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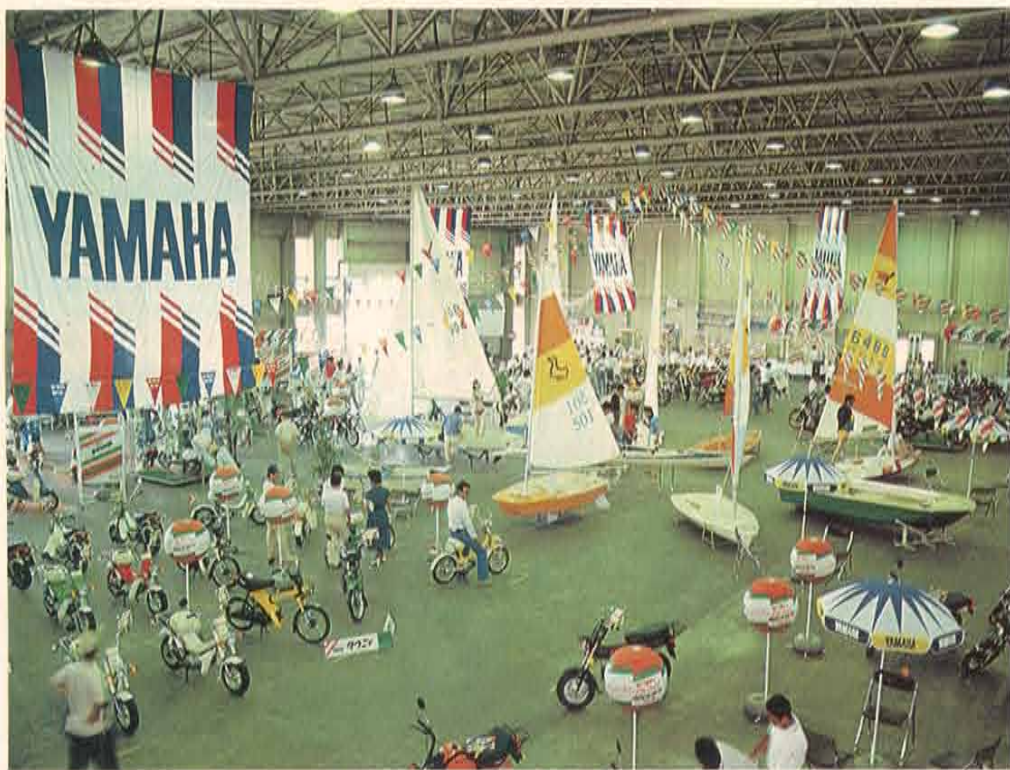
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Mikoshi

Originally the mikoshi was a carrying platform upon which the 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 octagon, to a highly complex and elaborately decorated one. Usually they are made of wood, painted black with a Chinese phoenix on the roof and area attached to two long horizontal poles by which they are carried.

Today the mikoshi is a part of the festivals of every season, at which time they are paraded around the streets of the town. In the autumn festival, for example, they symbolize gratefulness to the gods for a successful harvest. Even though 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

Sea and Land All Yamaha Sports Fiesta Draws Big Crowds

IWATA: "Cutting the wind on land and sea... Now it's a summer wave of 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 Fiesta was conducted as part of the overall Yamaha sales campaign, and it drew 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 was 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

Yamaha customers in mind seem to have 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 same period, and they numbered over 100 locations.



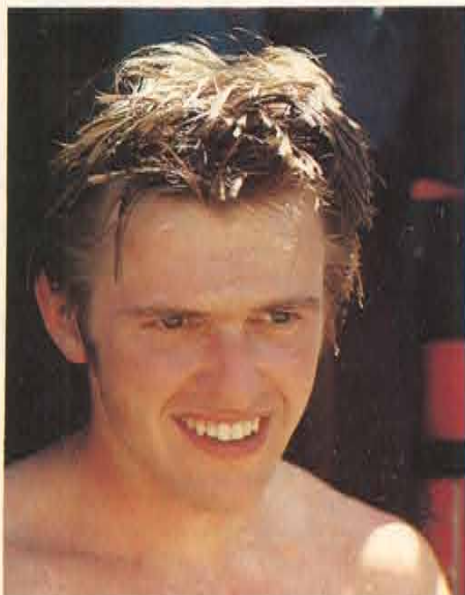
Colorful land and sea
 Yamaha products are also arranged.



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

**SPORTS NEWS
 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

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
5. Heinz Kinigadner	Puch	80 points
6. Mike Guerra	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 champion when they won the Swedish GP about 4 minutes ahead of A. Michel/M. Burkhard (Yamaha) on August 16. Another title chaser J. Taylor/B. Johansson ('80 world champion) failed to match the pace set by Biland and Michel.

Ramada Marine and Leisure Show



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 mountain 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, conceived 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 I on a national scale.

Except for an occasional flat tire, there

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 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.

Along with the risks and rigors of the long open road journey, Safari '81 had its refreshing moments as well, pausing to 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 received 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 RS125T.



RS125T SAFARI '81 poses with President Norberto B. Quisumbing Jr., to start off the tour. (l 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 specialties" (page 12, Issue No. 2) deals with a unique wooden 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.

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.



RS125T SAFARI '81 is being welcomed at every town where Norkis-Yamaha dealers await the team.

Its reputation is very good among Golf Course Administrators as well

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 Association, 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 it 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.

1. Taking about 10 days a stock one ton truck chassis 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.

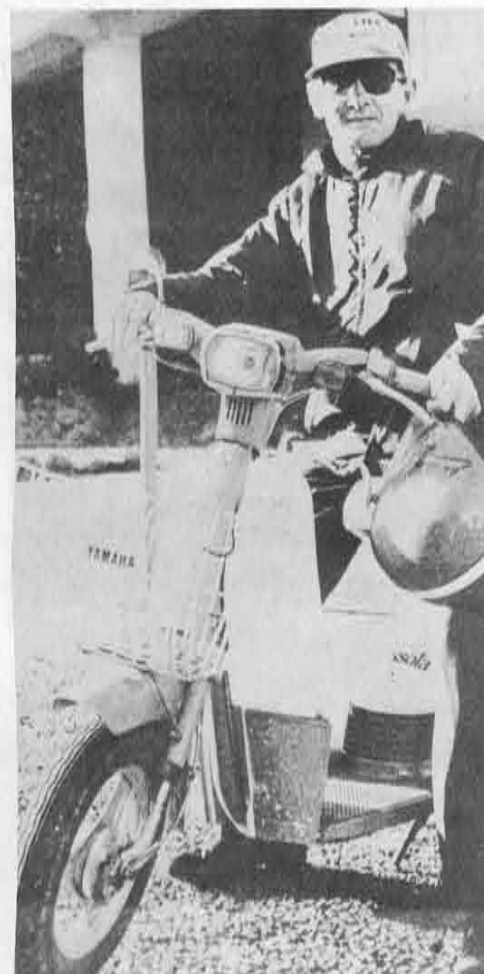
Team Honda heard about this and considered sending down some of their trick machinery, but didn't have enough time to put the effort together. They had a good representative though, in local "Hot Thumb" Billy Orazio from the Honda West dealership in Gretna, Louisiana. The showdown of the day was to be Orazio on his modified Honda 250R against Ace on his Super Trick Mono-

shock 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 enthusiastic 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. MacGregor'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 finished.

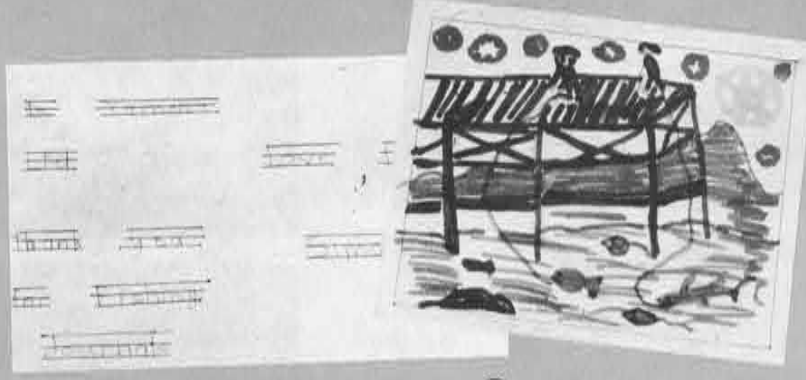


New Yamaha Center Opens

From Uruguay: Limberg Moreira which is handling all the imports and sales of Yamaha products such as motorcycles, outboards, portable generators, multi-purpose 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.

Fishery Journal's Youngest Readers



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 interested in fishery.

Recently we found out that this publication is even proving helpful as a source of information for school boys interested in fishing and fish species. Here are letters we received from two such boys in the Solomon Islands accompanied by their drawings of fishing and a letter of thanks from their teacher.

A. I really enjoy the fishing magazines. Love from William.

B. 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 for your help.

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

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 Yamaha YZ125's and Suzuki RM125's, all ridden by local top riders.

The race was eventually won by Bekombo on a Yamaha YZ125 with his team-mate Monthe on another Yamaha second.

This impressive Yamaha victory proves to be another impact on the market where Yamaha is becoming a leading brand.



Yamaha riders sweep the race (Cameroon)

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 field.

Phil is now one of the hottest mini-cycle motocross prospects on the national scene, but his riding talents also extend to short-circuit racing where he is the current Queensland short-circuit champion. In addition to this, he holds more than 10 major national and state mini-cycle 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 eighth grade.



"See—Yamaha's really do fly!"



A five year old motocross rider!

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

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 aggressively in local motocross races.



Yamaha is most successful!

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

LOCATION: LAKESIDE			
DATE: SUNDAY AUGUST 16th, 1981			
EVENT: ROUND OF AUSTRALIAN ROAD RACING CHAMPIONSHIPS.			
CLASS - UNLIMITED:			
1st	GARY COLEMAN	— NSW DEALER TEAM	— TZ750 YAMAHA (New lap record)
2nd	GRAEME MUIR		— TZ750 YAMAHA
3rd	RON BOULDEN	— NSW DEALER TEAM	— TZ500 YAMAHA
CLASS - 500cc:			
1st	STEVE TRINDER		— RG500 SUZUKI
2nd	RON BOULDEN	— NSW DEALER TEAM	— TZ500 YAMAHA
3rd	JORN WOODS		— TZ350 YAMAHA
CLASS - 750cc PRODUCTION:			
1st	LEN WILLING	— 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.

Unless you're now handling Yamaha 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

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 recharging batteries. The EFC series, for example, is an economical, compact line specifically designed for semi-permanent installations. 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 out 1400W from a total weight of 33kg; EFC2000 (2000W, 40kg); EFC2800 (2800W, 54kg).



YAMAHA

Neil Hudson achieves his lifetime ambition

Neil Hudson became the first British rider to win the 250cc motocross world championship title despite an extremely disastrous 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 News)

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 title.

"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



races. 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

first time in the season! He went out of the second race while Neil scored a 15-point maximum and scrambled back into the reckoning.

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.

Neil saw his chance, seized it with both 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 turnaround!

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 August 31.

RESULTS

First international: 1. D. Watson (Yamaha) 2. D. Thorpe (Kawasaki) 3. S. Beamish (Suzuki) 4. G. Mayes (Suzuki) 5. J. Whatley (Suzuki)

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

Third international: 1. N. Hudson (Yamaha) 2. D. Thorpe (Kawasaki) 3. G. 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 Yamaha racer, Barry Sheene won the 15-lap World of Sport Championship 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. Haslam (Honda) 3. G. Crosby (Suzuki) 4. K. Ballington (Kawasaki) 5. K. Huewen (Suzuki)

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

World Championships Results

Road Race

British GP—Aug. 2 (Silverstone)

250cc class—24 laps, 70.37 miles

1. A. Mang (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 (Yamaha) 3. J.-F. Balde (Kawasaki) 4. D. de Radigues (Yamaha) 5. C. Williams (Yamaha)

500cc class—28 laps, 81.96 miles

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

Sidecar class—20 laps, 58.54 miles

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

Finnish GP—Aug. 9 (Imatra)

250cc class—23 laps, 70.57 miles

1. A. Mang (Kawasaki) 2. J.-F. Balde (Kawasaki) 3. J.-J. Guignabodet (Kawasaki) 4. J.-L. Tournadre (Yamaha) 5. E. Hyvarinen (Yamaha)

500cc class—25 laps, 76.9 miles

1. M. Lucchinelli (Suzuki) 2. R. Mamola (Suzuki) 3. K. 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. Giesemann/J. Paul (Yamaha) 5. G. Brodin/B. Gallros (Yamaha)

Swedish GP—Aug. 16 (Anderstorp)

250cc class—25 laps, 62.5 miles

1. A. Mang (Kawasaki) 2. R. Freymond (Ad Majora) 3. J.-F. Balde (Kawasaki) 4. J.-L. Guignabodet (Kawasaki) 5. J.-L. Tournadre (Yamaha)

500cc class—30 laps, 75 miles

1. B. Sheene (Yamaha) 2. B. van Dulmen (Yamaha) 3. J.

Middelburg (Suzuki) 4. K. Ballington (Kawasaki) 5. G. Crosby (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. Schwarzel/A. Huber (Yamaha)

Czechoslovakian GP—Aug. 30 (Bruno)

250cc class—

1. A. Mang (Kawasaki) 2. R. Freymond (Ad Majora) 3. J.-L. Tournadre (Yamaha) 4. D. de Radigues (Yamaha) 5. R. Sibille (Yamaha)

350cc class—

1. A. Mang (Kawasaki) 2. J.-F. Balde (Kawasaki) 3. G. Reiner (Yamaha) 4. W. von Mural (Yamaha) 5. J. Cornu (Yamaha)

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)

Final championship positions

1. A. Mang (Kawasaki) 160 2. J.-F. Balde (Kawasaki) 95 3. R. Freymond (Ad Majora) 72 4. C. Lavado (Yamaha) 56 5. P. Fernandez (Yamaha) 43

500cc class

1. A. Mang (Kawasaki) 103 2. J. Ekerold (Yamaha) 52 3. J.-F. Balde (Kawasaki) 49 4. P. Fernandez (Yamaha) 46 5. C. Lavado (Yamaha) 41

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. Johansson (Yamaha) 87 4. D. Jones/B. Ayres (Yamaha) 53 5. W. Schwarzel/A. Huber (Yamaha) 52

Motocross

500cc class

Czechoslovakian GP—July 26

1st race

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

2nd race

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

Vromans (Yamaha) 4. A. Malherbe (Honda) 5. G. Noyce (Honda)

Belgian GP—Aug. 2

1st race

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

2nd race

1. A. Malherbe (Honda) 2. A. Vromans (Yamaha) 3. H. Carlqvist (Yamaha) 4. B. Lackey (Suzuki) 5. C. Carlsson (Husqvarna)

Luxemburg GP—Aug. 9

1st race

1. H. Carlqvist (Yamaha) 2. A. Malherbe (Honda) 3. G. Noyce (Honda) 4. D. Thorpe (Suzuki) 5. J.-J. Bruno (Suzuki)

2nd race

1. A. Vromans (Yamaha) 2. H. Carlqvist (Yamaha) 3. J.-J. Bruno (Suzuki) 4. G. Noyce (Honda) 5. J. van Velthoven (KTM)

Final championship positions

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

250cc class

US GP—July 26

1st race

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

2nd race

1. S. Wise (Honda) 2. N. Hudson (Yamaha) 3. K. van der Ven (KTM) 4. J. Keller (Suzuki) 5. S. Martin (Suzuki)

Soviet GP—Aug. 9

1st race

1. N. Hudson (Yamaha) 2. G. Jobe (Suzuki) 3. R. Dieffenbach (Honda) 4. D. Ranguelov (Husqvarna) 5. D. Watson (Yamaha)

2nd race

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

Dutch GP—Aug. 16

1st race

1. K. van der Ven (KTM) 2. H. van Mierlo (Suzuki) 3. S.

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

2nd race

1. K. van der Ven (KTM) 2. H. van Mierlo (Suzuki) 3. M. Guerra (Husqvarna) 4. M. Tarkkonen (Yamaha) 5. B. Wilken (Maico)

Final championship positions

1. Neil Hudson (Yamaha) 235 2. Georges Jobe (Suzuki) 233 3. K. van der Ven (KTM) 159 4. Ralf Dieffenbach (Honda) 101 5. Heinz Kinigadner (Puch) 80 6. Mike Guerra (Husqvarna) 77

125cc class

Finnish GP—Aug. 2

1st race

1. E. Geboers (Suzuki) 2. M. Rinaldi (Gilera) 3. M. Velkeneers (Yamaha) 4. G. Rahier (Gilera) 5. H. Everts (Suzuki)

2nd race

1. M. Rinaldi (Gilera) 2. H. Everts (Suzuki) 3. E. Geboers (Suzuki) 4. M. Velkeneers (Yamaha) 5. A. Watanabe (Suzuki)

Czechoslovakian GP—Aug. 9

1st race

1. H. Everts (Suzuki) 2. M. Velkeneers (Yamaha) 3. E. Geboers (Suzuki) 4. G. Andreani (KTM) 5. C. Maddii (Aprilia)

2nd race

1. H. Everts (Suzuki) 2. E. Geboers (Suzuki) 3. M. Velkeneers (Yamaha) 4. M. Rinaldi (Gilera) 5. C. Maddii (Aprilia)

Spanish GP—Aug. 16

1st race

1. H. Everts (Suzuki) 2. E. Geboers (Suzuki) 3. A. Watanabe (Suzuki) 4. E. Lejeune (Cagiva) 5. F. Munoz (Gilera)

2nd race

1. H. Everts (Suzuki) 2. E. Geboers (Suzuki) 3. M. Rinaldi (Gilera) 4. G. Rahier (Gilera) 5. A. Watanabe (Suzuki)

Final championship positions

1. H. Everts (Suzuki) 214 2. E. Geboers (Suzuki) 194 3. M. Rinaldi (Gilera) 170 4. M. Velkeneers (Yamaha) 164 5. A. Watanabe (Suzuki) 146

Yamaha Seca is out to be No. 1!

The Yamaha XJ750 Seca is designed and engineered as an ultra-modern 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 12-second barrier in the quarter mile run conducted by the staff of Hot Rod Magazine in the United States.

The quickest production 750 proved itself to be the most reliable race runner as well.

The Yamaha dealer teams of XJ750 Seca cleanly swept the inaugural Yamaha 750 Production Race recently held at Oran Park near Sydney, Australia.

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 covered 288 laps.

Along with this brilliant victory in the 750cc class, the XJ550 Seca and RD350 teams dominated the 600cc class by monopolizing the first four places.

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 the release of entry list including the cream of Australian and New Zealand riders making up the powerful teams of different brands. Yamaha's success was much more spectacular than had been anticipated.

Mike & Iain, Sports Brothers

It was a brother pair from New Zealand, Mike and Iain Pero, riding the REVS Motorcycle News Yamaha XJ550 Seca, who ran away to the 600cc class victory in the first Yamaha 750 Production Race.

—Australia—



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

Iain 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. Iain 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 earned victory.

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

Yamaha 750 Production Race

1. R. Browne/L. Willing (NSW Yamaha Dealer Team XJ750) .. 288 laps
2. G. Coleman/R. Boulden (NSW Yamaha Dealer Team XJ750) .. 288 laps
3. R. Fiddock/R. Phillis (Gus Liu Motorcycles CB750 Honda) .. 287 laps
4. P. Fleming/R. Scoular (Brian Collins M/cycles XJ750 Yamaha) .. 286 laps
5. W. Hall/P. Stark (Mike Steel Yamaha XJ750) .. 286 laps
6. P. Byres/D. Robbins (Thompson Honda CB750) .. 286 laps
7. M. Thompson/J. Behrens (Sydney M/C Wreckers Z750 Kawasaki) .. 285 laps
8. W. Pratt/G. Thompson (Eldorado/MXL GSX750 Suzuki) .. 285 laps
9. R. Alexander/W. Jenkins (Bob Anthony's Yamaha XJ750) .. 284 laps
10. M. Cork/J. Budd (Bankstown Honda CB750) .. 283 laps

600 Class

1. I. Pero/M. Pero (Revs-McCulloch XJ550 Yamaha) .. 281 laps
2. P. Kennedy/M. Mountford (Sims Tuning RD350 Yamaha) .. 281 laps
3. W. Clarke/T. Powyer (Bob Southern XJ550 Yamaha) .. 280 laps
4. W. Blake/B. Roachford (Highway Motorcycles RD350 Yamaha) .. 279 laps
5. M. Heaton/W. Fraser (Bultaco Australia Ducati 500) .. 277 laps
6. W. Dolan/I. Griffiths (Cycle City XJ550 Yamaha) .. 277 laps
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 Scene Maitland Z500 Kawasaki) .. 267 laps

SAFE RIDING AND PSYCHOLOGY

Part 8

The Psychology of Riding

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)
 2. 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)
 4. The driver's desires to change the way he drives.
 5. A driver's personality is reflected 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 occurrence of traffic accidents.

If you had a competition between riders in the 16 to 19 year old age group and riders around 50 years of age in riding

skills such as cornering and riding a straight line, which group do you think would come out the winner? Such a competition would probably show that the teenagers were the more skillful riders.

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 skillful young riders cause so many accidents, while 40 and 50 year old 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.

* Young riders have a tendency to be over-confident in their abilities.

Many young riders will say, "I'm not afraid to ride fast. I know I can respond quickly enough with the handle bars and brakes to avoid sudden dangers even 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 time becomes slower, physical and mental capabilities begin to weaken. The fact that in spite of this decline older riders cause fewer accidents, must be due to a change in their attitudes towards safety.

* It's relatively easy to change one's behavior regarding safety

A person's personality is a very difficult thing to change, but changing the attitude of a person is a relatively easy thing 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 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.

7. The Psychology of people who frequently violate traffic regulations.

* Are you the type who violates traffic laws easily.

Try the following test on yourself.

Question: How do you feel about violating traffic regulations and getting caught for violations? (Circle the one that describes your feelings best)

1. Getting caught for traffic violation is just a matter of bad luck.

2. As long as you don't cause an accident, it's alright to violate the rules a little.

3. I just can't agree with the strict enforcement for small violations where no malicious intent is involved.

4. Since they are societies rules, it's better not to break them

5. For the sake of the smooth flow of traffic, it's better not to break the rules.

6. Violation of traffic rules leads to accidents, so it's better not to violate them.

If you circled either 1, 2 or 3, then somewhere in your mind you approve of traffic violations.

Let's be on guard against these kinds of attitudes.

* Traffic safety requires that you compromise on your immediate desires

"I want to go fast." "I don't want to stop for this signal." Everyone has desires such as these.

Then, on the other hand, we also have the desire to keep the rules of society. If your desires are too strong, if you want too much freedom, or if you don't really understand the reasons behind certain traffic regulations, you are more likely to break those regulations. The elements of safe driving are often in opposition to the rider's immediate desires or the enjoyment and comfort he is seeking. However, if you are not willing to give the cooperation that is necessary to pedestrians and other drivers, and always make sure that you will not cause others inconvenience or harm, then you won't be driving safely.



People who think that getting caught for traffic violations is just bad luck, have a bad attitude towards safety.

If your immediate desires are too strong, you are very likely to violate traffic regulations.



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.



Desert riding is extremely punishing to man and machine.



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



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



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 timelessness that draws the imagination of people today.

Travelling this ancient overland 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."