencer

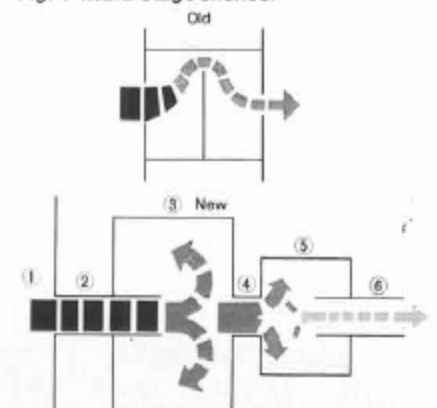
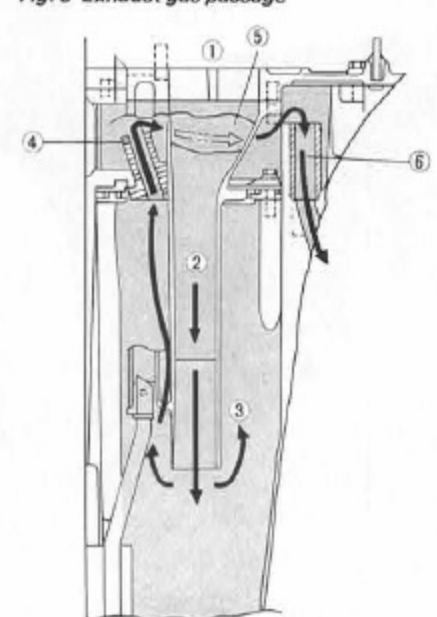
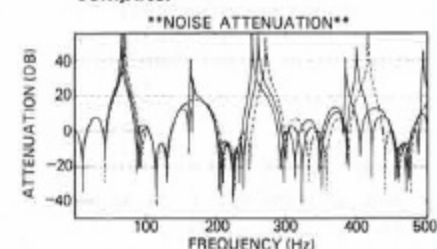


Fig. 5 Exhaust gas passage



Thorough simulation tests have been repeated to obtain the optimum layout configuration and dimensions for this new silencing system. Below is an example of a graphic display:

Fig. 6 Analysis of silencing effect by computer



Gear friction noise has been reduced by means of spiral bevel gears which take the place of conventional straight bevel gears. By this method, gear and pinion mesh more smoothly and gently because the spiral bevel gear has a larger number of cogs.

Other Technical Features

Along with these refinements we have mentioned, all the engines are built to Yamaha's high quality standards. Each new feature adds to the fun and excitement of boating. The special advantages of the new Yamahas include:

Fuel Economy

- The V-type reed valve intake system is another advantage for the new models. Valve timing corresponds to changes in the pressure of the air/fuel mixture in the crankcase. The intake stroke has been extended so that blow-back is prevented resulting in a denser

air/fuel mixture. This increases combustion efficiency greatly and improves torque characteristics especially over the low to medium speed range.

- 1 : 100 oil/fuel mixture for better fuel economy. (European market only)
- Dual exhaust manifold system for better exhaust efficiency. This also controls back pressure to prevent blow-out of fresh air/fuel mixture.

Convenient Portability

- A carrying handle is integrated into the bracket.

Easy Handling

- Both manual type starter and electric type starter are available. A remote control system is a custom option. Vertical pull starter and top shifter are also custom options for sailboating.

- Yamaha-original dualthrust propeller (optional)
This system is designed to lead the stream of exhaust gas in two directions to prevent the pressure of gas from decreasing the force of propulsion. It adds 60% more power in reverse and 10% when going forward. Suitable for sailboats and displacement type boats.
- Powerful 12V/80W lighting coil (std.) for charging a battery along with a rectifier (optional).

Higher Reliability

- Heavy duty water pump.
- Thermostat controlled watercooling.
- Electronic CD ignition.

Miscellaneous

- Improved design of top cowling; refined styling; protected recoil starter grip, etc.

SPECIFICATIONS: YAMAHA 9.9

Max. prop. shaft power within speed range	7.1 KW (9.7 HP) AT5,000 R/MIN
Prop. shaft power at middle of speed range	7.1 KW (9.7 HP) AT5,000 R/MIN
Cylinders & engine type	2-stroke 2-cylinder in-line
Tilting	4 positions
Full throttle rev./min range	4,500 ~ 5,500 R/MIN
Displacement	246 cm ³
Bore x stroke	56 x 50 mm
Ignition system	Electronic C.D.I. breakerless
Starting system	Automatic rewind handstarter/Electric start version and electric starter kit available
Throttle control	Twist-grip
Carburetion	Single carb with fixed jets
Controls	Full gear shift/Remote control available
Fuel (USE 2 STAR PETROL ONLY)	Premixed oil-petrol 1 : 100
Fuel tank capacity	Separate tank 24 litres
Gear ratio	13 : 27
Standard propeller (blade x diameter x pitch)	3 x 234 x 229 mm (3 x 9-1/4 x 9 in.)
No. of applicable propellers	7
Weight	37.5 kg
Transom height	Standard 380 mm (15 in.) Long 510 mm (20 in.) Super ultra long 637 mm (25 in.)
Lighting coil	Standard 12V 80W
Adjustable throttle friction	Standard
Adjustable steering friction	Standard
Starter safety device	Standard
Shallow water drive	Standard

*Specifications shown here are those for European models.

*The KW(HP) data in these specifications are based on the ICOMIA 28 standard.

SPECIFICATIONS: YAMAHA 15

Max. prop. shaft power within speed range	10.7 KW (14.5 HP) AT5,000 R/MIN
Prop. shaft power at middle of speed range	10.6 KW (14.4 HP) AT5,000 R/MIN
Cylinders & engine type	2-stroke 2-cylinder in-line
Tilting	4 positions
Full throttle rev./min range	4,500 ~ 5,500 R/MIN
Displacement	246 cm ³
Bore x stroke	56 x 50 mm
Ignition system	Electronic C.D.I. breakerless
Starting system	Automatic rewind handstarter/Electric start version and electric starter kit available
Throttle control	Twist-grip
Carburetion	Single carb with fixed jets
Controls	Full gear shift/Remote control available
Fuel (USE 2 STAR PETROL ONLY)	Premixed oil-petrol 1 : 100
Fuel tank capacity	Separate tank 24 litres
Gear ratio	13 : 27
Standard propeller (blade x diameter x pitch)	3 x 234 x 267 mm (3 x 9-1/4 x 10-1/2 in.)
No. of applicable propellers	7
Weight	37.5 kg
Transom height	Standard 380 mm (15 in.) Long 510 mm (20 in.) Super ultra long 637 mm (25 in.)
Lighting coil	Standard 12V 80W
Adjustable throttle friction	Standard
Adjustable steering friction	Standard
Starter safety device	Standard
Shallow water drive	Standard

*Specifications shown here are those for European models.

*The KW(HP) data in these specifications are based on the ICOMIA 28 standard.

Continued from page 3

5. Production System of Yamaha Outboard Motors

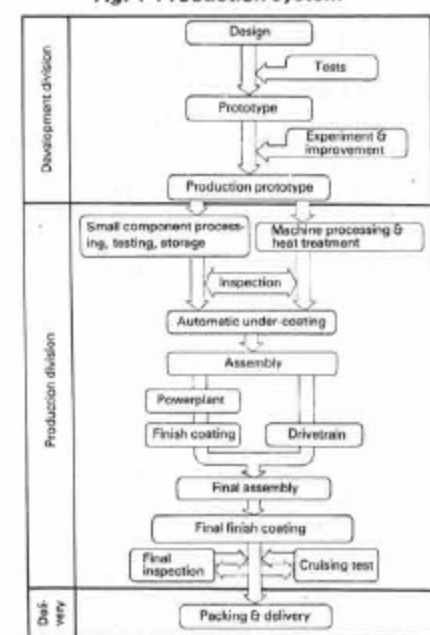
Outboard motors must be able to withstand all the hard conditions that will be encountered in their long-life use, while they must also retain their long-lasting dependable performance. Therefore, the stricter the inspections are before delivery, the greater the dependability becomes. In short, outboards must be of extra high quality based on a higher level of technology than engines used on land. Yamaha's outboard production system is completely integrated, incorporating ultra-modern facilities and equipment, to manufacture and market the world's top quality products.

quality at this stage.

Painting

A triple-coated for anti-rust treatment, consisting of under-coating, corrosion-proof painting and finish coating, is given to every motor so as to assure trouble-free operation in every kind of water. Automatic electrostatic painting machines assure that all motors are given the best hard-wearing finish in the handsome Yamaha style.

Fig. 4 Production system



Small Component Processing, Testing and Storage

An initial prototype is made after the design has been finalized and tested. Further improvements are introduced to this prototype through a number of experiments. Then, a pre-production model is completed. A single outboard is made from more than 12,000 component parts. All these items are stored in a completely automated warehouse after careful inspections have been made of every single one. And then, they are fed to the assembly line with precise timing by means of a parts supply list controlled by computers.

Machine Processing

The motor's main parts and drive parts are machine processed and heat treated. There are over 500 pieces of machinery, such as gear cutters, grinders, milling machines, friction welding machines, etc. The most vital parts for outboards are produced to the strictest standards of

YAMAHA OUTBOARD MOTORS



9.9



15



40

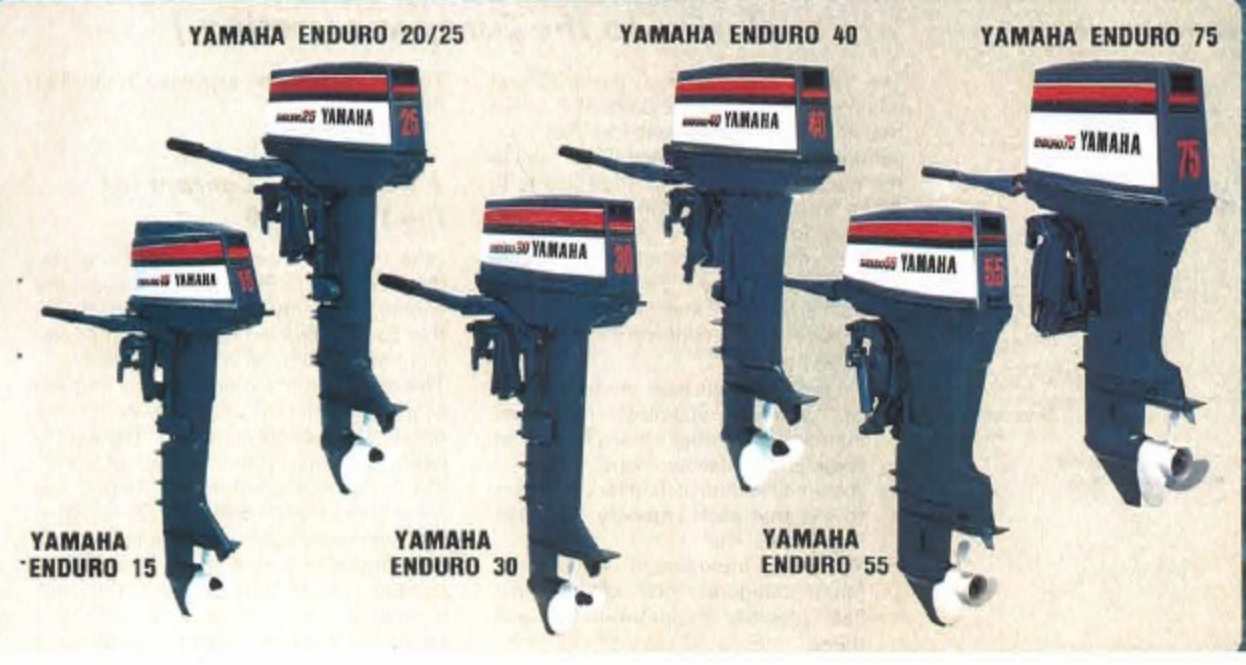
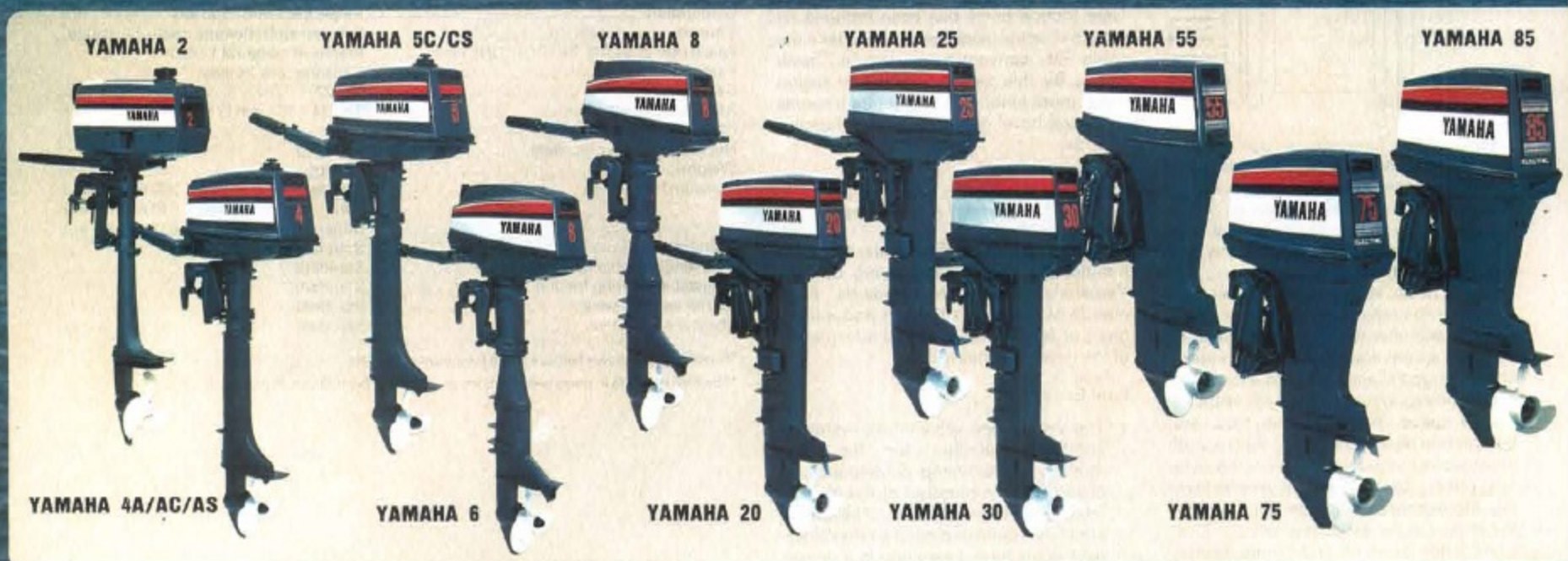


60



115

www.legends-yamaha-enduros.com



YAMAHA OUTBOARD MOTORS

flywheel/magneto head to help you keep your fingers attached to your hands while you're tuning up with the cowling off — these are details that a boating-wise manufacturer like Yamaha can be proud of. And bigger little things, like a new C.D.I. ignition, complete with high-technology micro-electronics that sound an audible alarm and trigger automatic de-rev to prevent overheating, are examples of what Yamaha means when they say that although they are relative newcomers to the big-power class of outboards, they have entered the field with enthusiasm and determination. "Stay out in front with Yamaha!" That's the promise Yamaha's making for their muscular new model. And knowing, Yamaha, it's a promise that can be taken very seriously.

The Yamaha 115 Technical Features

V-4 Engine

Yamaha's newest, biggest outboard is powered by a newly designed V-4 engine. The 90° angle of the V-configured, forged aluminum block has been scientifically determined as ideal in the reduction of vibration for smoother, quieter operation, higher fuel efficiency and a long service life. Yamaha's advanced metallurgy techniques and design expertise have combined to make the Schnürle scavenging system highly efficient. For instance, the scavenging passages in the block which have been designed in the shape that allows the most natural flow of the fuel mix, are at the same time strengthened to prevent distortion of the cylinder sleeves while adding to the high ratio of power-to-fuel economy.

Fig. 1 V-4 configuration at 90°

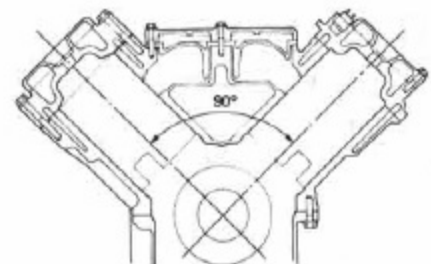
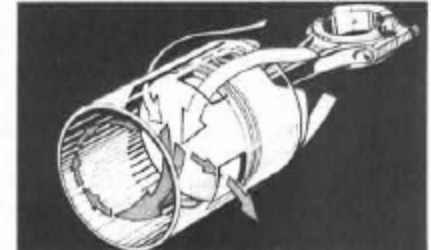
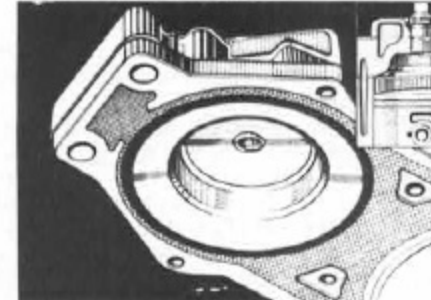


Fig. 2 Schnürle scavenging



Other important points include:
 • "Pancake" combustion chambers to get the most from every drop of fuel and cut down on exhaust impurities.

Fig. 3 Pancake chamber



- Monoblock crankshaft and heavy-duty split connecting rods to reduce vibration and further improve reliability.
- Oversized bearings extend service life and assure high-torque performance.
- Drain plug, positioned to aid effortless oil change with engine in up-tilted position.

tion, is also magnetized to keep crankcase oil free of metallic foreign matter which could shorten gear and bearing life.

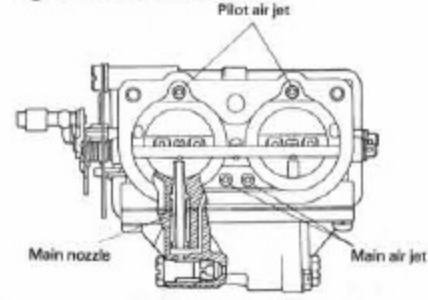
Electronic Ignition

An improved C.D.I. (Capacitor Discharge Ignition) system is employed for accurate spark timing. The high-technology micro-electronic circuit incorporates a fail-safe detection/alarm function and an automatic decelerator device to prevent damage from overheating for still greater safety, the ignition coil is fully protected from moisture and has a lead line to permit secure grounding.

Twin-Bore Carburetors

The pair of high-precision carbs are designed with single-float chambers to ensure an optimum, well-balanced and stable supply of fuel mix to the left and right pairs of cylinders. Also, Yamaha's original V-reed intake valving ratios fuel dependably for better low-end torque and effectively prevents "blow-back" to the carburetors. Other important points include:

Fig. 5 Twin-bore carburetor



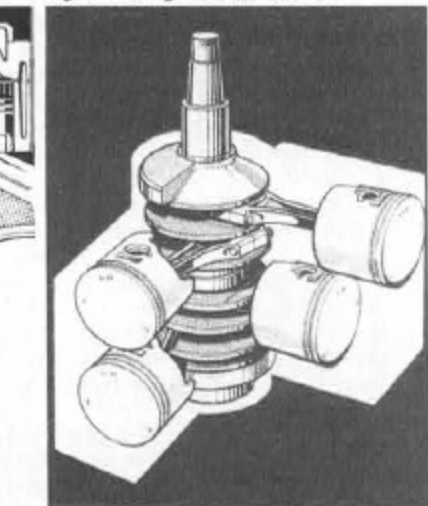
- High-capacity fuel pump for stable fuel supply.
- Dual air intake and large air intake silencer form a watertight team and guarantee an adequate supply of air to the carbs in all weather/water conditions. The special Yamaha design reduces operating noise without compromising performance.

Fig. 6 Dual air intake



- Fuel recirculation system, another Yamaha innovation, improves acceleration by increasing combustion efficiency.

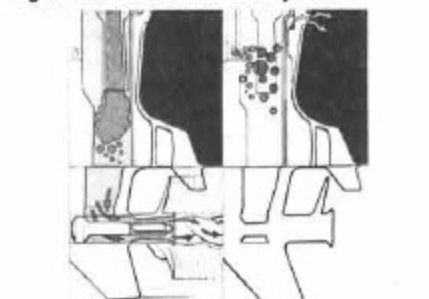
Fig. 4 Stronger crank and rods



Thermostat-Controlled Cooling System

Overheating problems are prevented, even in muddy waters, by this thermostatically monitored system, featuring an accurate, heavy-duty pressure valve for effective operation. The oversized impeller key in the water pump assures sufficient coolant flow, while the pump's tough resin housing is corrosion-resistant for durability. Of particular importance to effective cooling, and to the reduction of noise, is the double-walled water jacket, through which exhaust is forced by the natural pulse of the combustion cycle to muffle sound and remove exhaust impurities.

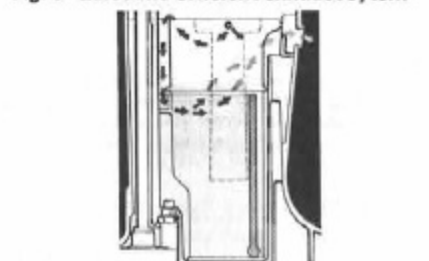
Fig. 7 Double-walled water jacket



Additional Noise-Reduction Systems

The remarkably quiet operation of the Yamaha 115 is further assured by the anti-vibration damper of thick rubber placed between the muffler and the upper casing of the engine, by the Yamaha jet prop exhaust design, the acoustic damping and baffling of the engine cowling, and by the specially engineered idling gas exhaust system, combining to make boating more enjoyable for all.

Fig. 8 Quiet and efficient exhaust system



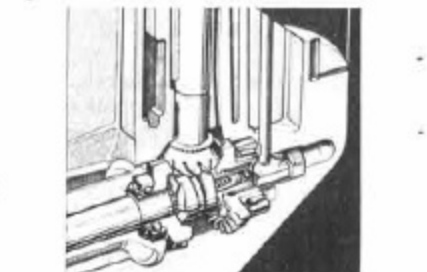
Power Assisted Hydraulics and Other Features

A compact and efficient system of hydraulically cushioned tilt mechanisms receives its power from the engine itself to make handling easier and safer. This ingenious system includes a trim gauge to automatically return the motor to its correct position should it tilt upon striking any obstruction in the water. The Yamaha 115 is equipped with all standard connections required in full remote control operations and has a 35° steering angle to the

left and right for better maneuverability. Remote steering, single or dual throttle (left or right handed) and many other Yamaha accessories are available as options. Other standard features include:

- High-output Bendix motor for faultless electric starting.
- Improved gear shift for faster, smoother shifting from forward through neutral to reverse and back.

Fig. 9 Gearshift mechanism



- Flywheel/magneto cover to prevent mishaps.
- Large mounting rubber to further dampen vibration.
- Trim tab to provide stable and firm steering control, even during speed and trim changes.
- Low-drag casing for the protection of the drive-chain; its carefully calculated hydrodynamic design reduces water resistance and represses splash for a smoother wake — an important plus for skiers.

Fig. 10 Hydrodynamic lower casing configuration



- Anti-corrosion treatment for the entire engine includes the Triple-Coating method used with success on other Yamaha models. Before the coating is applied, the engine — including the water jacket — is subjected to electrolytic action (anodization). Then, anode terminals are provided: the one on the lower casing is connected to the one on the mounting yoke so that corrosion is prevented both underway and at dockside. These special points help keep the Yamaha 115 looking as smart and running as smoothly as the day it hits the water — assuring always the powerful performance boaters everywhere have come to expect from Yamaha.

SPECIFICATIONS: YAMAHA 115

Max. prop. shaft power M ⁻¹ within speed range	84.6 KW (115 HP) AT 5,500 R/MIN
Prop. shaft power at middle of speed range	80.9 KW (110 HP) AT 5,000 R/MIN
Cylinders & engine type	2-stroke 90° V4
Tilting	5 positions
Full throttle rev/min range	4,500 — 5,500 R/MIN
Displacement	1,730 cm ³
Bore x stroke	90 x 68 mm
Ignition system	Electronic C.D.I. breakerless
Starting system	Electric starter
Throttle control	Remote control
Carburetion	2 dual barrel carbs
Controls	Full gear shift remote control standard
Fuel (USE 2 STAR PETROL ONLY)	Premixed oil-petrol 1 : 50
Fuel tank capacity	Separate tank 24 litres
Gear ratio	13 : 26
Standard propeller	3 x 330 x 533 mm (3 x 13 x 21 in.) (blade x diameter x pitch)
No. of applicable propellers	16
Weight	142 Kg
Transom height	Long 508 mm (20 in.) Ultra long 637 mm (25 in.)
Lighting coil	Standard 12V 120W
Starter safety device	Standard

*Specifications shown here are those for European models.
 *The KW/HP data in these specifications are based on the ICOMIA 28 standard.

Thanks from overseas participants

From Iwata: As reported in issue No. 7 of Yamaha News, five guest riders from four countries took part in the 1981 All Japan SL Motocross Meeting which was held as part of the grand summer festival program at Sportsland Sugo on August 2. These guest riders had chanced to finish the course of Yamaha Motocross School in Japan prior to the SL Motocross Meeting.

They state their impressions of this school in their letters received by the Yamaha Sports Promotion Center as follows:

An invaluable experience! Lee Yang Chung Richard (Hong Kong)



This training course has enabled me to learn much more about motocross techniques. Training seemed very short but I think it let me know my weak point on my riding and also during racing. But it was too hard to improve a lot within such a short period of time so I must continue efforts to improve my motocross techniques. Also, on the racing day I saw much difference in top riders' techniques and it is very hard to get this kind of experience in Hong Kong.

I thank my best teachers, Iwao and Kawachi very much for their excellent teaching. I promised to do it much better in the future. I hope I can join the race next year, too.

Now I am as tough as my machine Patrick Chin Chee Woon (Malaysia)



This is my second time I have come to Japan for training. Last year I came here in October and it was much colder than in my country. I didn't do very well last year but I could learn a lot during my one-month stay in Japan. I was trained at Hamakita, Tenryugawa and Sugo. I was surprised to know that I could come to Japan this year. This time I was well prepared for it. And the climate was almost the same in my country. After 2-day training at Hamakita, I felt that I did it very much better than last year. In particular, cornering and braking techniques were greatly improved. Last year these techniques seemed too much for me. But now I have the guts to do so. During my 3-day training at Sugo, I found my techni-



ques much improved. The Sugo track was very tricky. Almost all the corners were slippery and body balancing and throttle operation needed plenty of efforts. Mr. Iwao advised me how to do and I followed it. The result was truly excellent. I am most grateful to my teachers, Iwao and Kawachi for their best teaching efforts.

Greatly improved techniques Bambang Prabowo (Indonesia)



I joined the training at Hamakita and the summer festival race at Sugo. This experience was very useful to improve my techniques. Mr. Iwao and Mr. Kawachi, both Yamaha instructors, gave better technical instructions during the training, that is, in curving, descending and right/left turns. I think they are the best obtainable motocross instructors. They taught us how to cover two laps and dismantle the machines for inspection within 30 minutes. We learned a lot about motocross while taking part in the summer festival motocross. I had a chance to compete with many top riders including champions in this race. Their techniques were wonderful. I will make the best of what I learned in Japan for the growth of motocross racing in Indonesia. Last but not least, I have to apologize for my mistake made during my stay in Japan and hope you will give your continued support to our motocross.

Start is very important Simon Low Wai Wing (Hong Kong)

First of all, I was very happy to have a chance to watch a Japanese motocross race where many top riders took part. I think I could learn much from their advanced techniques. Mr. Iwao and Mr. Kawachi proved themselves to be excellent motocross instructors. They showed me how to ride a machine correctly and how to prepare a machine. At the same time, my own weak points were pointed out. Motocross tracks were too much for me as I was just a motocross beginner. What I learned in Japan is very



useful and I am most thankful to Mr. Iwao and Mr. Kawachi. I hope I can improve my motocross techniques by correcting the weak points as pointed out by them.

Young riders will also be taught what I have learned Chaleamsak Thongyam (Thailand)



This was my third time I have come to Japan for motocross training. In the previous cases (1978 and 1980) I had been with my friends, Wachara Punchamul and Annop Kamsobat respectively but this time I was the only rider from Thailand. I was trained in advanced motocross techniques under the instruction of Mr. Iwao and Mr. Kawachi. I felt my techniques much more improved this time. Motocross tracks in Japan seemed much more tricky than those in my country but I was pleased to attack various difficult sections by making my improved techniques in full play. I had a chance to compete with Japan's top motocross riders in the summer festival motocross held on the hilly Sugo circuit. I believe I could learn a lot in this race. All that I acquired in Japan can be applied to our motocross tracks and I will teach what I have learned to many young riders who wish to start their motocross career. I am most grateful to both instructors and all other Yamaha people for their excellent instruction and cooperation.

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.

Address: Editorial Room of Yamaha News, Advertising & Public Relations Overseas Markets, Yamaha Motor Co., Ltd. 2500 Shingai, Iwata-shi, Shizuoka-ken (Japan)

A LETTER FROM OUR READER

Better dealer back-up

Mr. Paul Dempsey, a Yamaha dealer in Renmark, South Australia, is doing a good business assisted by the better dealer back-up and service given by the Pitman Brothers organization as follows:

Dear editor, In response to contributions wanted for Yamaha News, I am enclosing some photographs of my recently built premises. I say recently built premises, which it seems like only yesterday that I opened my new shop but as I sit here writing I realize that it is almost two years since I opened the new shop. I have been running my own business now for six years and have been a Yamaha dealer for three years. Having no dealership until Yamaha, I only carried out repairs on all makes and models, "procuring" parts, etc. I am most proud to say that in the years I have been associated with Yamaha I have had no major problems in procuring any parts with warranty claims, etc.

Until now I am yet to speak of the main reason for the writing of this letter, and it is, that I cannot speak highly enough of the dealer back-up, and service given to me by the Pitman Brothers organization. I have dealt with many companies in the past and many motorcycle distributors, and not one of them even comes close to Pitman's Yamaha.



I also sell firearms and Mariner outboards. For the recent duck shooting season I have set up a display of a locally built aluminum boat and 15 HP Mariner, ET500 generator and an AG175 complete with shot gun scabbard and shot gun. This display created much interest.

The sheep station is 1,000 square miles in size and is two miles away from my own home. A large majority of my sales and service are to large properties like this and as you would already know they all pray for a 250cc four stroke (XT type) machine with a shaft drive and mag wheel, but I guess the demand for this type of bike is not great enough, but maybe one day it will be? With slight modification I fitted an AG 175H seat and carrier onto the XT250. The fitting of these was necessary to the owner because he needed the carrier for transporting his sheep dog from one section of the station to another. With a single seat, the carrier can be mounted forward so as to place the weight of the carrier over the rear axle. This makes the bike much more suitable for sheep station work. The reason they do not use the AG175 with all the standard equipment is because the 4-stroke machine handles the long distance runs better than the 2-stroke machines. In the summer time all the water troughs have to be checked every second day and the bikes cover a distance of approximately 400km each trip. To do this, the higher cruising speed, plus the better handling make the XT a more suitable bike.

Yours faithfully,
 Paul Dempsey
 Paul Dempsey Motor Cycles
 156 5th Street, Renmark, S.A.

Ever-growing Yamaha outboard motor business



Exciting new model tests!



Yamaha O/M distributors are greatly interested in the powerful Yamaha 115.



Product features are explained.



Dinner party



Mr. Hideki Sawada, President of Yamaha Motor N.V. announces the Yamaha O/M marketing policy.

Monte Carlo

The European outboard motor press & distributors conference is brought to a success!

Yamaha Motor N.V. the head office of which is located in Amsterdam, Holland, organized the first European conference in Monte Carlo, Monaco from Sept. 11 through Sept. 13, with an attendance of 30 Yamaha O/M distributors from 14 European countries and South Africa and 30 journalists from 12 European countries. The first Yamaha European conference was one of the largest events of its kind ever organized in Europe. During the distributors meeting and the press meeting the staff of Yamaha Motor N.V. gave an account of Yamaha's position in Europe, and '82 market trends while announcing the planned improvements for 1982.

Yamaha's position in Europe

The total O/M market in Europe has remained dull for the past few years due to the worsened economic situation in almost all countries.

But even throughout this period the sales of Yamaha outboards have maintained a constant rise.

The reasons for this favorable development for Yamaha are:

- * All distributors' continued efforts to improve the Yamaha dealer and service network.
- * Yamaha's strengthened small HP range with the new 4, 5 and 20HP models.
- * Very good success in promoting the sales of Yamaha kerosene models for commercial and pleasure use in some countries.
- * Benefiting from these favorable factors and gaining firm confidence in the Yamaha outboard range, all distributors and dealers concerned are enthusiastic about exerting even greater efforts to further increase their sales in the future.

'82 market trends

The outlook for the 1982 season shows little signs of improvement. The economic situation in almost all European countries will remain hard at best. The calculating and thoughtful customer will inevitably look for the best buy in the market.

That means:

- Best in fuel economy
- Best in performance and durability
- Lowest in operating costs
- Most up-to-date features

In addition, the big HP customer will consider the operating costs more carefully before he decides what brand to buy. With this outlook Yamaha expects that all competitors will do their utmost to hold or regain customers, which will make the sales war much more intense, especially in the field of fuel economy, performance and other important product features. It is in these areas that the Yamaha outboard must be the best!

Planned improvements

To be successful in this tough market, Yamaha will have to concentrate on the following measures:

- * Improvement of distribution network
- * Improved information and education
- * Supplying the best available product
- * Opening of new markets

All these improvement measures will be carried out in close cooperation with all distributors. Even greater efforts will be directed toward the long established pleasure market while exerting every possible effort to advance into the non-pleasure market in Europe. Yamaha will have the right models at the right time, from 2HP to 115HP including inexpensive kerosene models.

Mr. Hideki Sawada, President of Yamaha Motor N.V. requested all distributors to renew their determination for another leap forward in the eighties.