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- Yamaha's new 250 cc models create a sensation.
- The sooner, the better!
- Feature articles: Yamaha RD350/250LC.
- Increased efforts for the perfection of an after-sale service system.
- "Calibmatic".



Super sports **Liquid-cooled Yamaha RD350/250**

Yamaha is going to cause another sensation in the motorcycle world. The liquid-cooled RD350/250 (LC) that are coming soon will surely catch the eyes of motorcycle journalists worldwide and will thrill sport-loving motorcyclists everywhere.

Based on the world GP-dominating TZ350/250 production racers, both new models are designed and built to be the world's leading super sport bikes, featuring much of Yamaha's foremost 2-stroke motorcycle technology.

(See pages 7, 10 & 11 for more details)



H. Carlqvist



M. Velkeneers

H. Carlqvist (500cc) & M. Velkeneers (125cc), both Yamaha motocross riders are fighting their way on!

(See pages 5 & 6 for more details)

SR250 & XT250

Yamaha's new 250cc models create a sensation among Japanese expert journalists



YAMAHA SR250



YAMAHA XT250

It is still fresh in our memory that Yamaha's new 250cc models came up in conversation as one of the greatest topics in the Japanese motorcycle world when they made a debut at the '80 Tokyo Motor Show last autumn. Featuring much of Yamaha's long-proven 250cc motorcycle technology, these models lacked nothing to set a new trend in the motorcycle industry.

All expert motorcycle journalists unanimously admitted that Yamaha was to take the initiative in the 250cc domain with its exciting '80 range including the water-cooled 2-stroke twin cylinder super sports RZ250 (RD250), slim, lightweight 4-stroke single cylinder SR250, Monocross-fitted 4-stroke enduro XT250, etc. Ever since, these models have been launched on the market one after another to further stir up the Yamaha enthusiasm among 250cc bike fans.

These models have already been road-tested by the staff of Japan's leading motorcycle magazines, such as "Auto-by", "Motorcyclist", "Moto Rider", "Young Machine", "Riders Club", "Mr. Bike", etc. all of which have a monthly circulation of 100,000 to 300,000.

The following is the extracts from their SR250 or XT250 road test stories:

SR250

Auto-by – June 1980

A slim chassis for easier footing

The SR250 is an easy-to-ride road sports bike. An overall slim chassis with lowered seat position enables even the rider of rather small built

to put his foot squarely on the ground. This will prove to be a great advantage while he is riding through jammed city traffic. The 4-stroke OHC single-cylinder engine is the first to feature the electric starter in its own class. This is very favorably received by a wide range of 250cc bike fans including a considerable number of motorcyclists who have switched to this class from lower class.

Motorcyclist – June 1980

Performance is highly dependable

useful for easier throttle operation. The newly designed short megaphone muffler has a sub-chamber to improve the performance especially over the range of low-to-medium rpm's.

Young Machine – June 1980

A familiar street sport model



The SR250, which has joined the 4-stroke OHC SR series as the youngest brother, is not a mere scale-down version of the SR400 or SR500.

Seat height is only 740mm. This is almost equal to that of the Yamaha MR50. Chassis construction is overall slim. This allows the rider to take a horseback riding posture. He can sit in the seat rather than sit on. The 4-stroke single cylinder engine adopts basically the same design as that on the XT250 but it features the electric starter for extra comfort of "easy riding".

Engine performance is very dependable over the entire range of speeds while riding on and off the road.

The new SU carburetor proves to be

Everybody understands that the main design aim of this model is familiarity and riding ease, even when he takes a glance at it. The configuration from headlight through fuel tank down to seat end makes up a gentle V line, with exceptionally lowered riding position (740mm). The 4-stroke OHC single cylinder engine features a special balancer mechanism and delivers

21ps at 8,000rpm very smoothly. The electric starter is another score for this model. Handling is easy and dependable even for those who ride a 250cc bike for the first time. This is the reason why Yamaha calls this model "human bike". Power output is remarkably increased when the engine speed exceeds the 5,000rpm mark. But torque development is flat and smooth so that rear tire retains its sufficient grip on the ground.

XT250

Riders Club – June 1980

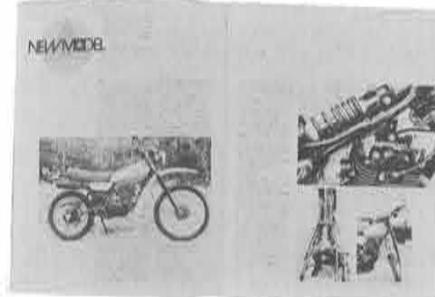
Super trail XT250

The XT250 is the first 4-stroke 250cc off-road model Yamaha has ever built. It retains much of the same design niceties as its larger brother the XT500 but at the same time, it has even more striking trail characteristics than the DT250, Yamaha's world-renowned 2-stroke trail bike. The 4-stroke OHC 2-valve single cylinder engine weighs only 39.6kg. The newly designed diamond type frame also helps to reduce total machine weight. The race-proven Monocross rear suspension is one of the most noteworthy technical features on this model. Shock unit is adjustable and can meet varying off-road conditions. Total machine weight is no more than 114kg, 6kg lighter than its rival model the Honda XL250S.

7-year-old Steven's first one-boy act

(extracts from *Motor Cycle News* – March 26)

From Great Britain: Steven Collison is a 7-year-old display and stuntman who rides an NV50 and Yamaha TY80 for charity events. He was about to receive support, including riding gear and the re-painting of his transporter but the promise was withdrawn just before the deal was to be signed because of adverse publicity in the national press about teenage road riders. "The people concerned were frightened of the publicity if anything happened to Steven", said Steven's father "I don't blame them for that but, obviously, he does nothing that would hurt him and that includes riding up a staircase, a see-saw and ramps". Mr. Collison plans to go ahead with Steven's first full solo program this year which already includes 12 confirmed dates.



Moto Rider – June 1980

It's truly a trail bike



Yamaha's first 4-stroke 250cc off road model, the XT250 is truly a trail bike in all respects. Weighing only 114kg, it is the lightest machine in this domain while its max. power output is 21ps/8,000rpm, one ps higher than that of the Honda XL250S. Equipped with the Yamaha-original Monocross rear suspension system, the XT250 can meet varying off-road conditions very smoothly. As is the case with other Yamaha models, the Monocross rear suspension system increases rear wheel travel. In addition, the rear 17-in. tire lowers seat height to 840mm for stable and comfortable riding on every type of bumpy surface.

Below listed are the six leading motorcycle magazines (monthly) and please directly contact them, if you want to know more about their road tests on Yamaha models:

- "Auto-by" ¥480 per copy
- "Mr. Bike" ¥200 per copy

Published by Motor Magazine, Ltd.
6-3-5 Shinbashi, Minato-ku, Tokyo (Japan)
"Motorcyclist" ¥480 per copy
Published by Yaesu Shuppan-Sha
Eight Bldg. 4-5-9 Hacchobori, Chuo-ku, Tokyo (Japan)
"Moto Rider" ¥330 per copy
Published by Sanei Shobo, Ltd.
4-8-16 Kita Shinjuku, Shinjuku-ku,

Tokyo (Japan)
"Young Machine" ¥430 per copy
Published by Naigai Shuppan-Sha, Ltd.
Chokai Bldg. 3-35-5, Higashi Ueno, Taito-ku, Tokyo (Japan)
"Riders Club" ¥700 per copy
Published by Ei Shuppan-Sha, Ltd.
Niwa Bldg. 2-12-11 Shibuya, Shibuya-ku, Tokyo (Japan)

Road test—Yamaha YZ465G

Extracts from "Cycle World"

– April 1980



The YZ465G, Yamaha's new production motocrosser which features much of the same technical improvements as the works machine Håkan Carlqvist is riding in the world championship 500cc motocross in Europe, will make a debut in the open class of the forthcoming AMA championship motocross this year. At this time, "Cycle World", America's leading motorcycle magazine, devotes much space to introducing the story of their first road test under a sensational heading as follows:

"You Can Ride This One Wide Open, Noyce and Lackey Are in Trouble"

Ever since the factories got serious about motocross, open class bikes have been bears to ride After a period in which the big motors went slower around the average track, the makers figured things out and downsized a bit. We saw 360s and 370s, based on the 250 cases most of the time With the current crop of open bikes, we get to the next stage. Better frames, more controlled suspension, improved brakes and suddenly displacement goes up: witness the Maico 450 and the 420s from Suzuki, Kawasaki and KTM. At the top of the heap, Yamaha unleashes the YZ465. It weighs only a few pounds more than a 250. It's the most powerful motocross engine offered to the general public Many parts of the 465 engine are shared with the new YZ250 The bore and stroke of the 465 measures 85 x 82mm. Last year's 400 (actual-

ly 396) had an 82 x 75mm configuration YZ shocks have been changed almost every year since the first one was introduced. The G has another new one. It is mounted farther back on top of the frame's main backbone tube, effectively lowering the weight and allowing better air flow Yamaha YZs have always had excellent brakes. The 465G has the best brakes of any motocrosser we have tested The 465 is a genuine bear to start when cold. The force required to turn the big engine over is great, even with the long kick lever Riding the giant 465 will quicken the pulse of anyone, even long-time experts. If the rear wheel finds traction, the bike will easily win the drag to the first corner The five speeds are more than enough with the broad powerband ... The 465 is an extremely agile open class machine. It is light and can be thrown around like a 250 Breathtaking speeds can be maintained as the YZ skips across the tops of the whoops and the roughest terrain can be crossed in arm chair comfort A long time desert expert took a fast loop through the Mojave Desert on the 465 and came in claiming the YZ as the fastest, most powerful bike he had ridden The YZ465 is the best open motocrosser Yamaha has built. It is also an excellent desert machine when taller gearing, large tank and skid plate are installed The YZ465 simply has more horsepower and stronger brakes than any production dirt machine made

Motorcycle Training in Australia



①

The sooner, the better!

An old proverb says — "Strike the iron while it is hot". This applies to the training of novice motorcyclists. The sooner it begins, the better its results are. Here are some good instances from Australia.

Australian boys and girls become experienced in riding bikes through well-researched training method conducted by expert instructors. This sort of training begins even when they are five or six years old.

Australian parents, guardians or teachers are holding a very cooperative and sympathetic attitude toward this sort of training which they hope will expedite the physical and mental growth of their children.



②



③

Mini-cycle motocross training

Mini-cycle motocross is one of the most popular motorcycle sports in Australia. The Australian National Mini Bike Association, which is the national body governing this sport, is taking the initiative in promoting the spread of mini-cycle motocross in a safe, pleasurable manner in cooperation with parents, teachers, motorcycle distributors, dealers and other parties concerned.

Each motocross event is open to those children who are licenced by the Association after they have learned the fundamentals of off-road riding in a training course conducted by club instructors.

Children are quick learners and master all the fundamentals one by one until they acquire the general knack of motocross riding. Then, through competing with each other in actual racing, they come to polish

up their off-road riding skills and manners which prove to be very useful on normal roads as well.

Children's motocross enthusiasm will continue to grow in the future and much more importance is being attached to the basic training. In this respect, the Yamaha Mini-cycle Motocross School, the first session of which was successfully conducted by Mr. Kazutoshi Iwao, a Yamaha's instructor, in close cooperation with local distributors, dealers, and club leaders concerned early in 1979, has met acceptance from general public as one of the best practical means for the training of children.

The growth of mini-cycle motocross enthusiasm is naturally accompanied by the expansion of the minicycle market, and Yamaha distributors and dealers are very enthusiastic about trying to create new demands for Yamaha's mini off-road models including the most successful YZ80

Welcome to Yamaha

Sales will double in the near future!

Mr. Norberto Quisumbing Jr.
President, Norkis Trading Co., Inc.



From Iwata: The Republic of the Philippines consists of more than 7,000 islands and has a population of about 50 million.

At present, Norkis Trading Co., Inc. is developing its intensive sales promotion activities for Yamaha products with the aim of attaining a 100% increase in sales in the near future.

The staff of Yamaha News got an opportunity to interview Mr. Norberto Quisumbing Jr. when he paid a visit recently to Yamaha at Iwata.

The interview opened with an inquiry into general market trends:

"In our country fuel prices were raised by 50% in February of this year. Since then, the government has taken measures to cope with the coming of a serious oil shortage, emphasizing repeatedly the imminent need for energy conservation on the part of the general public. This policy is now taking effect.

For instance, more and more people are beginning to give serious consideration to what kind of transportation is most economical and effective. At this time motorcycles are rapidly increasing their importance.

Even many car owners who until now have not been interested in bikes, are switching to this handy, economical means of transportation. These people will be one of the main targets for our future sales promotion.

According to our economists, the effect of rapid inflation will possibly force us to live a harder life. But our market will keep on growing, so far as the exclusive merits of bikes are recognized by the general public.

We hope that sales will continue to increase by 20% each year until 1982. The annual rate of growth may attain even the 30% mark during 1983-84 due to long term escalation of this trend.

In our country about 50,000 bikes are sold each year. If the market grows by

20% each year, the 85,000 mark will be reached in 1982. This estimate is considered rather conservative. It is more reasonable to aim at the 100,000 mark.

Optimistic as it may sound, I believe that the market will continue to grow until the 200,000 mark is reached in 1985. This estimate is not groundless. Self-sufficiency in oil will exceed 50% of our total consumption when the production of crude oil is under way on a full scale basis. This will also accelerate the growth of the national economy, thus benefiting the sales of motorcycles. We will continue to offer quality, attractive Yamaha bikes at reasonable prices and at the right time, in close cooperation with Yamaha Motor."

Norkis Trading Co., Inc. is making up about 45% of the total market due to the increased sales of the L2G-F, DT100, RX100, etc. The company is now promoting the Big J. campaign with the goal of attaining the 50% mark this year.

As reported in the issue No. 11 of 1979, the campaign which uses Robert Joe Worski, a great basketball player as its image character has greatly helped to spread the brandname of Yamaha.

"The main aim of the Big J. campaign is to publicize far and wide the exclusive advantages of motorcycles, through which our sales will be increased. Our dealers are also giving full support to this campaign. We are envisioning a plan to cooperate with the largest ad agency in our country for the furtherance of this campaign so that the 50% mark can be reached this year."

In this country a considerable number of bikes are fitted with sidecar outfits for taxi use.

But more and more people will tend to purchase bikes for their personal use in the future. As a result of it, the market will show an entirely-new aspect.

"Motorcycle cabs will continue to be much in demand not only as passenger carriers but also as cargo transports due to the increased number of bike owners. We anticipate that the use of bikes will be increase in many ways. In order to take advantage of this new trend, we will have to constantly improve the effectiveness of our sales policy."

through well-planned sales promotion and PR activities.

Here is a sensational event recently organized by Annand Thompson in Brisbane, Queensland. A team of Australian youngsters have already mastered acrobatic riding techniques. The team riding Yamaha YZ80 machines demonstrated their wonderful skills before a crowd of spectators.

The team is called the Precision Riding Team and is comprised of 12

members who are trained in advanced techniques. Their instructor is Roy Monks, a highly experienced rider himself and former instructor of senior and junior display teams in England.

Look at their wonderful techniques and perfect teamwork!

- ① V formation toward stand before peeling off.
- ② Pyramid jumping.
- ③ Standing V formation.

SPORTS NEWS



500cc Motocross World Championship

Carlqvist plays it safe — Swiss GP —

The Swiss GP, the series opener, was held in fine weather conditions at Payerne on April 13.



H. Carlqvist



A. Vromans



Lackey (left) and Carlqvist (right)

Reigning champion Graham Noyce (Honda) missed this round because of injuries sustained in a pre-season international event.

In both races Håkan Carlqvist (Yamaha) proved to be a good match for Andre Malherbe (Honda) and Brad Lackey (Kawasaki), though he was making his debut in the 500cc category.

He even managed to hold the lead until he decided to play it safe, letting Malherbe and Lackey go.

He finished a safe third in both races, collecting 20 championship points.

A big surprise in this round was Belgian rider Andre Vromans (Yamaha). He made a fast start in the first race and placed fourth, while in the second race he climbed from 24th to 5th after a poor start.



H. Mikkola, race advisor

He was only a few meters short of overtaking Dutchman Gerard Rond (Suzuki).

Carlqvist is fighting his way on!

— Austrian GP —

Yamaha ace Håkan Carlqvist continued the impressive start he made into the 500cc category by finishing second in both races of the Austrian GP held at Sittendorf on April 20.

Graham Noyce (Honda) found it impossible to ride competitively in this round even with his injured right shoulder heavily strapped. His hopes of defending the title are fading fast! American Brad Lackey (Kawasaki) won both races and grabbed the maximum 30 points while Carlqvist obtained 24 points from his two second places. Carlqvist was only 10 points behind Lackey, the leader after the first two grands prix were over.

RESULTS

500cc class

Round 1 — Swiss GP — April 13

1st race	
1. A. Malherbe	Honda
2. B. Lackey	Kawasaki
3. H. Carlqvist	Yamaha
4. A. Vromans	Yamaha
5. R. De Coster	Honda

2nd race	
1. A. Malherbe	Honda
2. B. Lackey	Kawasaki
3. H. Carlqvist	Yamaha
4. G. Rond	Suzuki
5. A. Vromans	Yamaha

Round 2 — Austrian GP — April 20

1st race	
1. B. Lackey	Kawasaki
2. H. Carlqvist	Yamaha
3. A. Vromans	Yamaha
4. V.d. Broek	Maico
5. J.J. Bruno	Suzuki

2nd race	
1. B. Lackey	Kawasaki
2. H. Carlqvist	Yamaha
3. G. Wolsink	Maico
4. R. De Coster	Honda
5. A. Malherbe	Honda

125cc Motocross World Championship

Velkeneers' tough challenge — Austrian GP —

The Austrian GP, the second round of the world championship 125cc motocross series, took place on the Launsdorf circuit on April 13. In this round young Yamaha rider (continued on page 6)



M. Velkeneers

SPORTS NEWS



Velkeneers taking a checkered flag!

(Continued from page 5)

Marc Velkeneers was very successful.

He proved to be a real threat to H. Everts (Suzuki) in both races, though he eventually finished second.

Japanese Yamaha rider Tetsumi Mitsuyasu performed considerably better in this round than in the Dutch GP, the opening round of the series. He finished 4th and 3rd respectively in the two races.

"The hard surfaced circuit suits me much better than the sandy Dutch track", said Mitsuyasu after the race.

Velkeneers was also very satisfied with the performance of his Yamaha machine.

Velkeneers scores his second GP win! — Belgian GP —

Yamaha-mounted Velkeneers proved again he was the strongest challenge to reigning champion H. Everts (works Suzuki) in the Belgian GP, the third round of the series held on their homeground, Hechtel on April 20.

Velkeneers, who had recorded the fastest practice time, went on to show a 7,000 crowd his top form in overtaking early leader Gaston Rahier (Gilera) in the first race. Everts also did his best to chase his young countryman.

The race was held in extremely bad weather conditions — snow, rain, and high winds!

Velkeneers and Everts passed and repassed each other more than seven times during the first half of the race. Then Velkeneers crashed, giving Everts a chance to shoot for a win. Dauntless Velkeneers remounted and fought his way on behind Everts. The young Yamaha

ace finished second, less than a second behind.

In the second race Velkeneers' performance was even more spectacular. He made a very good start and so did the Suzuki ace.

Everts fell on the sandy track while he was leading the race. This robbed him of about 35 seconds before he remounted. The Yamaha ace captured the lead and gave it up to no one for the rest of the race, despite a fierce challenge from Dutchman Peter Groeneveld (Honda). Velkeneers took the flag to score his second GP win this year! Everts managed to finish third behind Groeneveld.

Velkeneers collects full points again — French GP —

Velkeneers won the first race of the French GP, the fourth round of the series held at Verdun on April 27 and added full points to his championship tally, again. In this race 17-year-old Belgian rider Eric Geboers (Suzuki) made the best start and led the field until he was overtaken by H. Everts (Suzuki).

A few laps later Velkeneers forged ahead of the Suzuki ace and went on to increase his lead. Everts made several attempts to catch the Yamaha ace but was not successful.

Everts gave up chasing Velkeneers when a flying stone hit his eye. Velkeneers finished first about 15 meters ahead of the Suzuki ace.

In the second race Velkeneers ran out of luck.

He streaked into the lead after the start hoping to chalk up his 4th GP win this year while champion Everts was not in his top form because of eye injuries sustained in the first

race. Young Velkeneers was extremely enthusiastic about winning the race to make his bid for the 125cc title battle even stronger but a stalled engine cost him a seemingly easy win during the first half stage of the race!

Everts made a careful ride and finished 7th.

5. G. Rahier Gilera

Round 3 — Belgian GP — April 20

1st race	
1. H. Everts	Suzuki
2. M. Velkeneers	Yamaha
3. P. Groeneveld	Honda
4. E. Geboers	Suzuki
5. M. Autio	Honda

2nd race	
1. M. Velkeneers	Yamaha
2. P. Groeneveld	Honda
3. H. Everts	Suzuki
4. J.M. Milissen	TGM
5. E. Geboers	Suzuki

RESULTS

125cc class

Round 2 — Austrian GP — April 13

1st race	
1. H. Everts	Suzuki
2. M. Velkeneers	Yamaha
3. C. Coleman	Suzuki
4. T. Mitsuyasu	Yamaha
5. T. Suzuki	Aprilia

2nd race	
1. H. Everts	Suzuki
2. M. Velkeneers	Yamaha
3. T. Mitsuyasu	Yamaha
4. C. Coleman	Suzuki

Round 4 — French GP — April 27

1st race	
1. M. Velkeneers	Yamaha
2. H. Everts	Suzuki
3. V. Korneev	CZ
4. E. Geboers	Suzuki
5. C. Masddi	Gilera

2nd race	
1. E. Geboers	Suzuki
2. G. Maddi	CZ
3. M. Rinaldi	TGM
4. J. Nilsson	Yamaha
5. T. Suzuki	Aprilia

World championships '80

Road racing

Date	GP	Yamaha's top pts getter
March 23	Venezuelan	Cancelled
April 27	Austrian	Postponed
May 11	Italian	Kenny 15
May 18	Spanish	
May 25	French	
June 15	Yugoslavian	
June 28	Dutch	
July 6	Belgian	
July 27	Finnish	
August 3	Swedish	Cancelled
August 10	British	
August 17	Czechoslovakian	
August 24	West German	

Motocross

125cc class

Date	GP	Yamaha's top pts getter
March 30	Dutch	Reported Velkeneers 0 + 15
April 13	Austrian	Reported Velkeneers 12 + 12
April 20	Belgian	Reported Velkeneers 12 + 15
April 27	French	Reported Velkeneers 15 + 0
May 18	Yugoslavian	
June 8	West German	
June 15	Italian	
June 22	Czechoslovakian	
July 6	Finnish	
July 27	American	
August 3	Canadian	
August 17	Spanish	

500cc class

Date	GP	Yamaha's top pts getter
April 13	Swiss	Reported Carlqvist 10 + 10
April 20	Austrian	Reported Carlqvist 12 + 12
May 4	French	
May 11	Swedish	
May 18	Finnish	
June 6	Italian	
June 15	Dutch	
June 22	American	
June 29	Canadian	
July 20	West German	
August 3	Belgian	
August 10	Luxembourg	

News flash!

World championship road racing

Kenny wins the Italian GP

— May 11 —

Kenny Roberts rode his new Yamaha YZR500 racer to an easy win in the Italian GP held at Misano on May 11. The Italian GP became virtually the first round of the '80 series as the Austrian GP (April 27) has been postponed due to a heavy snowfall.

(see our next issue for full reports)

Feature articles: **RD350/250LC**

Yamaha RD350/250LC, direct descendants from the TZ production racers

*The 2-stroke ultimate in
both performance and quality*

The Yamaha 2-stroke road sport models have long held an unsurpassed reputation worldwide for their sharp acceleration and super-smooth handling, especially stable, sure cornering characteristics, and now two new super sport models will soon join the range. They are the Yamaha RD350/250LC (liquid-cooled).

The RD350LC, which startled expert motorcycle journalists and fascinated motorcycle enthusiasts all over Europe when it made its debut at the Paris Motor Show (66^e Salon du Cycle et du Motorcycle) last autumn, has continued to afford one of the most sensational topics for conversation in the motorcycle world.

This exciting model is now ready for sale, together with its sister model the RD250LC.

These models will soon be launched on the market in Japan, Great Britain, France, West Germany and other European countries. They are undoubtedly direct descendants of the world GP-winning TZ production racers and European dealers are reportedly receiving a rush of orders.

Super 2-stroke models

In recent years, manufacturers have directed greater efforts toward the market of 4-stroke medium or heavyweight bikes introducing a number of new models. On the other hand, however, truly exciting new 2-stroke bikes have also been much in demand among motorcycle enthusiasts who think much of the sharp acceleration and dynamic performance inherent in a 2-stroke sport bike.



The RD350LC features a Yamaha-original aerodynamic design (for the European market). Based on the world GP-winning TZ350LC, the RD350LC is reputed to be a modern high performance super sport bike. Total machine weight is greatly reduced. Handling is exceptionally good, enabling the rider to enjoy the maximum of riding comfort.

In a word, these enthusiasts have looked forward to the advent of a super 2-stroke models.

Yamaha laid plans to develop the RD350/250LC in order to meet such market trends, with the intention of demonstrating its advanced 2-stroke motorcycle technology worldwide.

The main design target was to obtain the ultimate in super sport performance and quality. In other words, the planned super sport models were to be the replicas of racing machines in all respects. The technical staff of Yamaha had a design concept that modern super sport models should feature the same technical characteristics as a racing machine as far as possible. It was quite natural that the world GP-winning TZ350/250LC were selected as base models for the technical research and development of the new super sport bikes.

A racing machine is built to run faster than all its rivals. The most important design emphasis is eventually on "speed" and "durability" but individual performance items

are pursued almost in the same manner as production machines.

To speak more concretely, both types of machines must have larger power output with a wider torque range, at the same time, they must feature better fuel economy and easier maintenance. Other important factors include smooth, stable handling, less vibration, etc.

In brief, all these technical factors are consolidated into a racing machine just to make it run faster on a racing track.

A great store of technological know-how, which is obtained through racing, will be utilized for the development and improvement of production models.

Yamaha has consistently upheld this design concept. In the past the YDS sport model gave birth to the TD and TR production racers which scored a larger number of race wins than any other models.

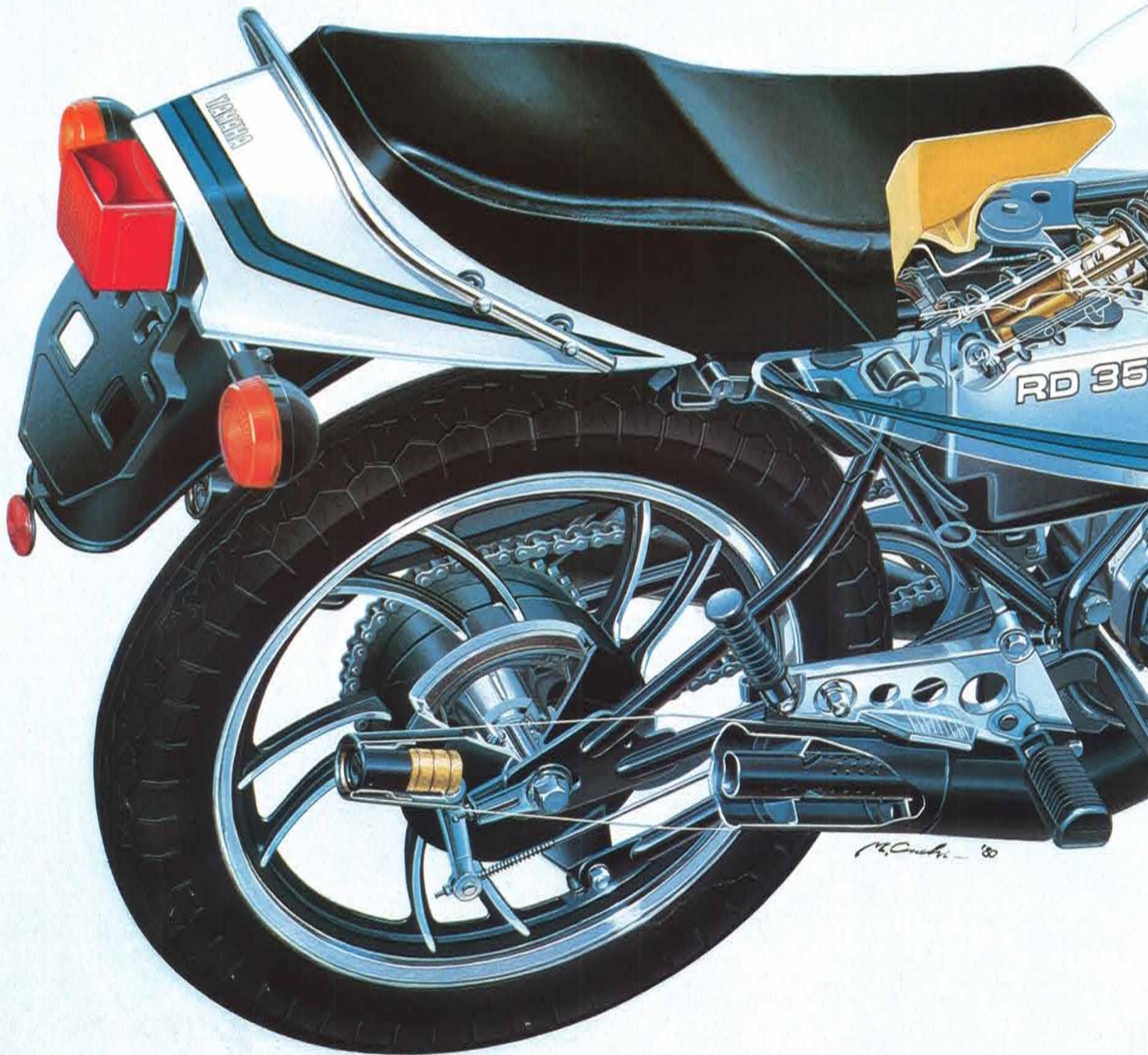
Race-bred technical data was fully utilized for the development of the RX sport model which in turn provided a technical basis for the development of the TZ series racers.

Such being the case, Yamaha did not hesitate to select the TZ models as base machines for the technical research and development of the planned new super sport bikes.

Sport bikes and production racers have long supplied each other with precious data for reciprocal technical improvement. Yamaha has applied this proven method to the entirely-new super sport models, the RD350/250LC as well in an even more successful manner.

Yamaha has pursued the ultimate in both performance and quality for the past 25 years and the new RD350/250LC represent many of these technical achievements as well as the essence of Yamaha's world GP-dominating racer technology. Along with their exciting performance statistics, their styling is also attractive enough to set a new trend in the motorcycle world for the '80's.

RD 350 / 250 L



6



YAMAHA

Feature articles: RD350/250LC

Exciting power output!

In these models, high power output is blended with outstanding maneuverability, as is the case with the TZ350/250LC production racers. In addition, seat height is adjustable allowing easier footing, as different occasions require, for the full enjoyment of safe, comfortable riding.

They are powered by a newly developed liquid-cooled engine and they are the first road models to feature the Monocross rear suspension system. Newly designed Italic type cast wheels are also standard equipment to add an extra aerodynamic feel to these models.

The engine has been developed from that on the TZ model. The former has the same bore and stroke as the latter. The piston/reed valve 7-port torque induction system is also common to both engines. But on the new models, port timing is altered and both intake tubes have a balance pipe so that torque is raised over the range of low-to-medium rpm's for the sake of better overall handling.

The RD350 develops 47ps at 8,500 rpm while the 250LC delivers 35ps at 8,500 rpm. This means that per-liter power output is 140ps and 134ps respectively. The liquid-cooling system proves to be very useful on these high performance engines. Cooling efficiency is raised to a maximum and engine performance is very reliable even when ridden hard for many consecutive hours. The close ratio 6-speed transmission also helps to develop high power output in a very efficient manner. Total machine weight has been greatly reduced. Per-ps weight is only 3.04kg for the RD350LC and 3.97kg for the RD250LC. The latter is especially noteworthy. The under 4kg mark has been attained for the first time in the 250cc range. These statistics define the new models as the most exciting super sport machines ever built in the world!

Along with the aimed-at-high per-

formance statistics, specific consideration has been given to the reduction of total machine weight. Needless to say, high performance is the most important factor for any super sport bike and equally important is the reduction of total machine weight. If two bikes have the same performance statistics, the lighter one will be the eventual winner. In designing the new RD350/250LC, the technical staff have given their utmost care even to the selection of individual washers and bolts.

As a result, in the case of the RD250LC, the engine weight has been reduced by 12%, thus attaining the 139kg mark in total machine weight (dry). The weight of the RD350LC is also no more than 143kg (dry).

The technical staff have created such light machines even with the addition of the liquid-cooling system and rear Monocross suspension system.

This is another example of Yamaha's advanced motorcycle technology.

Vibration-absorbing engine mounts

The new vibration-absorbing engine mounts have greatly contributed to the reduction of total machine weight. Due to the adoption of the liquid-cooling system, there are no cooling fins around the cylinder. In addition, the newly designed crankshaft and crankcase, together with newly developed cast wheels and a number of lightweight F.R.P. parts, have all helped to reduce total machine weight.

At the same time, new vibration-absorbing engine mounts have been adopted to further lower weight to a very satisfactory level.

The new mount system effectively absorbs vibration from the running engine, thus lessening the burden on the frame construction. This makes it possible to reduce the

weight of other important components including the suspension system while weight per ps is lowered, resulting in more positive response and better maneuverability.

In designing this system, the technical staff of Yamaha have computer-analyzed the data for a 2-stroke twin engine featuring a lower level of vibration.

Vibration is usually produced in several different directions when the engine is running. But Yamaha's new system is designed to absorb vibration in a single direction by installing mounts on the front and rear of the longitudinal axis running through the center of gravity of the power unit at a prescribed angle to the cylinder. This method absorbs multi-directional vibration in a single-directional rotating around the above axis. These mounts incorporate rubber dampers for the efficient absorption of vibration over the entire range of engine speeds.

Unlike a balancer type vibration offsetting system, this method causes no power loss and is virtually maintenance-free.

A lower noise level and comfortable "sit-in" riding position

The new RD350/250LC are amazingly quiet machines. They feature an impressively low level of mechanical noise including exhaust sound.

These models, like the TZ machines, show their high performance in the mildest possible manner. In particular, their exhaust sound features lower frequency than any other 2-stroke twin models in order to comply with the environmental concerns of the society.

On the engine, the liquid-cooling system has lowered the overall mechanical noise level. This system prevents piston slap and a liquid

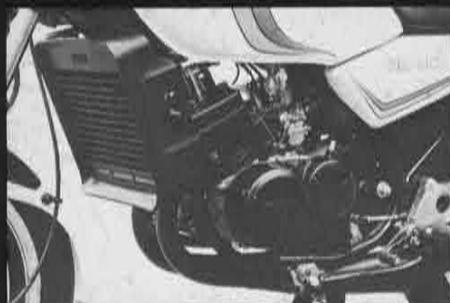
wall surrounds the cylinder to increase anti-noise insulation.

In addition, a large-sized 3.5 lit, 2-stage expansion type intake silencer is combined to the air cleaner. This system is installed on the back side of the front part of the fuel tank, thus holding the intake noise level to a minimum. On the other hand, the racing chamber type muffler, which produces a higher pulsatory effect, is employed to reduce exhaust noise. The front part of the muffler has an inner 5-layer steel net while the muffler itself has four chambers, the 4th of which features additional fiber glass insulation to absorb high-frequency mechanical noise.

The Monocross suspension system has a large-sized damper to reduce mechanical noise while it increases the damping effect. The Monocross suspension system also has improved cornering characteristics. This proves to be of great advantage in combination with the remarkable decrease in total machine weight and lowered seat position which allows a comfortable "sit-in" riding posture.

RD350/250LC Specifications

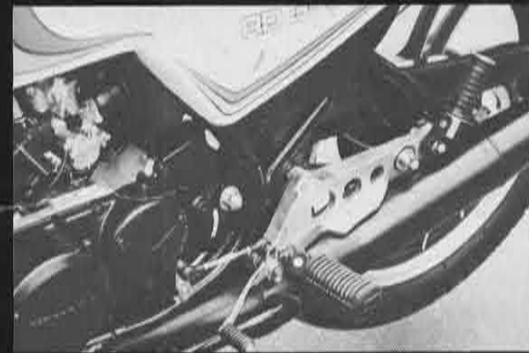
Engine	
Type	2-stroke twin, liquid-cooled
Displacement	347/247 cc
Bore and stroke	64 x 54/54 x 54 mm
Compression ratio	6.2 : 1
Max. power output	47/35ps at 8,500 rpm
Max. torque	4.1/3.0 kg-m at 8,000 rpm
Carburetion	(2) Mikuni VM28SS
Ignition	C.D.I.
Starting	Kick
Lubrication	Autolube
Transmission	6-speed gearbox
Chassis	
Overall length	2,120/2,080 mm
Overall width	750/740 mm
Overall height	1,090/1,085 mm
Seat height	785/790 mm
Wheelbase	1,365/1,355 mm
Ground clearance	165/170 mm
Dry weight	143/139 kg
Fuel tank capacity	16 lit.
Oil tank capacity	1.6 lit.
Suspension	Front Telescopic forks Rear Monocross suspension
Brakes	Front Hydraulic disc 2/1 Rear Mechanical drum
Tires	Front 3.00S18-4PR Rear 3.50S18-4PR



The compact power-unit. The aluminum corrugated pressure-type radiator has a sub-tank on the right side of the chassis.



The newly designed seat. Small items are kept in a seat compartment or tail cowl.



The aluminum die-case muffler stay serves as a foot stopper.

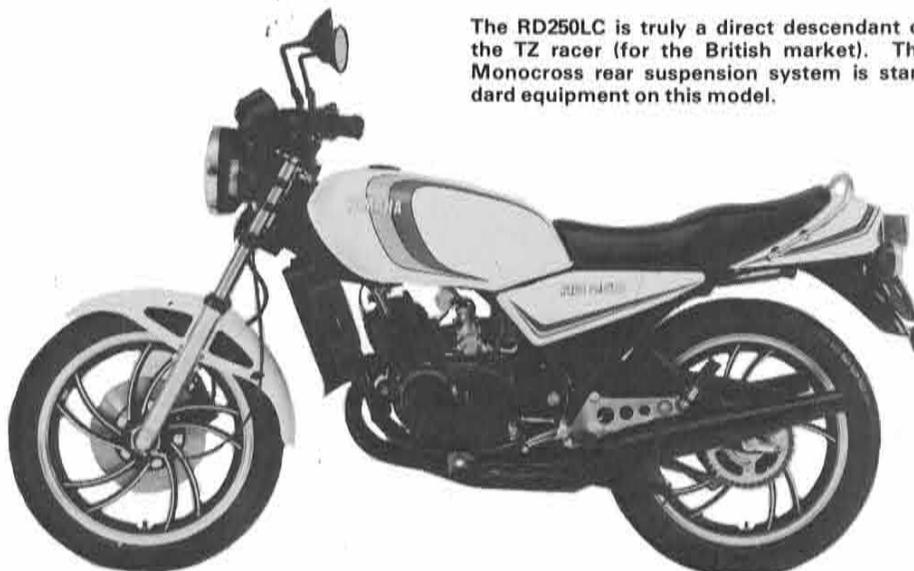


The 12V 60/55W halogen headlight. Radiator arrangement is also perfect.

Feature articles: RD350/250LC

The new RD350/250LC have everything that 2-stroke enthusiasts want

- * The high performance, quiet liquid-cooled engine is based on that of the TZ model.
- * The induction tube with a balance pipe improves fuel economy and performance over the range of low-to-medium rpm's.
- * The C.D.I. system ensures positive engine start and features sure ignition spark at high speeds.
- * Maintenance-free IC regulator and safe multi-line fuse system
- * The aluminum corrugated pressure type radiator gives good cooling performance.
- * Both cylinders feature a separate design for extra maintenance ease.
- * The ignition plug cap incorporates a resistance function which shuts out miscellaneous electric waves.
- * The air cleaner with a large-sized 3.5-lit. 2-stage expansion type intake silencer
- * The racing chamber type muffler
- * The close-ratio 6-speed transmission with a wet multiplate clutch gives a positive response.
- * The link type gearshift pedal works smoothly.



The RD250LC is truly a direct descendant of the TZ racer (for the British market). The Monocross rear suspension system is standard equipment on this model.



- * The vibration-absorbing engine mounts have greatly contributed to the reduction of total machine weight for extra riding comfort.
- * Seat height is only 790mm. This allows a comfortable "sit-in" riding posture.
- * The Yamaha Monocross rear suspension system incorporates the De Carbon type cushion damper. Wheel travel is 110mm.
- * Newly developed Italic type cast wheels have reduced the under-spring weight.
- * The rigid, high-tensile double cradle tubular frame
- * Powerful front hydraulic disc and rear mechanical drum brakes.
- * The chassis is slim and compact allowing lean up to 52° on either side.

- * The 170 mm-dia halogen headlight with a bright marker lamp
- * The meters are arranged at an angle of 55° so that readings can be easily taken. The tachometer incorporates a thermometer.
- * The 16-lit. fuel tank has a device to prevent fuel leakage.
- * The balancing main stand is light and easy to handle.
- * Small items are kept in an under-seat compartment or in the tail cowl.
- * The aluminum die-cast muffler stay serves as a foot board.
- * Convenient tandem grabbar.
- * Easy-to-handle clutch and brake levers.

Q & A

Q: What are the main characteristics of a water-cooled engine?

A: Performance is definitely increased by cooling the engine with water. This system affords the best possible cooling efficiency. Therefore, the engine can be set with much severer conditions in mind. The system allows such a method of setting even when the engine runs hard for a long period of time. High power output is delivered smoothly while little power loss is caused

by heat. This improves fuel and oil economy and also increases engine durability.

No water-cooled engine can be manufactured without good design, quality material and a high-precision processing technique. This system also reduces the mechanical noise level as an exceptionally severe setting is allowed and the water wall surrounding the cylinder serves as effective noise insulation.

Q: What is pressure-type cooling?

A: The water-cooling system on the RD350/250LC adopts a pressure-type

cooling method similar to that on most cars. With this system, the radiator cap has a pressure valve and negative pressure valve to tightly close the cooling line so that pressure becomes greater as the temperature of the cooling water rises. By this method the boiling point of the cooling water is raised to a maximum. When the volume of cooling water has expanded to a certain level, the pressure valve opens to allow cooling water into a reservoir through an overflow pipe. When internal pressure has fallen below atmospheric pressure as the temperature of the cooling water is lowered, the negative pressure valve opens to induce cooling

water into the cooling line from the reservoir.

Q: What is an intake balance pipe?

A: This system functions to increase the pulsatory effect and intake efficiency for higher power output over the range of low-to-medium rpm's. Both intake tubes linking the carburetor with the cylinder are combined to each other by means of this pipe so that the efficiency of intake pulsations is improved overall.



A balance pipe links both intake tubes to increase power output over the range of low-to-medium rpm's.

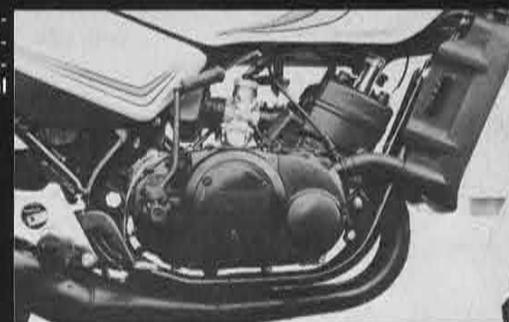


The meter panel is arranged at an angle of 55° enabling the rider to take every reading very easily. The tachometer incorporates a thermometer. Blinker and other indicator lamps have smoked lenses.



Front and rear brakes are powerful enough to bring this high performance machine to a sure standstill under any riding conditions. Newly designed aluminum cast wheels look dynamic even when the machine is standing still.

The new engine mounts absorb vibration in a very efficient manner. This has greatly helped to reduce total machine weight.



The exhaust pipes are arranged inside the frame and combine to the end-up type mufflers. This design method enables the rider to lean his machine at an angle of up to 55° on either side.



From Taiwan: Wan Sun Machinery in Taiwan has steadily increased its sales of Yamaha bikes, especially the RX125, with the expansion of its dealer network since it started local production in technical cooperation with Yamaha Motor in September of last year.

In order to achieve another big step forward, the company has set out to promote a program of improving its nationwide after-sale service system. To begin with, the company recently organized a series of local service seminars for Yamaha dealers and servicemen in several major cities such as Taipei, Taichung, Takao, Kagi, etc. These seminars were very favorably received by all the participants.

Increased efforts for the perfection of an after-sale ser

Wan Sun Machinery

In these seminars participants learned the basic repair and service techniques for motorcycles such as correct procedures for engine overhauling, clutch adjustment, Autolube pump servicing, car-

buretor adjustment, air cleaner servicing, correct use of electronic testers, as well as a basic knowledge of a 2-stroke engine, electrical equipment and trouble shooting.

In Taiwan motorcycles have already established their position as a handy, economical means of daily transportation for the people despite a drastic rise in fuel prices. In 1979 total production and sales

reached the record-breaking 740,000 mark!

The sales war is now getting hotter in this very promising market and all Yamaha dealers are highly enthusiastic about increasing their sales while the Tacha plant works at full capacity to increase production.

In Taiwan Yamaha motorcycles are well known for their high performance and excellent quality. The newly introduced RX125 is causing a fresh sensation befitting this truly exciting model. Both performance and styling are found to be far above conventional standards in this category.

"The only problem, if any, is that the RX125 is the highest priced model in its class", says one dealer, "But its price is not unreasonable as it features much of Yamaha's superbly advanced technology".

As a matter of fact, the new RX125 is sold at a relatively high price but the customers are convinced that it is a better purchase in the long run. Would-be customers who test-ride this bike firsthand, invariably decide to buy it!

Wan Sun Machinery's first service seminars appealed greatly to all those dealers wishing to increase further their sales by offering better



A variety of tools and materials are used to teach some 150 servicemen the repair/service techniques for motorcycles.

Pan Am Clipper Cup Yacht Series

The Yamaha-33 "Raider" starts a full-scale shakedown

The Yamaha-33 "Raider" which is claimed to be one of the fastest boats in class D of the forthcoming Pan Am Clipper Cup Yacht Series, has already started its full-scale shakedown on the sea around Hawaii.

The "Raider" is based on the standard Yamaha-33 but has been completely refitted out in Japan to meet special racing specifications that will allow higher and more dependable performance under all conceivable sea conditions. Race modifications include a special double-spreader mast, lengthened stern and three jib tracks for the barber hauler system.

The babystay type inner forestay

allows easy adjustment along with smooth, quick movement from mast to bow hatch by the crew. The forecabin is simple in interior and the engine is installed exactly in the middle of the cabin. The rudder shaft is prepared in carbon fiber and stainless steel.

The lightweight hull is made of a new material and features increased seaworthiness.

Specifications

LOA	10.65 m
LWL	8.20 m
Beam	3.35 m
Draft	1.90 m
Displacement	4,400 kg
Ballast	2,000 kg
Tonnage	12.00 tons
Total sail area	54.70 m ²
Auxiliary engine	YS-8 diesel engine



All the participants are learning the correct use of an electronic tester with great interest. They ask questions even during recess.

Effective PR for Yamaha golf cars

From Australia: Pictured here are top Japanese golfers utilizing a Yamaha golf car around the Huntingdale golf course on which the Australian Masters Championship Tournament was recently played. The golf car was offered by Milledge Bros. Pty. Ltd. in Victoria.

They had the opportunity to let the golfing public see Yamaha golf cars for the first time. This kind of PR activity is considered most beneficial in the following areas:

- * To do away with complaints about mechanical golf buggies by letting players see that they are quiet and do little damage to golf courses.
- * To bring Yamaha golf cars to golf club management, i.e. golf professionals, etc.
- * The tournaments in which the Milledge Company has spent much time and efforts are

establishing a strong foundation on which they can build their future golf car business in the state of Victoria.



Yamaha service system

These service centers have already been put into operation everywhere in the nation.



after-sale services to their customers. Encouraged by this success, the company has already made plans to promote similar seminars in the near future.

It is noteworthy, that some of the main dealers are positive enough to even run their own service centers due to the increased sales of Yamaha bikes. These efforts will certainly help boost even further the image of the Yamaha brand.



The spread of motorcycles is remarkable in Taiwan. Pictured here is an exclusive motorcycle lane.

Yamaha Towny is off to a fine start!

Sales promotion meeting in Hiroshima



From Iwata: The Yamaha Towny, the outline of which was introduced in our last issue, is creating a sensation among motorcycle buyers in Japan.

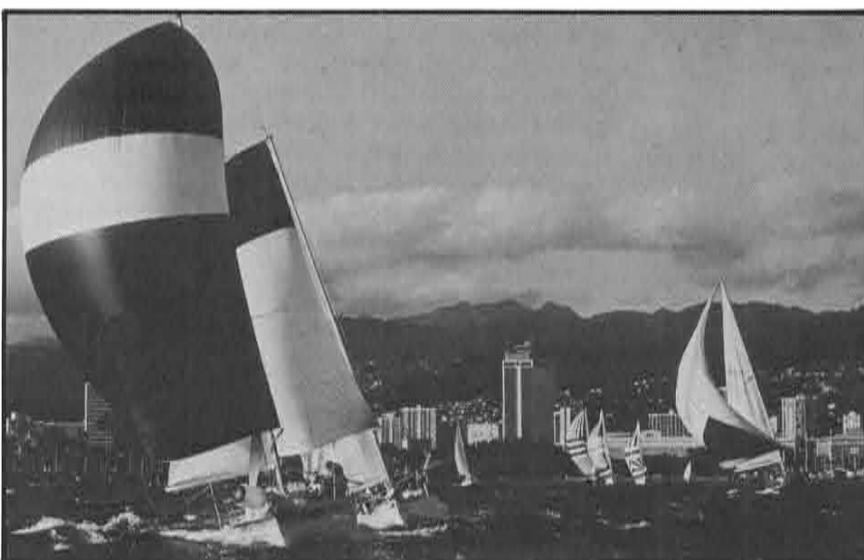
Some orders must even be left backlogged for two or more weeks. In order to extend this upward trend as long as possible, Yamaha dealers in Hiroshima had a sales promotion meeting at the city hall and discussed future tactics.

According to one dealer, he prepares rental Towny bikes for use

by would-be purchasers while he organizes new model shows or trial rides jointly with gasoline station.

These PR activities are helping to enhance the handy town bike image of this model and are proving to be very useful for mass sales.

Another dealer also says- "More and more people are coming to use town bike in addition to their cars as an effective means of saving energy."



YAMAHA TECHNOLOGY

The new "Calibmatic" carburetor features an air pressure sensor

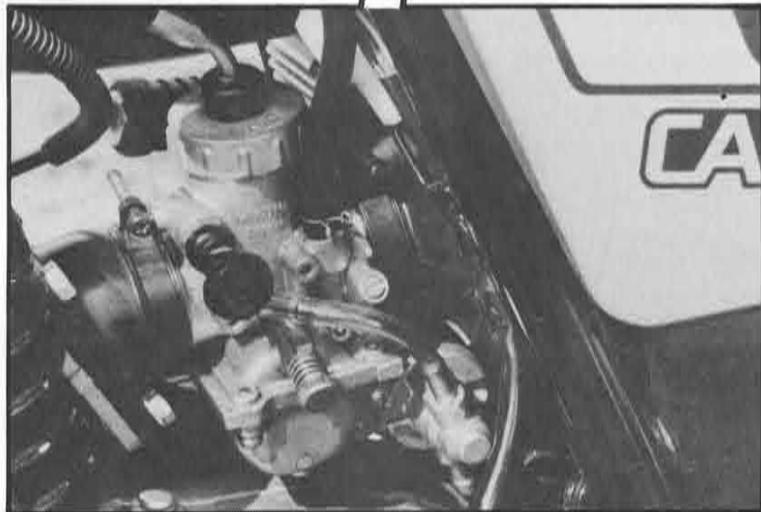
One rides a trail or enduro bike off the road or even up mountains in search of the maximum in pleasure and excitement. But you will find the performance of a carburetor being lowered at higher altitudes.

At high altitude the air becomes rare and the fall in atmospheric pressure will more or less spoil the performance of a carburetor in its standard setting. In brief, at a high altitude the mixture ratio of air and fuel becomes inevitably too thick. This results in unstable idling and prevents the smooth increase of rpm's even at full throttle.

The higher one goes or the steeper a mountain road becomes, the more definite this phenomenon will be. This deprives the rider of much of the pleasure of trail or enduro riding.



The Yamaha DT175G Enduro has the "Calibmatic" carburetor as standard equipment.



It must be taken for granted

We are not dealing with a special adventure, such as riding up Mt. Kilimanjaro (about 5,895 meters above sea level) in East Africa or attacking the Himalayas, which are called "the roof of the world". In such a case no one would forget to prepare his bike for this particular purpose.

On the other hand, those people who are always using motorized vehicles in the mountainous region in Switzerland or South America, must take it for granted that a change in atmospheric pressure will have an inevitable effect on the performance of a carburetor. A large-sized vehicle with sufficient power will manage to make up for this disadvantage but any power loss will be crucial to a heavily loaded small-sized bike when it is ridden

up a mountain.

A few years ago Christian Lacombe & Pierre Barret, both French journalists on Yamaha Trial TY250 machines, attacked the summit of Mt. Kilimanjaro, the story of which was introduced in one of our past issues. According to them, special care was taken to adjust the setting of the carburetor.

Anybody who lives in lowland, will have some difficulty in breathing at an altitude of 2,000 to 3,000 meters. The same can be said of an engine. The technical staff of Yamaha have long strived to afford a good solution to this problem. A special carburetor with an atmospheric pressure sensor is the fruit of their combined technical efforts. This carburetor is called the "Calibmatic" and functions to automatically adjust the amount of fuel, keeping the optimum mixture ratio of air and fuel in accordance with a change in atmospheric pressure from lowland to highland and vice versa. The Yamaha DT175G enduro bike which will soon make its debut on the South American market, will feature this carburetor as standard equipment. On this continent, temperatures show a wide range of fluctuation between mountainous districts and plains or coastal districts. In this part of the world, motorcycles have won increasing popularity as a handy, economical means of transportation during the last few years.

As reported in our past issue, Yamaha has already signed a new joint venture contract with Industria Colombiana de Motocicletas, S.A. (INCOLMOTOS) in an effort to achieve another big step forward in the whole market of South America. The new "Calibmatic" carburetion system is considered quite essential to the further spread of motorcycles in South America.

Structure and function of the "Calibmatic"

The new "Calibmatic" carburetor features the combination of a standard carb and a newly-developed atmospheric pressure sensor which is the nucleus of the "Calibmatic". The sensor consists of a flexible bellows, bellows-controlled plunger, and a main case which is built in one piece with the float chamber of a carb. The main case has a nipple through which air is taken in. There is a vinyl pipe on the engine side of carburetor's main bore in addition to the passage between the main case and float chamber.

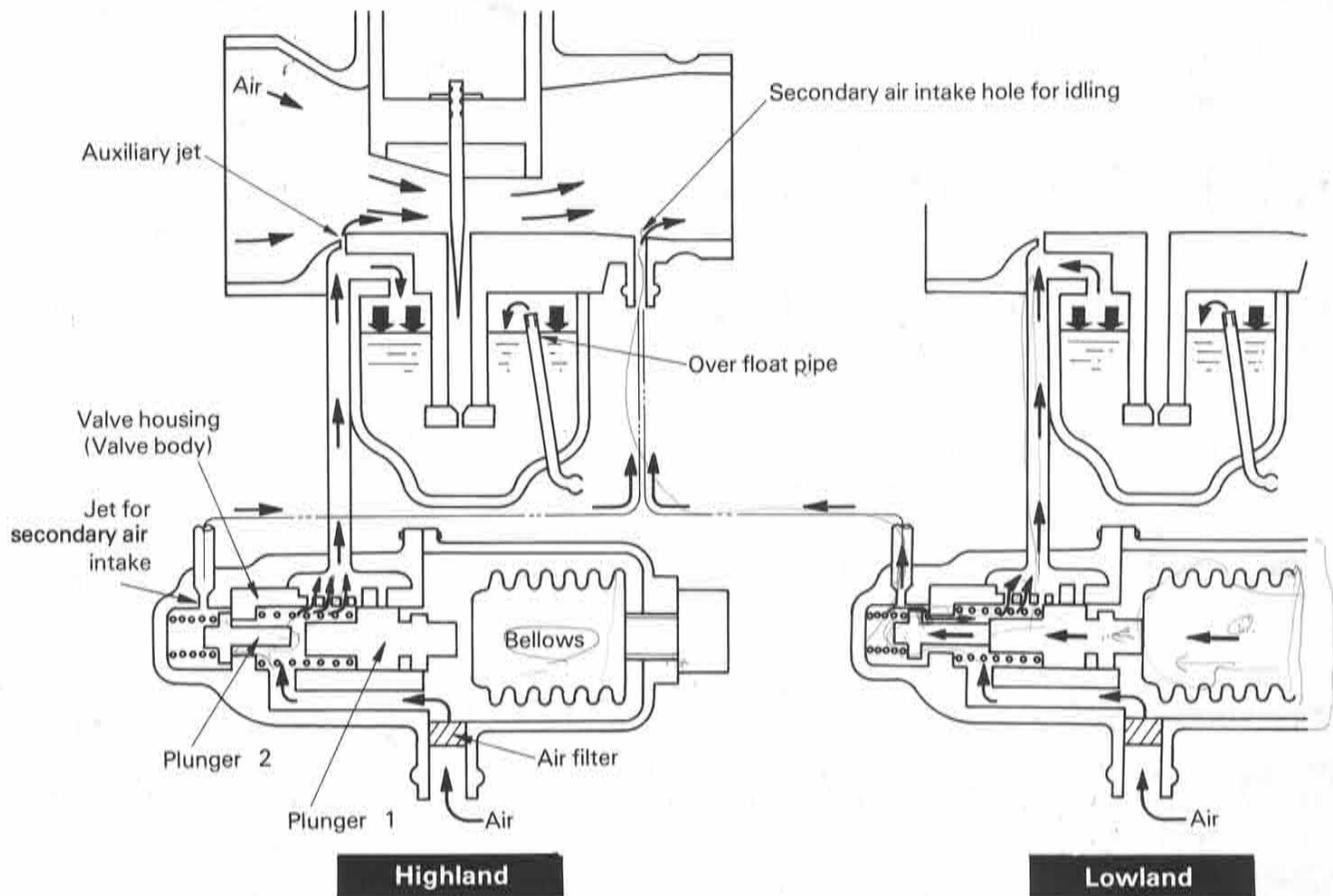
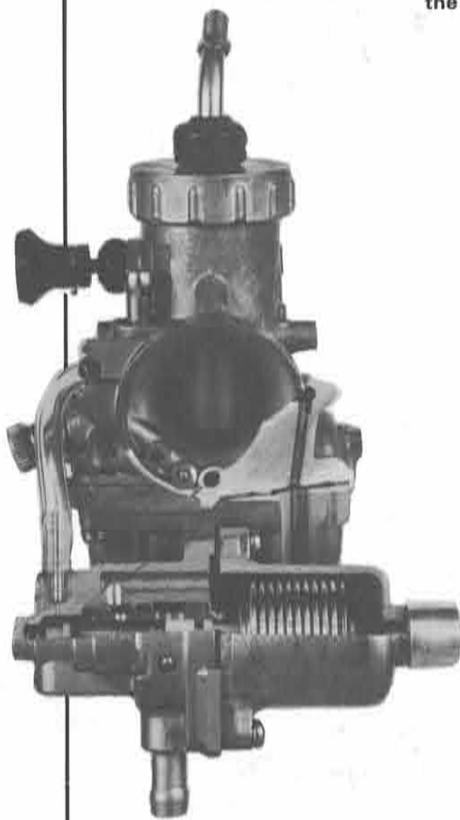
The "Calibmatic" carburetor looks almost identical with a standard one. The vacuum spring type bellows functions to sense delicate changes in atmospheric pressure. The inside of the bellows is vacuum and a coil spring is set in the center of it.

The spring is kept in its contracted position under the normal atmospheric pressure and begins to expand as the atmospheric pressure drops. With the expansion of the bellows, the plunger begins to work. The function of the plunger is the very essence of this system. The plunger works as a kind of valve to control the amount of air taken into the passage leading to the float chamber.

The amount of air intake is limited by the movement of the plunger, thus controlling the air pressure inside the float chamber. In other words, if the air pressure inside the float chamber drops, the amount of fuel is adjusted when it is sucked out of the float chamber. This creates the optimum mixture ratio of fuel and air in accordance with the amount of oxygen contained in the air at high altitude.

The plunger works to control the air

The "Calibmatic" carburetor and its function. The bellows begins to expand as atmospheric pressure drops. With the expansion of the bellows, the plunger works to lower the air pressure inside the float chamber so that the amount of fuel is controlled. On the other hand, the air valve opens to take in an extra amount of air.



pressure in linkage with an air valve which functions to open the intake passage so that an extra amount of air is added to the mixture in the main bore for the sake of smooth idling when the engine is not loaded. In short, the "Calibmatic" is a new carburetion device to control the air pressure inside the float chamber in accordance with changes in atmospheric pressure and throttle opening.

Exclusive advantages

The "Calibmatic" features a number of exclusive advantages. The increase of rpm's is smoother and throttle response is very positive. As a result, the number of gearshifts is reduced when one rides off the road at high altitude. This greatly improves riding comfort. Fuel consumption is also reduced. Accord-

ing to the results of the tests conducted at an altitude of 2,000 meters above sealevel, the "Calibmatic" carburetor consumes 15% less fuel than a conventional one. In addition, this system is virtually maintenance-free, and therefore all main joints are paint locked. But special care must be taken to check the overflow pipe coming from the float chamber. Make sure that it is not broken or clogged, otherwise, air pressure inside the float chamber can not be controlled smoothly. When the vacuous condition of the bellows is broken, the nipple is opened to its full width along with the fully expanded bellows. In this case, the system will have the same function as a conventional carburetor for the sake of safety. The "Calibmatic" is the latest fruit of Yamaha's advanced motorcycle technology.

From our Editorial Room



To us, editors of Yamaha News, it is a great pleasure to get comments from many of our readers. To know many people read our Yamaha News and react makes us excited even though they often give us strong criticism. Indeed, it becomes a great encouragement for us to improve the next edition of Yamaha News. As Yamaha News is distributed all over the world, we always consider how to allot each nation's articles as evenly as we can. Until now, we have received many letters with questions, advice, straight impressions, examples or results of sales promotion activities and so on and we have printed them from time to time. It can be said that the more comments we get the more interesting Yamaha News can become. By the way, we got a letter from an American lady recently. She is at the age that she has a little grandchild but still enjoys riding for recreation.

She has participated in an annual local race held in her neighborhood for several years. Of course, she is going to attend the race this year, too. In addition to this news, there were brief descriptions of her town, bikes popularly ridden by the people and some daily matters in her letter. It was very enjoyable for us to read it. It is one of our greatest pleasures to get this kind of local news from all over the world. We will be grateful to you if you will write us a brief account of such events held in your vicinity, i.e. dates, weather, the number of entries, kinds of bikes, location, results, etc. Your comments and photos will be much appreciated, of course. Don't you think that to exchange your local news with others by means of Yamaha News is a wonderful opportunity? Of course any information will be OK. We are looking forward to getting a lot of letters from all over the world.

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Yamaha Trials Conquer Kilimandjaro!

In 1974 Yamaha TY bikes attacked Mt. Kilimanjaro. Tests were repeated on this system over the mountainous districts in Japan and South America.

New Advertizing Films

For Yamaha outboard motors

Introduced here are the two new kinds of Yamaha outboard advertizing films which will prove to be very useful in sales promotion for commercial use/recreational use markets. One features Yamaha's strenuous efforts towards engineering excellence to assure that every motor will work well even under extremely rigorous conditions. The other represents the exciting world of leisure-time boating that Yamaha outboard motors can afford.

Tests on outboards

The film features a series of rigorous outboard motor tests, such as a waterproof test, cold weather endurance test, impact test against driftwood, continuous running test, etc. These tests are conducted on each model in Yamaha's pursuit of the ultimate in both reliability and durability that will ensure the maximum in operation safety and work efficiency.

Higher work efficiency & increased marine pleasure!

Specifications
Title: Tests on Outboards
Size: 35 mm or 16 mm, multicolored
Running time: 60 seconds
Narration: English/French/Spanish

Specifications
Title: 4-Category Marine Pleasure
Size: 35 mm or 16 mm, multicolored
Running time: 60 seconds
Narration: none, music only

4-category marine pleasure

High-speed motoring, fishing, sail-boating and cruising are the four major categories of leisure-time boating. In this film the camera follows and vividly portrays the tremendous pleasure and excitement that Yamaha outboard motors can afford in this domain.



For better sales promotion

Small complimentary items prove to be good sales promotion aids if they are used as part of your business approach to the customers or would-be purchasers of Yamaha products. With this in mind, we are always very strict in selecting both materials and design in the manufacture of such items.

Introduced here is the new series of quality personal accessories which you can use as special complimentary gifts for your important customers, i.e. on the occasion of a large transaction. The series consists of an attache case, document case, wallet, electronic lighter, billfold, notebook case and others.

Price List

(Effective from June 1st, 1980)

Order No.	Items	Prices (YEN), FOB Japan
V101	Attache case	12,000
V102	Document case	8,500
V103	Bill fold	5,000
V104	Notebook case	5,000
V105	Refills for notebook case (V104)	800
V106	Lighter	4,500
V107	Digital chronograph	4,500
D114	Necktie	1,300
D115	Scarf	1,800

