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MODEL SUPPLEMENT

CIRCUIT



ISLE OF MAN TT SPECIAL ISSUE 1980 Price 50P



The

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monoshock
four stroke
two fifty.



Having established the XT500 as the U.K.'s premier "Thumper," Yamaha has now introduced the not-so-big single cylinder XT250. Learn on it if you like, but ride on it you must because this new machine epitomizes all that's best with such an uncompromising design.

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NEW

XT250



The not-so-big four stroke single

by Yamaha
for all motorcyclists

This special Isle of Man TT issue of Yamaha Circuit marks a significant milestone in the history of the magazine. After five years of controlled circulation to dealers and motorcycle clubs, the publication is to go on general distribution nationwide throughout the British Isles and the Republic of Ireland.

Yamaha machines and riders have always made an important contribution to all branches of motorcycle sport and added greatly to the pleasures of the everyday motorcyclist. That is why we have made the decision that Circuit magazine is to be produced "by Yamaha for all motorcyclists".

As far as Yamaha is concerned, all motorcyclists are part of the same big, friendly family. If you are a motorcyclist, then Circuit is for you. If you are a Yamaha owner as well, then that's an added bonus for both of us!

For five years the editorial and photographic qualities of Circuit have given great pleasure to the limited number of motorcycle enthusiasts who have received it.

Not its pleasures are available to motorcyclists everywhere. This special Isle of Man TT issue, with its full-colour Spring Supplement, is to give you a sampling of the type of reading that Circuit magazine will be bringing you in future months. The first general issue will go on sale in July and regularly every two months from that date. Look out for it at your local newsagents.

Meanwhile, we hope you enjoy what this issue has to offer.

Richard Cox

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CIRCUIT



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YAMAHA men

"On the Island"



Charlie Williams



Dave Dean

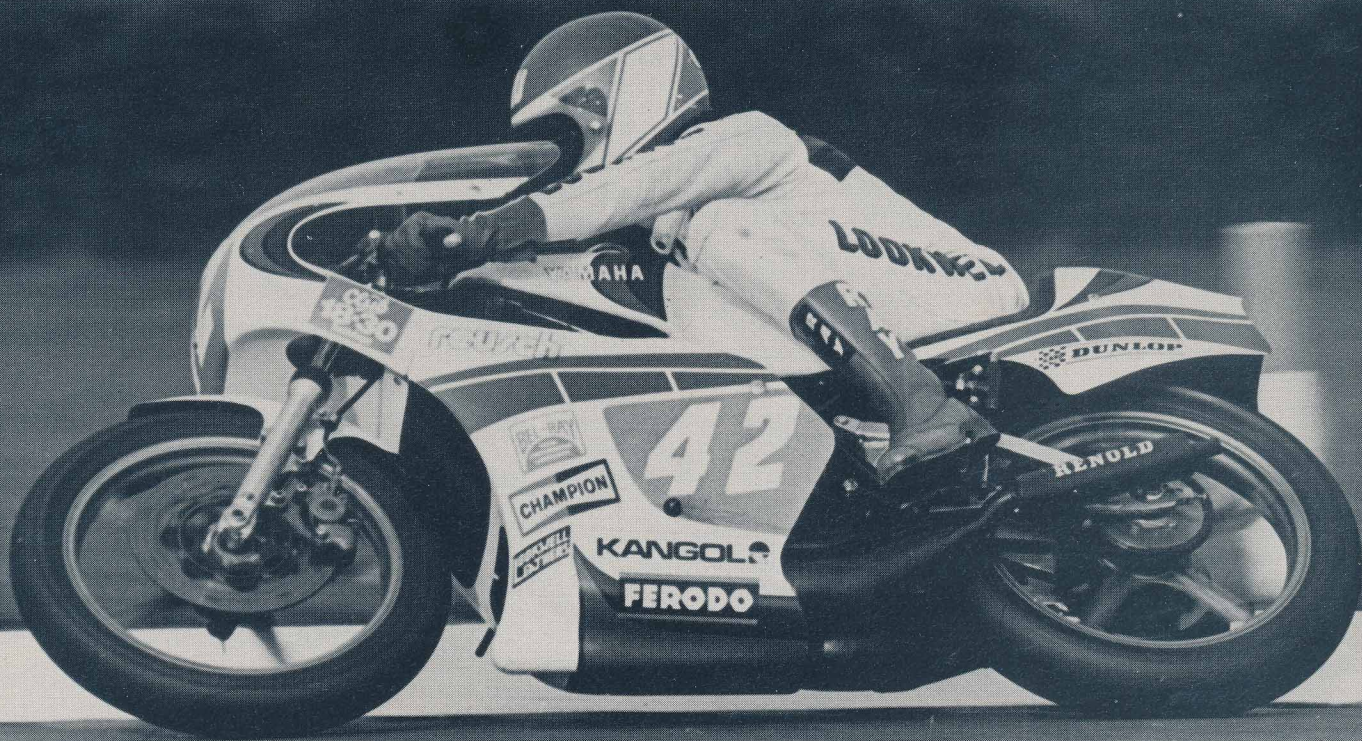
As well as a horde of riders on "private" machines, Yamaha will be represented at the Isle of Man by two of the official Mitsui-Yamaha road race squad and by both members of their British Championship motocross team.

Charlie Williams and Dave Dean will debut the exciting liquid-cooled RD350 machines in the Formula Two event.

"They will be more or less stock street machines" says Williams, "as there isn't time to make a lot of modifications to the bikes. We'll be at a disadvantage against the special racing machines that have been developed for this class over the years but, even so, I think the fans will be impressed by the RD350 performance in virtually showroom trim.

Williams will also compete in lightweight open "classic" and senior T.T. races on TZ250 and TZ500 racers.

Moving over to the rough stuff, both Andy Roberton and Paul Hunt will compete in the Isle of Man Grand National Motocross - one of the most popular "added attractions" of the T.T. week.



Charlie Williams flat out on the TZ250

CHARLIE WILLIAMS has been famous for his superb Isle of Man performances ever since he won the 250cc Manx Grand Prix in 1971.

He graduated to the professional TT races in 1972 and scored his first TT win a year later, when he captured the 250cc Lightweight race. He made it a 'double' that year by also winning the 250cc Production race.

Since that time there have only been two years when Charlie has not won one or other of the TT races ... most famous motorcycle races on earth.

He repeated his 250cc Lightweight win in 1974 and scored a 'double' again in 1975 with victories in both the 350cc Junior and the 500cc Production races.

In 1977 and 1979 came two more wins in the 250cc Lightweight class, making him one of the most successful TT riders of all time in the smaller classes.

But it's not just on the 'Island' that Charlie excels. He's an accomplished pilot of the hefty Formula One and Endurance racers, placing second in the European Endurance Championship in both 1977 and 1978.

In regular 'short circuit' events Charlie is no slouch either, as proved by his second place in the Motorcycle Racing/Vladivar Vodka 250cc Championship last year.

Charlie, at 29 years old, lives in Chester with his wife Anne, and their two little girls, Julie (4) and six-month old Kate. Playing squash and trials riding are his ways of both keeping fit and relaxing at the same time!

He will ride 250 and 350 TZ Yamahas in major British short circuit events for those classes and will add a TZ500 to that brace for the genuine 'road race' classics like the TT and the Ulster Grand Prix.

Charlie's TT programme is an exacting and an interesting one. He

will ride the TZ500 in both the 500cc and the open 'Classic' races plus the 250 and 350cc twins in Lightweight and Junior events. Then he will start the Formula 2 race as one of the favourites aboard one of Yamaha's new street machines, the liquid-cooled RD350. With his record he's quite capable of winning all five!

'Eligible bachelor', **DAVE DEAN**, is a 22 year old from Up Holland in Lancashire who last year set all kinds of club racing records, winning over 100 events during the course of the season.

He totally dominated British club racing, winning 350 and 500 Marlboro/Yamaha British Clubman's Championships and the same classes in the Auto 66 Club Championship. He was also 1000cc Champion of the Waterloo & District Club, won the Wurth Screw Fasteners Clubman's Championship and climaxed his year by being voted Daily Express 'Young Sportsman of

If young Johnny's been getting a hiding from the school bullies lately, we'll even up the odds for him with our tough little YZ80.

For 1980 this little scrapper's 79cc single cylinder two-stroke engine punches out 17 bhp, an increase of 2.5 bhp. And for that extra low down kick there are 7.5 ft.lbs. of torque.

Six gears keep the YZ80 on its toes no matter how tough the going gets, and CDI ignition keeps the sparks flying.

With our famous Nitrogen and oil damped Monoshock rear suspension and leading axle front forks it's sure to run rings round the bullies. Rear suspension travel is now 170mm and front wheel travel

is now 180mm; an increase of 15mm front and rear.

Overall weight is down to a nimble 62 kilos. Seat height is lower. Ground clearance is increased, and so is the size of the front wheel: up to 17 inches this year.

And as if all that wasn't enough, it scares the opposition stiff on two more counts: its remarkable record of wins and its legendary reliability. Few bikes have its ability to win straight from the crate. And few have its ability to keep on winning with very little maintenance.

So even if young Johnny has to suffer the school bullies all week, he can at least get even at the weekends. With the YZ80.

A lesson in self defence.

Our famous Monoshock makes sure the rear wheel spends more time on the ground, no matter how rough the going.

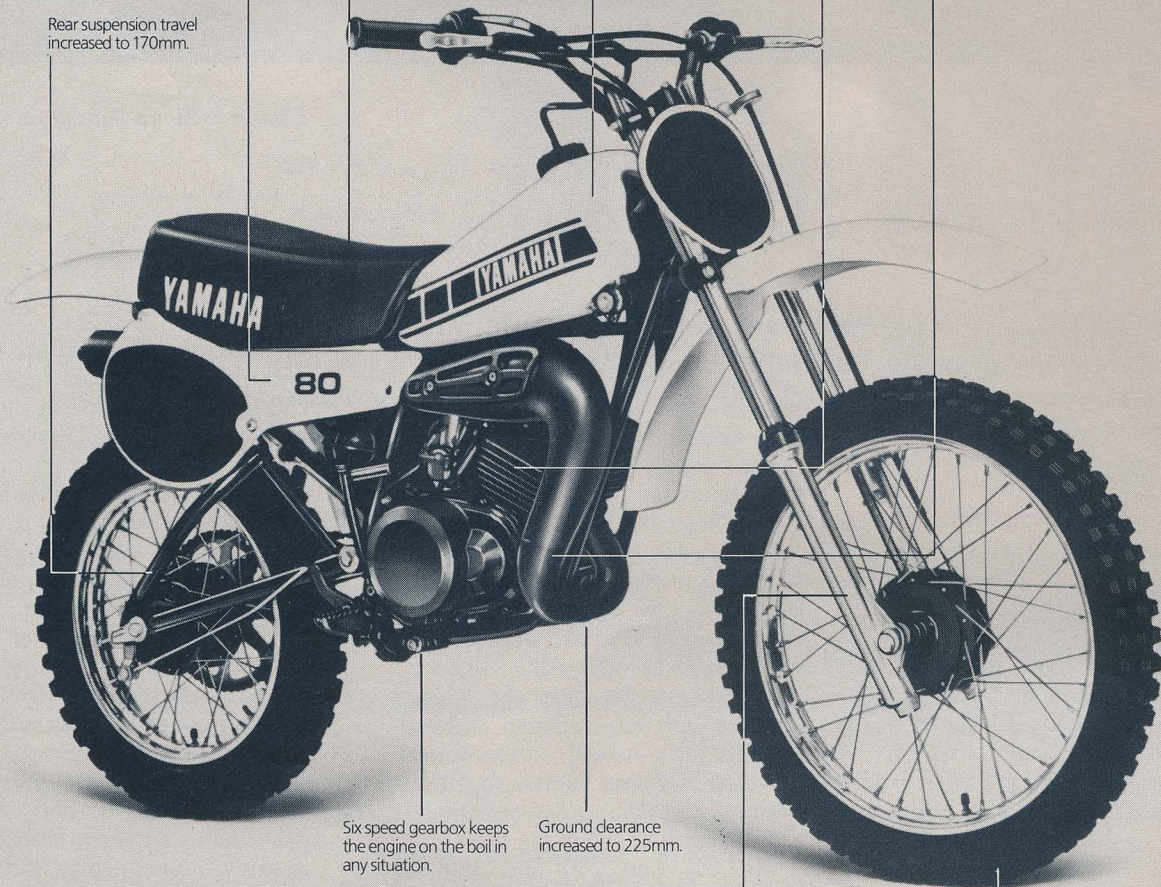
Lower seat height so he can plant both feet firmly on the ground.

New plastic fuel tank.

79cc single cylinder two-stroke engine now punches out 17 bhp and 7.5 ft.lbs. of torque.

Clean, reliable sparking is assured by CDI ignition.

Rear suspension travel increased to 170mm.



Six speed gearbox keeps the engine on the boil in any situation.

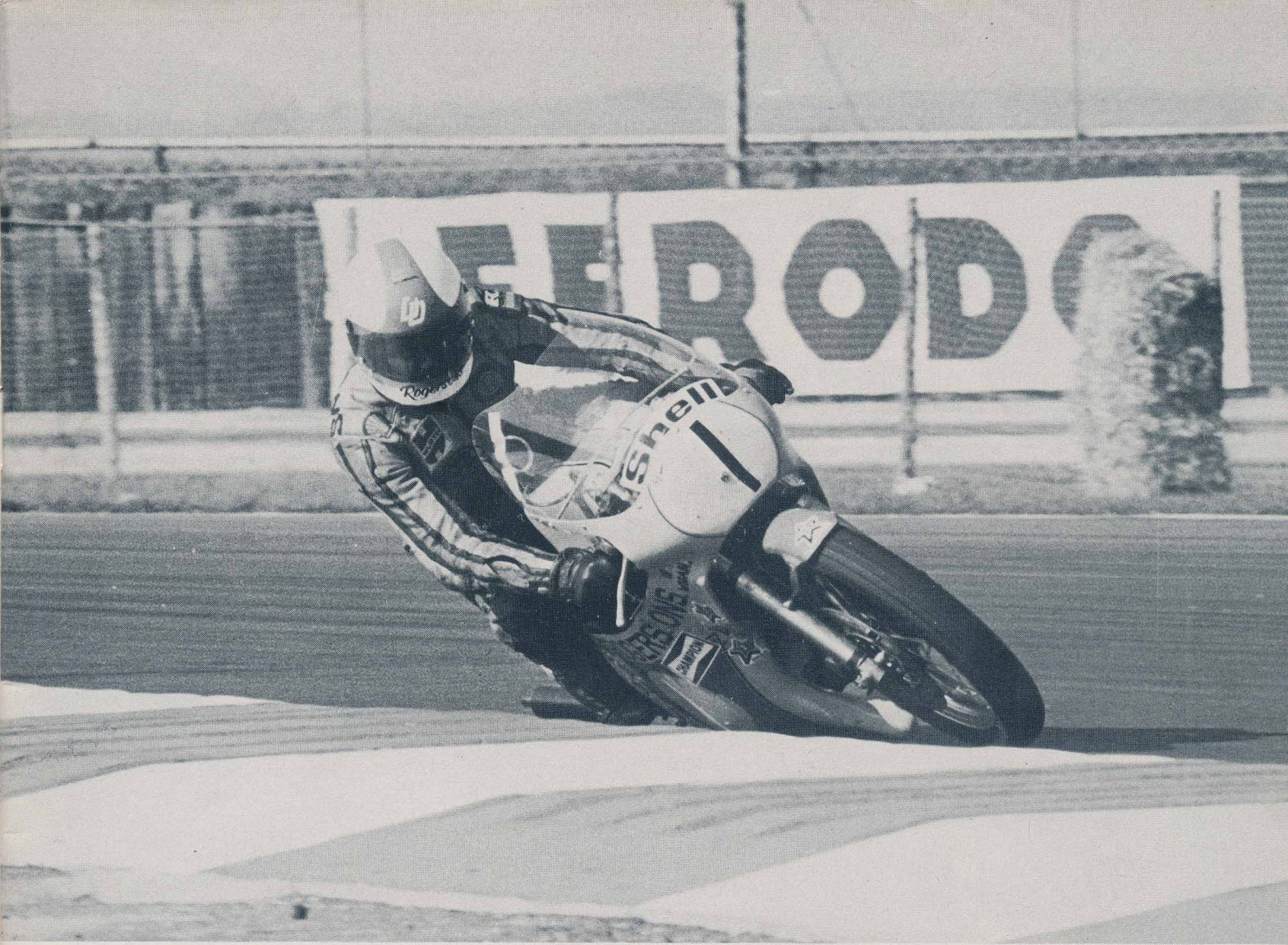
Ground clearance increased to 225mm.

Front wheel travel increased to 180mm.

Bigger front wheel: now 17 inches.



You know you're gonna beat 'em on a Yamaha



David Dean winning the 1979 Marlboro Clubman's title. He's racing in Mitsui/Yamaha colours for 1980.

the Year'.

David has a massive race programme planned for 1980. It includes all of the big 'nationals' at major circuits such as the Brands Hatch/Mallory Park/Oulton Park/Snetterton/Donington/Cadwell Park and Scarborough calibre. Additionally, he will still compete in the more important events on the lesser-known, but almost as demanding, club tracks like Lydden, Thruxton, Carnaby, Darley Moor and Croft.

1980 will see the young Dean make his International Grand Prix debut with outings in World Championship races in Holland and at the Marlborough British Grand

Prix, plus Internationals like the Isle of Man T.T., the Ulster Grand Prix and Chimay in Belgium.

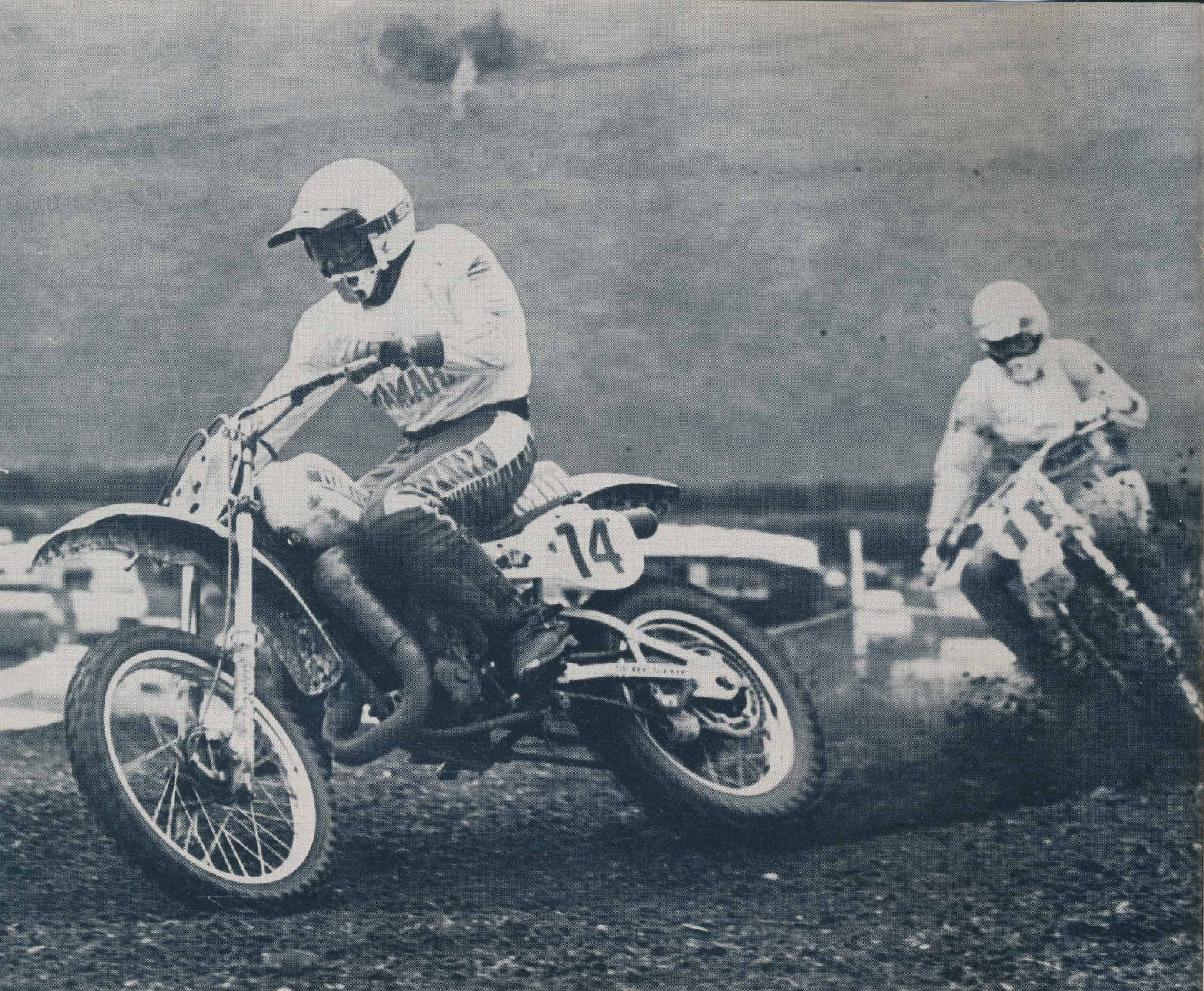
Mitsui/Yamaha definitely see David as a superstar of the future and his 1980 programme is designed to broaden his experience at a sensible rate while still giving him a chance at National or International success.

Yamaha's two-man team for the British Motocross Championships will compete in the Isle of Man Grand National Scramble during T.T. week. It is a team which represents probably the best blending of youth and experience available in the British Isles.

Supplying the experience is stocky little Welsh border-country rider, **ANDY ROBERTON**, who still lives in the wide-open spaces of Powys with wife, Melanie and two young daughters, Helen (4) and Clare (1).

At 31 years old, Andy has done just about everything that British motocross has to offer.

He was British Champion (250cc)



Andy Roberton, leads the Mitsui/Yamaha motocross squad this year.

in 1972, finished in the top ten of the World 250cc Championship in 1969 (on an AJS!) and has ridden for five factory teams in his fifteen-year career.

The only major motocross honour that has not come his way is a Grand Prix win ... and he came close to that in 1977 when he finished second in the British Grand Prix.

From 1968 through 1970, Andy rode the factory AJS two-strokes and then switched in 1971 to the thumping four-stroke power of the BSA 500.

Following the demise of the BSA factory, Andy joined Husqvarna in 1973 and in 1976 was signed by the Spanish Montesa company.

Proving that he is still one of the toughest motocross racers around, Andy finished second in the British Championships in 1977, third in 1978 and was signed by Mitsui/Yamaha for 1979. Unfortunately, a back injury at the start of the season sidelined him for most of the year but 1980 will see Andy in his fifteenth year of motocross racing and still very much a threat on the British

Championship scene. Especially armed with a 52bhp Yamaha YZ465!

As well as chasing the British title, Andy will compete in the Yamaha/Girling British 250 Motocross Grand Prix, will contest the Trophee des Nations as a member of the British team and will also enter selected national and international events here and on the Continent.

Also a keen trials and enduro rider, Andy will contest one of his favourite events, the Welsh Two-Day Trial, on a Yamaha IT425.



Ron Haslam astride the 996cc Honda.

Photo: Brian Kelly

The winning formula.

Congratulations to Ron Haslam and the Honda Britain racing team on winning the prestigious 1979 Forward Trust/Motor Cycle Weekly T.T. Formula 1 Championship, and to runner-up Graeme Crosby on his Moriwaki entered Kawasaki—all winning combinations.



Ron Haslam,
Forward Trust/
Motor Cycle Weekly
T.T. Formula 1
Champion 1979.

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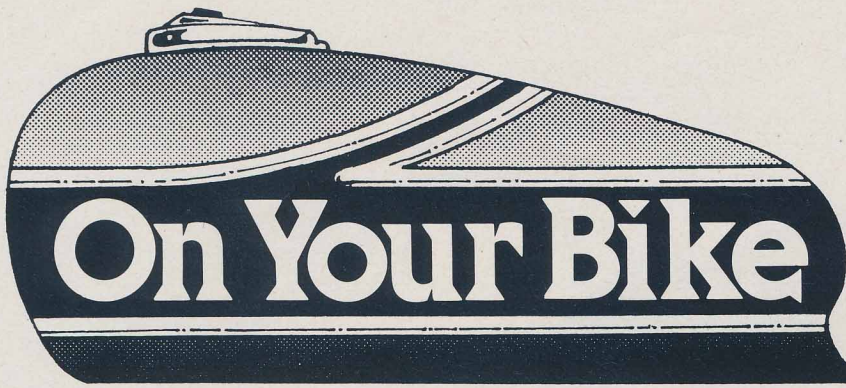
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On Your Bike



Behind the scenes with Barry Sheene

As Barry's first season as an independent gets into full swing, it's worth taking a look behind the scenes at the Sheene camp.

Everyone knows what a great rider Barry is – but maybe not so many know that he is also a top-class mechanic. He's frequently to be found working on his own racing machines in his workshop... and many of the modifications he makes to his Yamaha come as a direct result of his experience of the machine on the track.

But one thing Barry hasn't changed is his close association with Champion's technical racing team. As with all machines, the spark plug is critical and Barry and his mechanics are the first to call on Champion to give them that extra power.

With Barry's skill and Champion's continuing support, we're looking for great things from the new Barry Sheene team this year.

Champion Gold Palladium Plugs Last So Much Longer

The Gold Palladium not only gives easier starting, more reliable idling and better pick-up – it lasts so much longer than a conventional plug.

The reason for this is the Champion Gold Palladium's longer, slimmer insulator core nose design, which provides better protection against fouling.

A further feature of this core nose is that the likelihood of flash over to earth is decreased which, again, means protection against fouling and a longer life for the plug.



Vince French, Champion Race Technician, with Barry Sheene.

Heat range

Because combustion chamber temperatures differ between engines, spark plugs have to be made in several 'heat ranges'. These vary in the way they transfer heat from the firing tip of the insulator through the cylinder head to the cooling system.

The rate of heat transfer is

Send off Now!

For a free copy of the Champion application list, write to Technical Services Department, Champion Sparking Plug Company Ltd., P.O. Box 7, Great South West Road, Feltham, Middlesex. Please quote this publication when writing.

controlled basically by the distance the heat must travel to reach the cylinder head (FIG 1).

To meet the requirements of your particular bike and get the most out of your engine, you naturally have to find the right 'heat range'.

The spark plug heat range starts at 'cold' for high speed, high compression engines, and graduates up to 'hot' for low compression or oily engines where combustion chamber temperatures are low. (FIG 2).

To get the best out of a plug, the insulator tip temperature should be between 400°C and 850°C during all operating conditions.

To find out where your bike lies on the heat range, check the Champion application list. Don't rely on cross reference lists from other spark plug manufacturers.

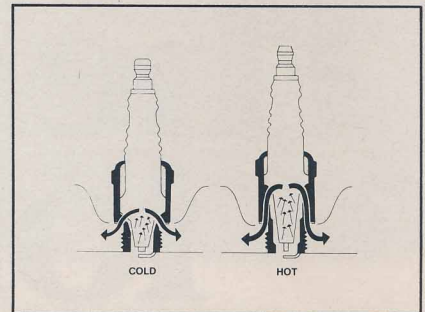


FIG 1

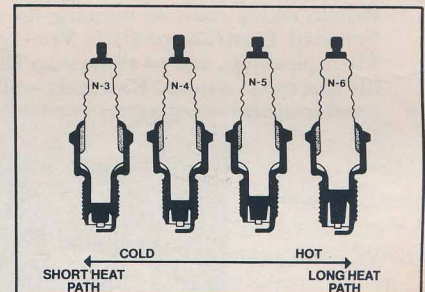


FIG 2



CHAMPION
The No1 Plug for Motorcycles



Young charger, Paul Hunt (Yamaha, 31) in the thick of some tough company, including Neil Hudson (2), Dave Thorpe and World Champion, Graham Noyce (1).

Providing the fire and enthusiasm of youth for Yamaha will be 20 year old **PAUL HUNT** from Ottershaw in Surrey.

Paul first raced in schoolboy events at the age of nine and by 14 years old was British Youth Champion.

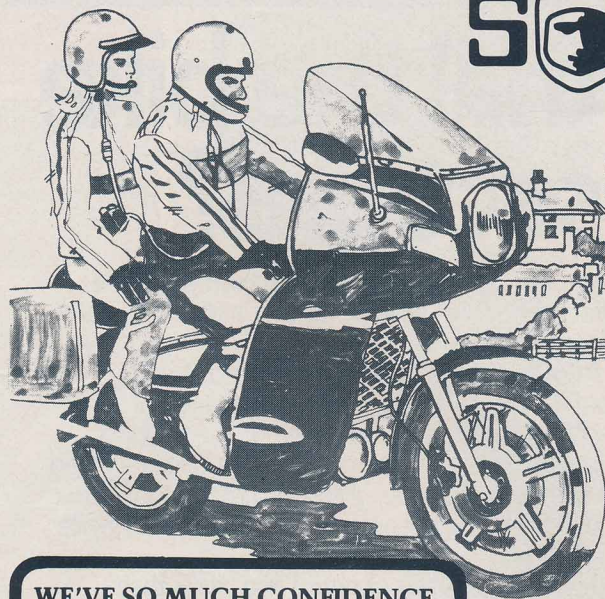
After breaking into adult motocross in 1977, Paul soon established himself in the expert class and last year was third in the Support class of the British Championships.

At 20 years old, and aided by YZ250 and YZ465 Mitsui/Yamahas, Paul has now turned full-time professional with the Grands Prix and a World title as his ultimate goal. This year, however, he'll be trying to make his mark on the British Championships along with rides in the British 250 GP (sponsored by Girling and Yamaha at Hawkstone Park) and selected major UK and European events.

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Written and Photographed by Tom Beesley.

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This year Mick Andrews returned to the Yamaha factory Trials Team and immediately celebrated his comeback with a win in the British round of The World Championship! We celebrate his return with a special offer to Yamaha fans — your own copy of "The Mick Andrews Book of Trials", delivered to your door for just £2, including packaging and postage.

"THE MICK ANDREWS BOOK OF TRIALS" is a comprehensive look at off-road trials and enduro riding by one of the greatest all-round dirt riders ever, two-time World Championship winner, Mick Andrews. The book has over 400 photographs in its 224 pages, including superb step-by-step shots of riding techniques. A unique picture section of off-road bikes from 40 years ago to present times is included along with a section on star riders, personal and machine preparation procedures and an in-depth biography on Andrews' long and varied career in international trials, moto-cross and enduro riding. A superb gift for any occasion.

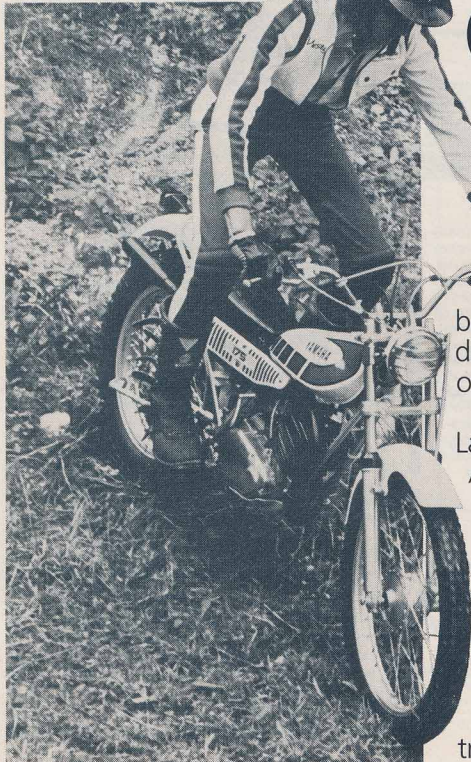
Send £2 cash, cheque or postal order made payable to: Four Shires Publishing Company, White Lion Chambers, High Street, Banbury, Oxon.

"SPRING COLLECTION"

New models for 1980

Beginning opposite is our special, full-colour supplement showing the Yamaha "Spring Collection" - the new models to begin the new decade. Check out how Yamaha is taking you "into the eighties", plus numerous other spectacular colour features packed into the following 32 pages.

Is your toughest trial the bike or the sections?



Why spend more time fiddling with your bike than you need to? It's a well-known fact that most Mediterranean trials bikes come with a Mediterranean temperament.

Like the ladies from that area they need a lot of fussing over and a lot of time spent on them to keep them happy. Oriental ladies on the other hand are there to indulge your every whim.

Take Yamaha's trials bikes for instance. They're designed and built to be as reliable and fuss-free as possible, giving you more confidence during a long, hard trial. And more time to sit and admire the trophies while others are in the garden shed fiddling with their bikes.

While they're carefully mixing cocktails of petrol and oil for their Latin ladies your Yamaha TY will be doing it for you with Yamaha's famous Autolube system.

And when they're wishing they had just one more gear you'll be snicking up into sixth on the TY175.

Apart from their reliability the Yamaha TY250, TY175 and TY80 are in a class of their own when it comes to finish and price.

Their Mediterranean counterparts are more expensive, and more likely to change colour at the first sight of water.

So get out of the shed and onto the trail. On a Yamaha TY.



You know you're gonna beat 'em on a Yamaha

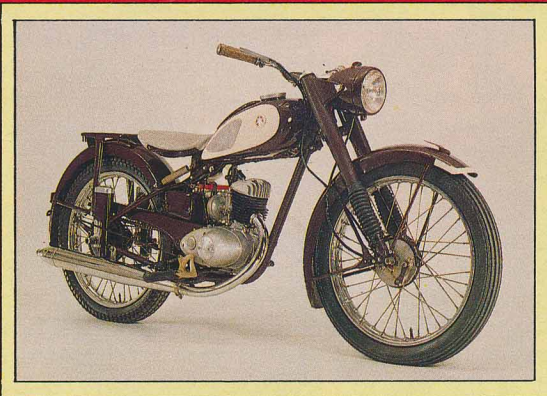


CIRCUIT

ENGLISH EDITION

SPRING 1980

1955-80



Early Days

With 1980 marking the 25th year of Yamaha motorcycle manufacturing it is an appropriate time to take a look back at the company that has for so long been one of the leaders in its particular field.

Torakusu Yamaha, whose name has now become immortalised in the industrial and consumer-goods world, was born in 1851 and acquired his knowledge of intricate mechanical devices by spending 10 years apprenticed to an English clockmaker in Japan. His apprenticeship lasted until he was 30 years old, at which point he made of the most significant decisions of his life. He had been sent to repair a clock at the Hammamatsu Hospital and fell in love with the area, deciding to leave the clockmaker's employ and make Hammamatsu his home.

This meant starting in business on his own account, a large gamble but one which he was coping with reasonably successfully until the next significant point in his career ... at the age of 36. It was at this time that the Hammamatsu Elementary School had acquired an organ ... an instrument which soon became a means of entertainment for the whole town. On certain days each month, most of the townsfolk would gather in the school grounds to listen to its melodies!

However, after less than three months, disaster struck. The American-made organ broke and no spare parts were available. Mr Yamaha was called in and made himself the hero of the town by getting the organ playing once more!

While repairing the instrument, Yamaha studied its construction and came to the conclusion that he could build one just as good. With the aid of a metal-worker friend, Kisaburo Kawai, he did just that!

Next step was to take that first Yamaha instrument to Tokyo for the necessary certification by the Institute of the Arts. There was one rather large problem, however, Tokyo was 200 miles away and there was no transport available.

The solution was a simple one ... but arduous. Yamaha and Kawai slung the organ between them on a pole and carried it all the way to Tokyo!

Unfortunately, despite their efforts, the story didn't have a totally happy ending. The instrument was hopelessly out of tune and the Institute refused to certify it!

However, the authorities were so impressed by Yamaha's determination that they invited him to stay on at the Institute and study for a while. He remained there for a month and then, armed with the extra knowledge, went back to Hammamatsu to build a second organ.

When this one was taken back to Tokyo (history doesn't record whether Yamaha and Kawai had managed to find some alternative means of transport by this time) it passed the tests easily and was highly praised by the Institute.

On the strength of this Yamaha and Kawai went into business and so was born Yamaha's parent company, Nippon Gakki. It is now one of the largest industrial combines in the world and Yamaha instruments are still rated as among the best by musicians ranging from rock and roll to classical.

Yamaha motorcycles came into being as the result of the foresight of one of the later Nippon Gakki presidents, Kauchi Kawakami. He was made president in 1926 after the company had been almost crippled by the double blows of a long workers strike and the burning down

of the Tokyo factory in the famous 1923 earthquake.

Kawakami rejuvenated the company, brought it back from the brink and then, some 25 years later, decided that it was time to diversify. The musical instrument market was a good one, he thought, but did not offer enough growth potential.

Various things were considered, from automotive parts to sewing machines. To the eternal gratitude of millions of motorcycle enthusiasts, however, the decision was taken to move on to two wheels.

The very first Yamaha in 1955 was a neat little two-stroke, the YA1 125cc single cylinder machine that was nicknamed "Red Dragonfly".

Special versions of these were entered in Japan's most famous race at that time ... the Mount Asami Volcano event where bikes raced on a surface of compounded volcanic ash. To the amazement of the established teams the new Yamaha dominated the race ... thus forging a traditional link between racing and production machines that has lasted unbroken until this day.

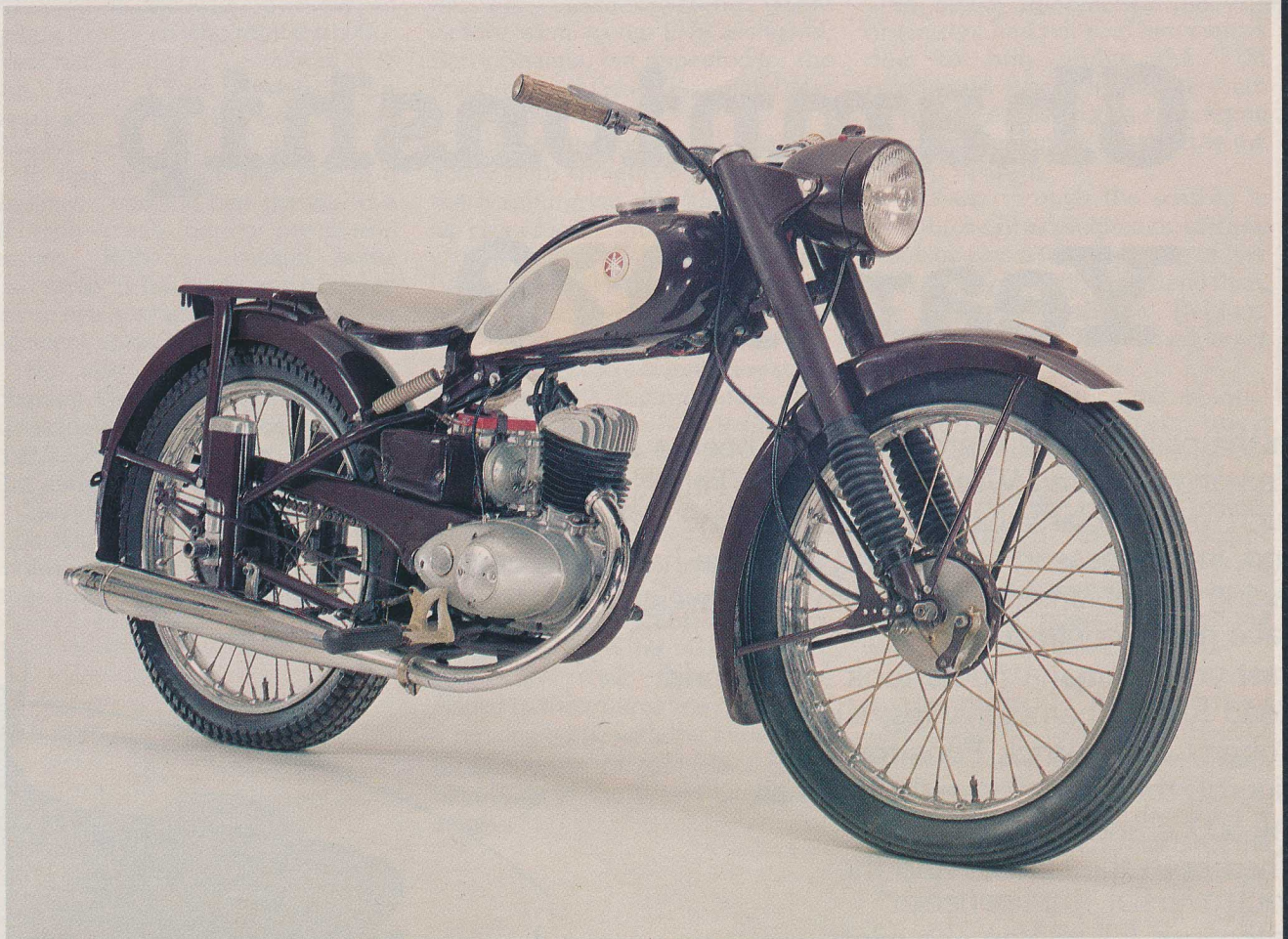
Most of the young Japanese enthusiasts wanted the bike that had won the Mount Asami race and sales shot upwards.

They have continued to rise ever since. In those early days in 1955, Yamaha had 200 workers making 200 machines a month.

Twenty five years later, almost 10,000 people work for Yamaha in countries as far apart as Holland, the USA, Japan and Brazil. The company has expanded to make motorcycles, snowmobiles, automotive engines, generators, sailboats, power boats, outboard marine engines, karts, swimming pools and even administers a network of leisure centres!

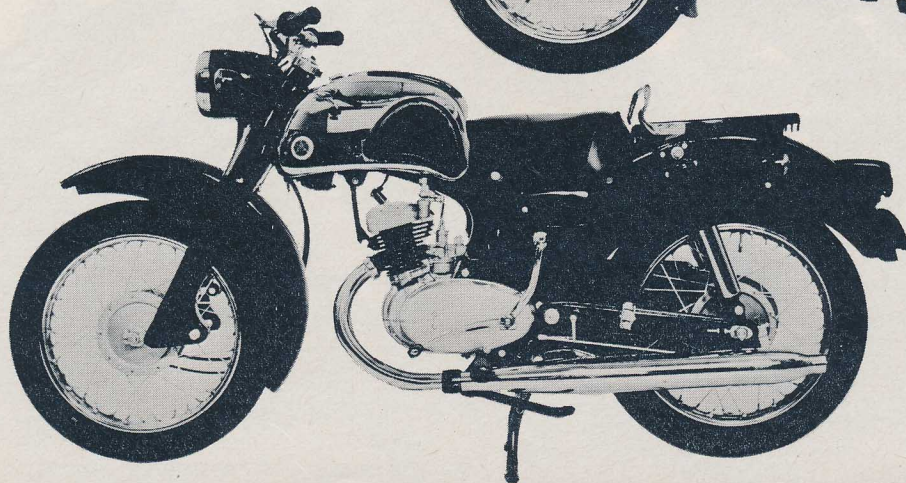
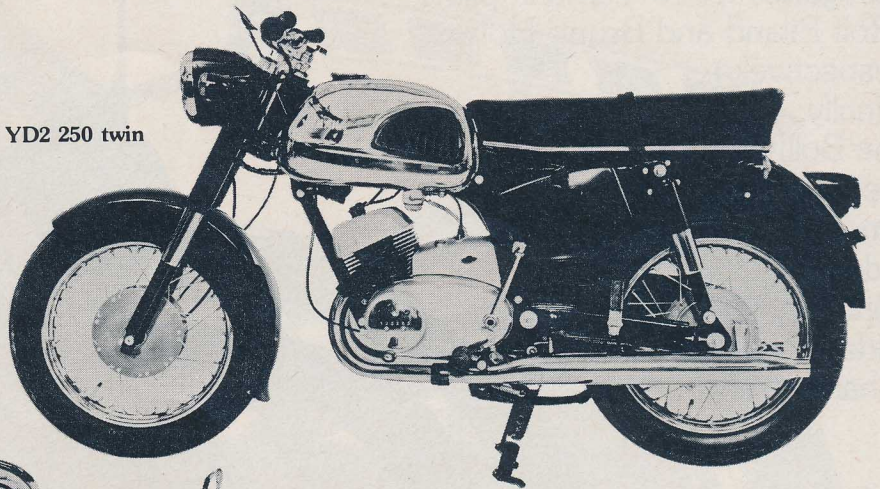
Motorcycle output is almost 2 million machines a year, with over 1 million being exported into the world markets. Approximately 100,000 outboard engines, 150,000 boats and 50,000 snowmobiles are also produced by Yamaha each year!

Mr Kawakami, the architect of all this, retired a few years ago, a man satisfied that the giant that he created continues to expand from strength to strength.



The "Red Dragonfly"

The 1957 YD2 250 twin



The 1957 YA3 125

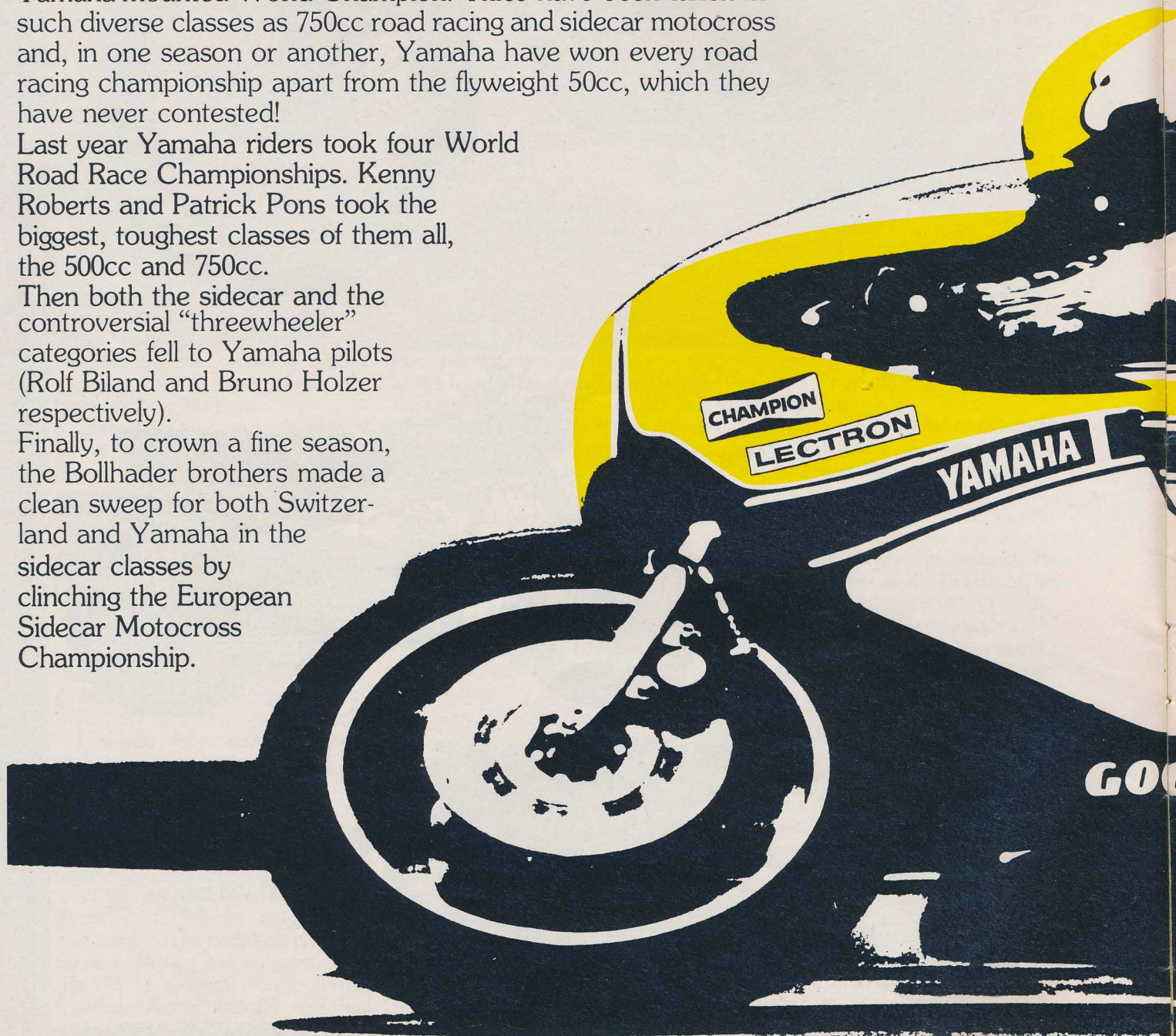
Championship Year 1979

In the past decade there has never been a season without a Yamaha-mounted World Champion. Titles have been taken in such diverse classes as 750cc road racing and sidecar motocross and, in one season or another, Yamaha have won every road racing championship apart from the flyweight 50cc, which they have never contested!

Last year Yamaha riders took four World Road Race Championships. Kenny Roberts and Patrick Pons took the biggest, toughest classes of them all, the 500cc and 750cc.

Then both the sidecar and the controversial "threewheeler" categories fell to Yamaha pilots (Rolf Biland and Bruno Holzer respectively).

Finally, to crown a fine season, the Bollhader brothers made a clean sweep for both Switzerland and Yamaha in the sidecar classes by clinching the European Sidecar Motocross Championship.



KENNY ROBERTS, the forceful young American who took the 500cc road racing title for Yamaha in 1978 (his World Championship debut year) started out 1979 at a distinct disadvantage.

In fact, he began the year in a Japanese hospital bed thanks to a 150mph crash during pre-season testing. Roberts crushed some vertebrae in his back and ruptured his spleen in what was the worst-ever accident of his high-speed career.

He was certain to miss the opening Grand Prix of the year in Venezuela and many observers felt that he would be unable to overcome this early-season setback.

How wrong they were! The tough little Californian was back on a motorcycle little more than a month after the February accident. He did

miss the Venezuelan opener, where victory went to his 1978 arch-rival, Barry Sheene, but appeared for the first European Grand Prix of the year at Austria in April.

Any doubts about his comeback ability were immediately dispelled at the Salzburgring. He smashed the lap record and dominated the race to win from Suzuki men, Virginio Ferrari and Wil Hartog. Roberts was well and truly back - in fact, he had never really been away!

Then followed a scintillating string of Grand Prix performances. Still strapped into a back-support, Roberts finished second in Germany to Wil Hartog and then swept to three GP wins in succession ... Italy, Spain and Yugoslavia.

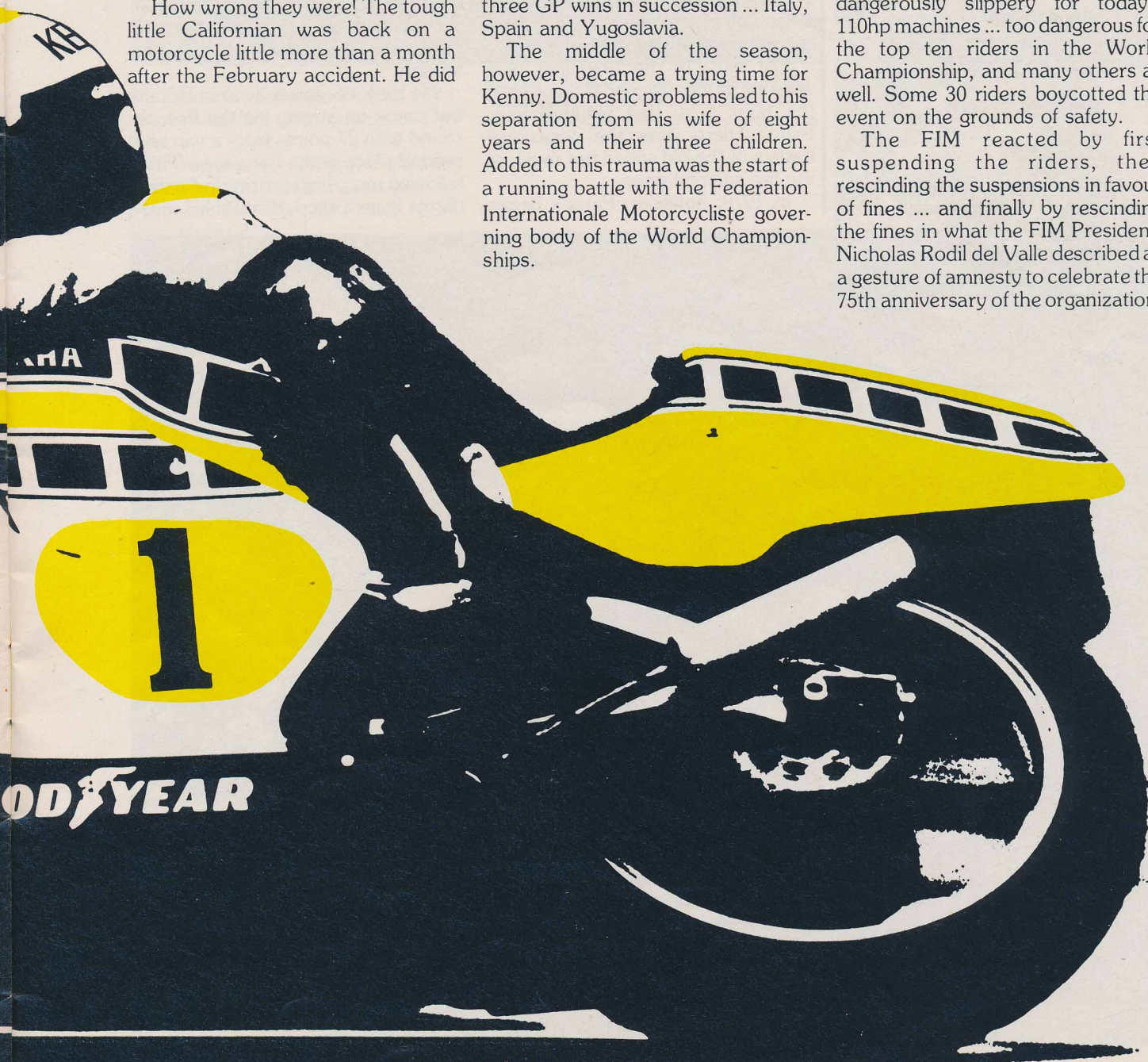
The middle of the season, however, became a trying time for Kenny. Domestic problems led to his separation from his wife of eight years and their three children. Added to this trauma was the start of a running battle with the Federation Internationale Motorcycliste governing body of the World Championships.

In Spain, Roberts felt that the organizers had not paid him monies due to him under the FIM regulations. After winning the event he registered his protest by refusing to accept the winner's garland on the victory rostrum.

Halfway through the season, in the Dutch GP a combination of these troubles plus a wrong choice of tyre kept Kenny in eighth place and then, the following week in Belgium, trouble with the FIM loomed larger than ever.

A new, shorter circuit at Spa-Francorchamps had been completed only a short time before the race. The track surface was dangerously slippery for today's 110hp machines ... too dangerous for the top ten riders in the World Championship, and many others as well. Some 30 riders boycotted the event on the grounds of safety.

The FIM reacted by first suspending the riders, then rescinding the suspensions in favour of fines ... and finally by rescinding the fines in what the FIM President, Nicholas Rodil del Valle described as a gesture of amnesty to celebrate the 75th anniversary of the organization.



Two more off-peak performances followed for Roberts. He was only fourth in Sweden and sixth in Finland.

At the British Grand Prix however, Kenny got it all back together. His mid-season slump had put both Virginio Ferrari and Barry Sheene within striking distance but, after a titanic battle, Kenny won the event by a matter of inches from Sheene. Ferrari was fourth, which meant that the title was just one point away from Roberts' grasp ... with just the French GP to go.

Kenny made no mistake in France, dicing with Randy Mamola and Barry Sheene for the lead but then settling for a safe third place, ten Championship points and his second World title in just two seasons of GP racing!

Kenny Roberts on his way to his second successive World Championship.

PATRICK PONS began racing in 1971 and within a couple of seasons the teenage ski-racer had been snapped up by French Yamaha importer, Sonauto.

At that time he had all the makings of a superstar, despite a penchant for crashing due to trying too hard in places where discretion would have been the better part of valour!

In 1973, the young Patrick was third in both 250 and 350cc World Championships and the following year placed fifth in both categories as well as second in the F750 class.

A year later he was out of the limelight in the lightweight championships but still managed a third place in F750 ratings. It was, however, the beginning of something of a slump for the personable young Frenchman.

For most of the 1976 and 1977 seasons he was plagued by injuries or the poor form that resulted from them. There were the occasional flashes of the old speed but much of the fire seemed gone.

In 1978, however, Patrick began

the climb back. Sonauto had remained solidly behind him through the lean years and were equally as gratified as Patrick when he climbed back to fifth spot in the F750 table.

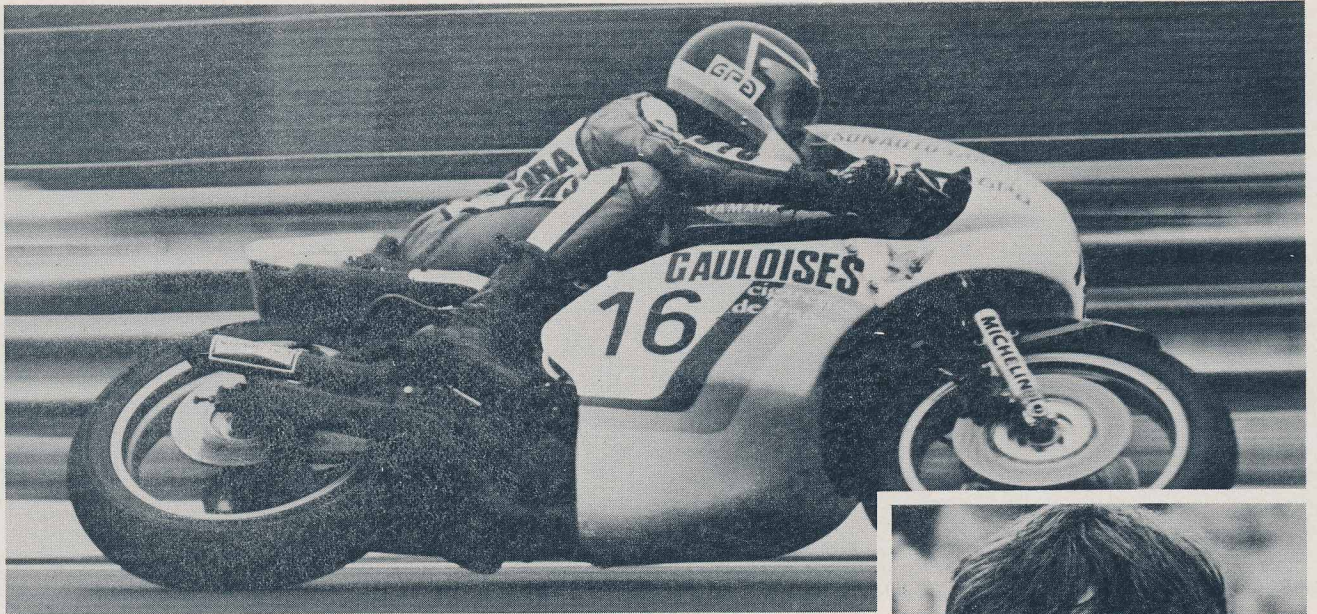
Sonauto sensed that Patrick was really ready to do business once again and put all their weight behind him in an attempt to win the Formula 750 category in 1979 ... the last year that the class would be included in the World Championships.

F750 racing is scored moto-cross style, with two races each carrying 15 championship points and victory going to the high-point scorer at the meeting.

Patrick didn't finish the first heat at the season-opener in Italy but took second spot in the other to earn 12 points ... a reasonable start to the season.

He took no points at all in Britain but came on strong for the French round with 27 points from a win and second place in the two races. Then followed more high scoring in Austria (22pts from a second and third spot)





Patrick Pons on the Sonauto F750 Yamaha, supported by sponsorship from the French cigarette company Gauloises.

and Canada where another win and a second earned him another 27pt tally.

There was something of a slump over the next two races ... just six points in the USA and none at all from Holland.

In Germany, however, there came a magnificent "maximum" ... two wins and 30 valuable points.

This practically put the title in his grasp and third place overall in Yugoslavia (with 20 points against the 27 scored by both of his

Championship rivals, Michel Frutschi and Johnny Cecotto) made it certain.

Patrick Pons had finally taken the title which had been predicted for him as far back as 1973 ... France's first-ever Champion of the World.



ROLF BILAND is the man who first tried World Championship sidecar racing with the four-cylinder Yamaha engine ... the leader in a movement which has since come to dominate the three-wheeled scene. This year only two of the top 30 sidecars in championship standings were not Yamahas, with the best position that any non-Yamaha machine was able to make being 13th! So Biland obviously started something big when he turned out that first Seymaz outfit using an F750 power unit with TZ250 cylinders reducing its capacity to the required 500cc.

Biland, in fact, is the prime innovator on the sidecar scene. He was the first driver to use the hub-centre steering Seymaz chassis to win a Grand Prix. He was the first driver to use the unique "flying saucer" Schmid chassis with success, almost winning the World title with it in 1977.

And, of course, he appeared in 1978 with the highly-controversial BEO-Yamaha that was more racecar



than sidecar. Both rear wheels were driven and passenger Kenny Williams had nothing to do except lay prone in his special compartment.

The BEO was totally within the rules but brought howls of outrage from Biland's rivals. Especially when he dominated the World Championship that year. What they

failed to mention was that Biland scored many of his Championship points with a conventional TTM - Yamaha. He won the title because he was the better driver, not because of any machine advantage.

Despite this, the protests about the BEO were so numerous that the FIM banned that and other similar hub-steering machines for 1979.

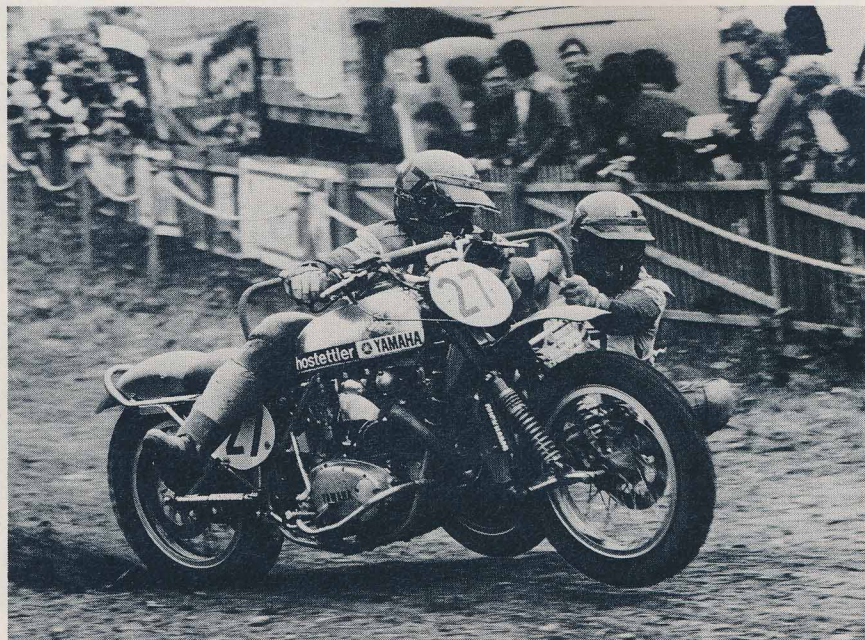
Then, in a typical about-face, they rescinded the ban and took the step of running two sidecar championships in 1979. One for hub-steering "threewheelers" and the other for conventional outfits.

Reigning Champion, Biland, and new passenger, Kurt Waltisberger, elected to try and win them both. For most of the season it looked as though they would succeed.

Though the duo took no points at all from the opening rounds in Austria and Germany, a win in Holland plus a second place in Belgium and a third in Sweden brought them into contention with leader Rolf Steinhausen (also Yamaha).

Then, with poor Steinhausen finishing the season on a dismal note - just six points from three races - Biland came on strong. He took maximum points with wins in Britain and Czechoslovakia and a second World Championship was his.

There was disappointment and pain to come, however. The Swiss star won rounds of the "three-wheeler" championship with his new LCR-Yamaha in both Austria and Sweden. He missed scoring in England but took two more wins in Germany and France. With four wins from five races and just one round to go, it seemed certain that Biland would have the unique honour of winning three sidecar World Championships in two



The Swiss Bollhader brothers brought Yamaha the European Sidecar Motocross Championship in 1979.

seasons!

On the fast swerves of the Assen circuit in Holland, however, Biland flipped the LCR and broke his arm.

The win went to France's Alain Michel, but more important, second place went to Biland's team-mate Bruno Holzer.

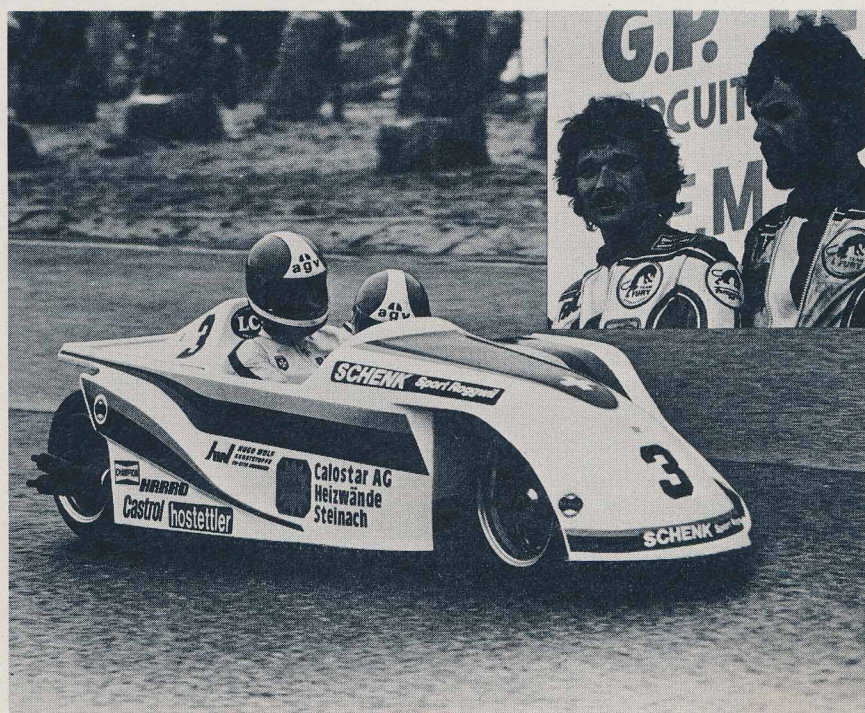
The non-finishes in Britain and Holland cost Biland dear. Running consistently all year, and scoring points in every race, Holzer pulled a last-minute surprise to snatch the

"threewheeler" title from under Biland's nose!

BRUNO HOLZER could hardly have had a more consistent season than the one which led to his 1979 World Championship in the "three-wheeler" category.

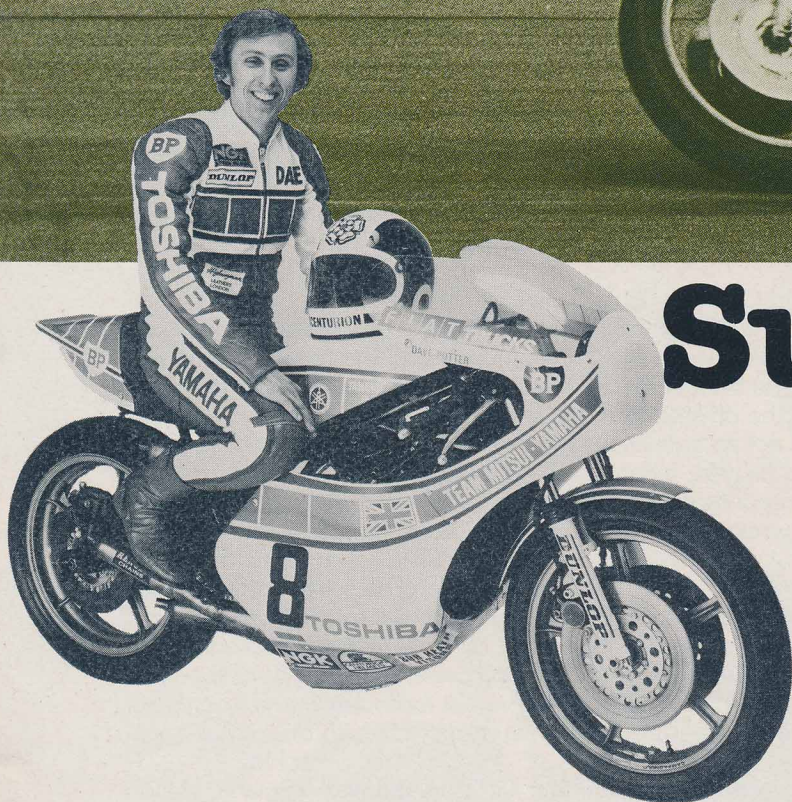
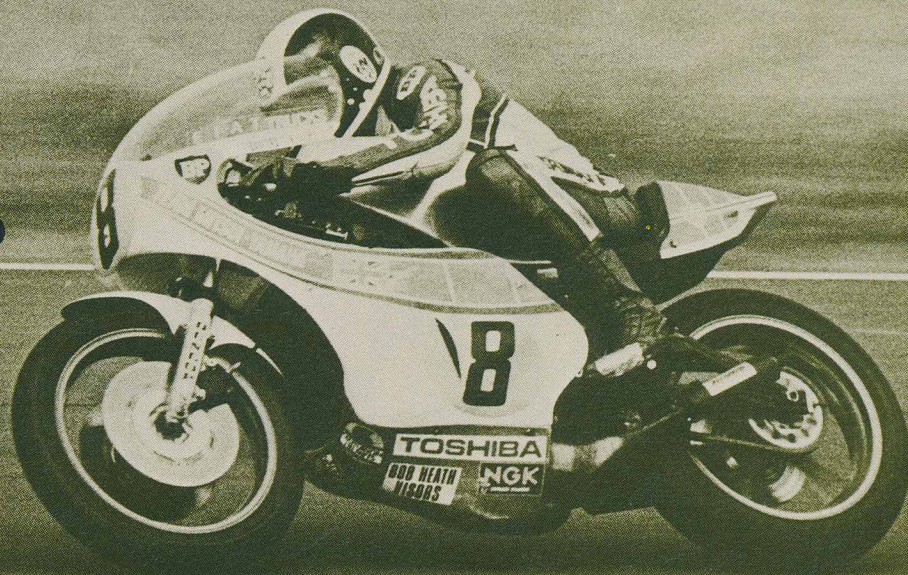
He finished second in every race of the six event series, with the aid of passenger Klaus Meirhaus!

In fact, a similar consistent performance during 1978 netted him third place in the World Championship ... though he did have a win that year in the ultra-fast Belgian GP.



Consistent Bruno Holzer and passenger Karl Meierhaus took World Championship honours in the "threewheeler" category, thus making it a clean sweep of sidecar titles for both Switzerland and Yamaha.

Dave Potter



Superbike Champ

The most prestigious Championship series in British road racing is the MCN Superbike Series, sponsored by big-selling British newspaper "Motor Cycle News" and the Duckhams Oil Company. Over the season it features rounds at all the major English racetracks - Brands Hatch, Mallory Park, Oulton Park, Snetterton, Donington, Scarborough and Cadwell Park - and attracts top international stars from the British ranks. In past years the series has been the almost-exclusive property of Barry Sheene and his Suzuki....but 1979 was a Yamaha year.

Thanks to likeable rider Dave Potter and engine-builder Ted Broad, the Team Mitsui Yamaha 750 swept the title up in storybook fashionPotter caught and passed his closest rival on the last bend of the last lap of the last race of the series!

Even more incredible is the fact that Potter rode the whole season with a broken collar-bone pinned in place. Only after he had clinched the title did he go to hospital to have the bone properly set and the pins removed. Dave broke the collar bone in the very first race of the season, when he unavoidably hit a fallen rider at Donington Park. The doctor who treated Dave knew that he was a professional racer and gave him the choice of an immediate pinning operation or six weeks out of action for the bone to heal in the natural way.

A professional racer needs to race to earn a living, so Dave naturally chose the pinning operation. He missed the first round of the Superbike Series but just ten days after the operation was in the saddle for the TransAtlantic Trophy Series. Critics said he never should have been riding so quickly but he confounded them by being the second-best scorer on the eight-man British squad that got a drubbing at the hands of the Americans.

Then came Crash Number Two. While dicing with Ron Haslam, his season-long rival in the Superbike Series, Dave hit a patch of water at Oulton Park and slid off. One of the three pins holding his collar-bone together broke loose and it was back to hospital again ... this time for the insertion of a bracing plate and four holding screws! Throughout the season the collar-bone aggravated Dave, and more crashes at Cadwell Park, Silverstone and Sugo, Japan didn't help. Despite all this, however, he managed to pile up enough points in the series to pull level with Ron Haslam with just one round to go.

The final round was at Brands Hatch ... and everything hinged upon it. Potter sat in Haslam's slipstream for most of the event, riding a tactical race, assessing where his rival was slower than he, and vice versa.

"With six laps to go I knew that I would have to do it on the last lap" said Dave. "The shoulder was hurting me and I didn't feel that I could handle the pressure if I went by him earlier and then had to fight to hold him off. I just had to surprise him on the last lap.

"I knew that he was slower than I was out of the last corner so I decided that had to be the place. If I got him there, he wouldn't have a chance to get back. It was all or nothing".

"Get him" Dave did ... he took a tighter line than Ron, squeezed by him and cut him off from his faster exit line.

Dave shot across the finish line less than a bike's length ahead! A spectacular finish to a spectacular season-long battle between two of Britain's best.

Farewell to a motocross SUPERSTAR

Heikki Mikkola - one of the greatest riders ever to straddle a motocross machine - has retired when still at what many people consider to be the peak of his career. The tough Finn, however, has standards way above those of most people on the motocross scene and, after a season beset by injuries, has decided that time has come to retire from championship racing. Mikkola won't be lost to motocross enthusiasts, however, as he has been retained by Yamaha in an advisory capacity for the 1980 season.

Concentrating mainly upon the 500cc World Championship Series, 34 year old Heikki will act as an advisor upon team strategy and preparation. He will also scout promising young riders for future seasons and will act as a liaison man between the Yamaha team and the motorcycle press. He will base himself at home in Finland, where he lives at Hyvinkaa with his wife, ten year old daughter and five year old son. There, after spending the off-season at his favourite pastime of hunting, Heikki will also act as a development and test rider for future Yamahas.

Heikki's fifteen-year career in motocross began in 1964, when he combined the sport with enduros, ice-racing and snowmobile events. Concentrating upon motocross he was signed to the Husqvarna team in 1968. By 1974 he had hit peak form and wrested the World 500cc Motocross Championship from Roger De Coster.

The Belgian took it back in 1975, after a tough battle all season with Heikki. Then, when Mikkola felt confident of regaining the crown in 1976, Husqvarna inexplicably switched him to the less-important 250cc class. It won them, and Heikki, another World Championship but Mikkola was dissatisfied. It was the 500cc crown that he wanted, the most important motocross championship of them all. It was at this point that Yamaha stepped in. They had not been involved in motocross at factory team level for two years and many people thought that Mikkola was crazy to pin his faith on a totally new machine for 1977.

By season's end the doubters had to eat their words. In the very first GP with the new Yamaha, Heikki got into the points with a third and fifth place in the two motos. Two weeks later in Holland he led both motos from start to finish and the die was cast. From that point until he clinched the Championship, he had just one retirement and never finished lower than fourth. Most of the time he was way out in front, collecting maximum points!

If anything, the 1978 season was even more devastating. Mikkola and the Yamaha were rarely challenged and he brought Yamaha their second World Championship in two years ... the fourth in his career.

The 1979 season brought disappointment, however, Heikki badly injured his knee just before the first race of the season and, though he struggled to complete the opening Grand Prix he was forced to quit.

All through the early part of the season the leg bothered him but, even so, he still pulled himself into contention for his third World Championship by mid-season. Just as it seemed the leg was back to full-strength, and just as he hit winning form, there came another crash, at the Canadian GP. The knee was injured again, some ribs were cracked and that was effectively the end of Heikki's bid for a third title. As it turned out, it was effectively the end of Heikki's riding career though no-one realised it at the time.

Therefore, Heikki will be spending the 1980 motocross season in the pits. It's bad news for the thousands of motocross fans all over the world but there isn't one of them who will begrudge "one of the greatest" a well-earned rest!



1980 MOTOCROSS TEAM REVIEW

Yamaha have another World Champion on their books for the 1980 motocross season, despite the retirement of double champion, Heikki Mikkola.

World 250cc Champion, Hakan Carlqvist of Sweden, is following in Mikkola's footsteps by moving from Husqvarna the year after winning the 250cc crown and pinning his faith on Yamaha in the much-tougher but more-prestigious 500cc class.

If the switch works as well for Carlqvist as it did for Mikkola, the Swede will be World 500cc Champion by season's end!

Carlqvist was born in Stockholm 26 years ago and was a Swedish professional ice hockey player before turning to motocross in 1971.

Five years after starting his motocross career, Hakan was signed

to ride factory Ossa machines for the Spanish company's Swedish importer and a year later achieved what every young Swedish motocrosser dreams of... a place on the Husqvarna team.

In 1978 he won his first Grand Prix, the opening round of the 250cc season in Spain, and he finished that season seventh in overall standings.

Last season saw him break away from the challenge of young Britisher, Neil Hudson, in the final rounds to take the World 250cc Championship.

Hakan, whose hobbies are flying and tennis, attributes much of his success to his mechanic, former motocross rider, Tommy Jansson. Tommy will remain with Hakan for 1980, hoping that his young protegee can repeat the departed Mikkola's feat of 250cc and 500cc Championships in successive years.



Today Marc Velkeneers is being hailed by the Belgian press as the most promising young motocross rider in the country and rightly so. Since he started racing at age 14, Marc has won more than 70 races, all of them on Yamaha.

Motocross to 18-year-old Marc is his whole life and that is the key to his success. He got his first machine - a Yamaha 125 MX - when he was 10 and has ridden only Yamaha ever since.

Marc won 10 races on a 125 MX his first year as a junior and then switched at 15 to the 250cc class on a Yamaha 175. When he was 16, Marc joined the senior ranks and won the 125 MX National Championship. That was in 1978 and Marc was ready for the 1979 125 MX GP trail. At the last minute however, he was forbidden to ride for points by the FIM because of his age. He spent the 1979 season duelling some of Belgium's top riders in national races, often coming out on top. For experience, Marc entered the 125



MX Grand Prix of Belgium and finished second. Later in the season he took a third place in the 125 MX Grand Prix of Germany. Even though Marc couldn't receive points, he proved he could ride with the best.

Marc, who lives with his family in Heers, Belgium, is a protégé of Lucien Tilkens, the man who invented monoshock suspension. Tilkens believes that Marc has the talent to bring a 125 MX World Title to Yamaha in 1980.

1980 MOTOCROSS TEAM REVIEW

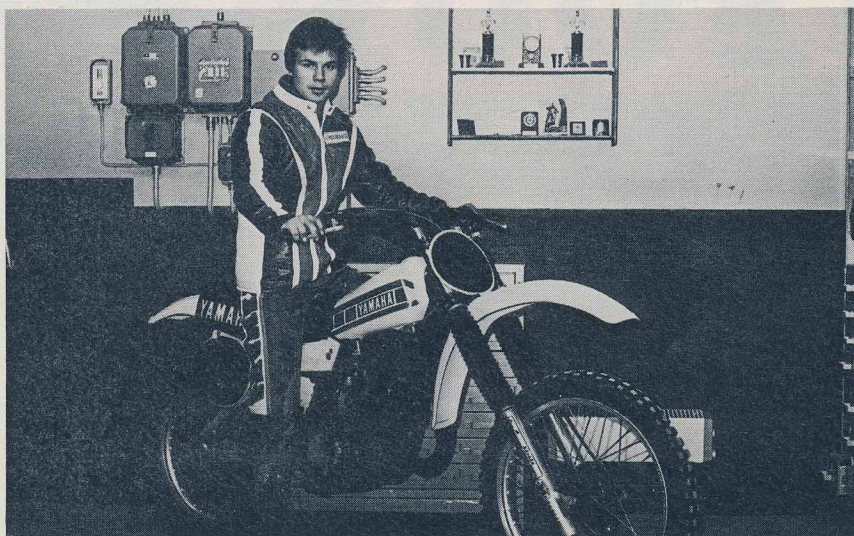
1980 MOTOCROSS TEAM REVIEW

Twenty year old Swede, Jeff Nilsson, has a lot to live up to in the world of motocross for his father is none other than the legendary Bill Nilsson, the first-ever World Motocross Champion!

Now Bill is his son's greatest supporter and would like nothing more than to see his son repeat his feat more than two decades on.

Like Hakan Carlqvist, Jeff played the tough game of ice hockey in his youth but turned to motocross in 1973.

A year later he finished third in the Swedish 125cc Junior standings. As well as motocross he was riding long-distance enduro events and in 1976 became Swedish Junior Champion in that branch of racing. Spurred on by this success he concentrated upon enduros, moving up to the senior class. In 1977 he was third in the 125cc Senior category and 2nd in the same class for 1978. He also entered the classic International Six Days Trial, winning a silver medal.



But the speed of motocross was to lure him back in 1979. He moved from the Husqvarna factory to Yamaha, entering the Swedish 125cc MX Championships. Two victories in the first two races got him off to a great start but then he was unfortunately injured in a non-Championship event. Despite this,

his early-season placings were enough to give him second place in Championship standings.

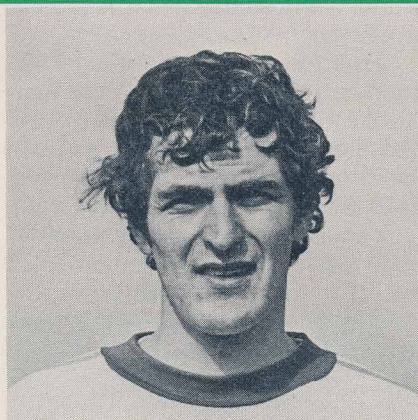
Now Jeff moves on to the World Championship trail in the 125cc class for Yamaha and many Scandinavian observers feel that he has the talent to follow in his father's illustrious footsteps.

Andre Vromans has been under the influence of motocross racing since the day he was born but football was his first love until a knee injury took him off the field when he was 16.

Andre then decided it was time to follow in the footsteps of his father, Harrie who was a top National rider until he retired three years ago.

His first ride, at age 16, was aboard a 400cc Husqvarna and his first win came that same year at Weerlé, Belgium. Andre rode two years as a junior on his Husqvarna then switched to KTM and the seniors. He was twice National Champion, in 1973 and again in 1974. In 1975 he won the Under 21-years-old European Championship and in 1976 tried his hand at two Grands Prix.

But it wasn't until 1977 that Andre tackled the 500cc GP trail full time, riding for Belgium's Suzuki importer. That year he finished 11th in the standings but moved up to 7th in



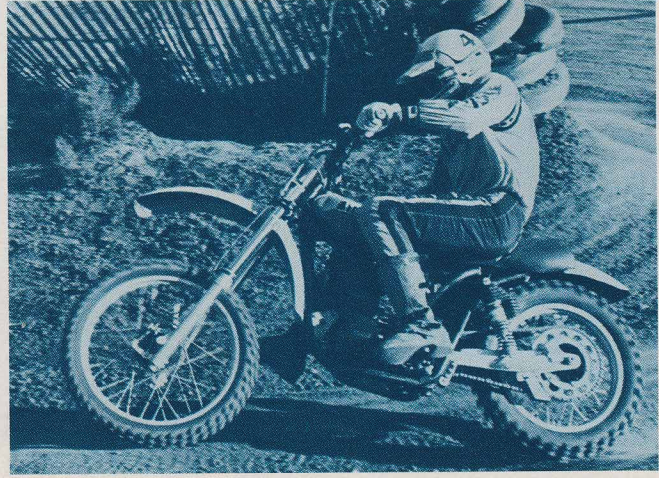
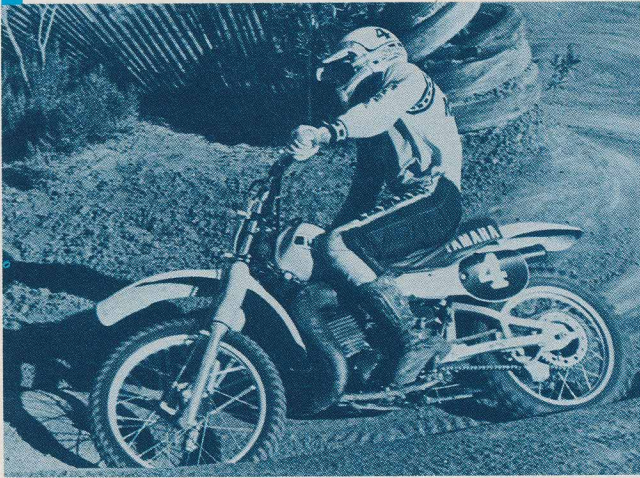
1978 and 1979. Andre also finished second in this year's Belgium National Championship.

Now 22 years old, Andre is married and makes his home with his wife Marianne in Arendank, Belgium. Renowned as a sand track expert, and winner this year of 11 races out of 47 entered, Vromans will join Hakan Carlqvist in trying to bring back the world 500cc motocross championship to Yamaha in 1980.



1980 MOTOCROSS TEAM REVIEW

FOUR-STROKE



These two shots of Pierre Karsmakers at the same spot on the Carlsbad USGP course show how much sooner you can turn on the power with the HL500. With the YZ465 (left) he has yet to start accelerating hard. The HL500, however, has the power tuned on all the way as can be seen by the fact that the front forks are fully-extended and rear shocks compressed by weight transfer to the rear under heavy acceleration.

Although all of the Japanese motorcycle manufacturers offer a four-stroke off-road machine in their range these days, there is only one of them which has dared to lay its reputation on the line in World Championship competition. That one, of course, is Yamaha. In 1977, a combination of Yamaha's basic XT500 four-stroke power unit, the engineering expertise of former World Motocross Champions, Torsten Hallman and Sten Lundin, and the riding ability of another ex-World Champ, Bengt Aberg, led to the first Grand Prix victory by a four-stroke motorcycle in almost ten years!

Torsten Hallman and his partner, Stafan Eneqvist, are the Swedish importers of Yamaha and they saw a competition potential in the XT500 power unit which very few other people recognised. Together with fellow Swedes, Lundin and Aberg, they embarked upon a project to design and build a special XT500-based machine for the 1977 Grand Prix season.

Throughout that season Aberg scored several good placings and everything finally clicked together in the Luxembourg GP just before the season's end. Bengt won the event and the four-stroke was no longer the forgotten dinosaur of the motocross world.

In 1978 the Yamaha HL500 was unveiled - an exact replica of Aberg's GP-winner. The model designation was, in fact, a tribute to the machine's creators ... Hallman and Lundin, whose initials form the HL prefix.

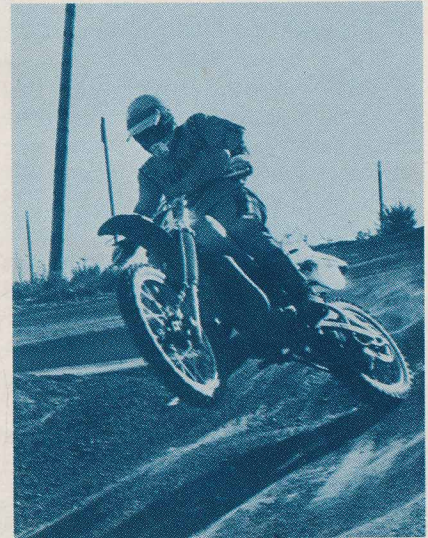
True to expectations, the HL500 found a ready market with the four-stroke enthusiasts. But what of those customers who have an open mind on the merits of four-strokes versus two-strokes.

Yamaha already builds some of the best two-stroke motocross racers in the world ... as proved by

Heikki Mikkola's successive World Championships in 1977 and 1978 and countless other Grand Prix and International wins all over the world.

The production YZ models have always been virtually identical to Yamaha's factory racers so, with such a machine as this already available, why should someone choose the four-stroke HL500 instead?

Frankly, under most conditions, the two-stroke is the faster machine and is more likely to bring success to the rider capable of handling its power.



Flying the HL500 (left) and the YZ465 downhill from a banked hairpin turn.

OR TWO?

So, why buy the less-powerful four-stroke? Quite honestly, because the very power of the YZ two-stroke can be an embarrassment rather than an advantage to less-experienced riders. In fact, there are many types of circuits where even top-line Grand Prix racers would willingly trade the outright power of the two-stroke for the smooth ride of the "thumper".

To outline the type of situation where four strokes are better than two - and vice versa - we enlisted the aid of one of the big names of motocross, Pierre Karsmakers. Dutchman Pierre has several Grand Prix wins to his credit and also has the distinction of having held both the Dutch and the American National Championships!

It was in America where we caught up with Pierre, training for the American Motorcycle Association's Four-Stroke National Championships on the famous United States Grand Prix course at Carlsbad in California.

Pierre combined his training on the HL500 with sessions on a new YZ465 model and was thus able to graphically demonstrate the advantages of one machine against the other.

Karsmakers was no stranger to the four-stroke power unit for in the



In the air with the HL500

1978/79 winter he used an HL500 to win a special four-stroke event at the Valkenswaard Eurocircuit in Holland. He was aiming to win at Carlsbad to make himself the "number one" four-stroke rider on both sides of the Atlantic.

Without a doubt, the HL500 is the finest four-stroke motocross machine available to the general public. The XT500 engine has had its power output boosted by means of a special cylinder head with 47mm inlet valve and 39mm exhaust. A special camshaft gives longer valve openings while fuel is supplied via a huge 38mm Mikuni carburetor.

All this adds up to a 38bhp power unit delivering smooth, controllable horsepower right up to the 7,000rpm maximum power point. Maximum torque is delivered midway through the rev-band, 4.15kg-m at 4,000rpm.

The chrome-moly frame utilises the large-diameter top-tube as a 2.7 litre oil tank, with a gauze filter aiding the normal engine oil filter in keeping the oil clean.

A special alloy swinging arm is terrifically strong, despite only weighing 3 kilograms. In conjunction with a De Carbon shock absorber, it gives 250mm of rear wheel travel.

The front forks and wheel from the YZ model are used on the HL500, so that front and rear suspension travel are equal to that of the YZ monoshocks.

Obviously the power of the two-stroke far exceeds that of the HL500. Peaking at 7,000rpm, the YZ465 puts out no less than 52 horsepower! It also develops maximum torque of 5.66kg-m at 5000rpm!

But, as we said earlier, this much power can be an embarrassment to less-experienced riders ... or even to the superstars on certain types of terrain.

"I would choose the HL500 for any track that had mainly hard and slippery surfaces" says Pierre Karsmakers. "Surfaces like hard clay with a coating of dust, or smooth grass".

"On this type of track, the smooth

power delivery of the HL500 would make for quicker lap times. It would be going forward all the time, whereas the YZ, with all that power, would be spending a lot of its time either spinning the rear wheel or getting sideways!"

Pierre went on, "I would also choose the HL500 for tracks that featured a lot of deep muddy sections. It would suffer a little because of its greater weight (115kg as compared to the 102kg of the YZ465) but the fact that it develops maximum torque at only 4,000rpm would enable it to pull through the mud like a tractor."

The HL500 would not be as good as the YZ in deep sand, however. "For sand you need a lightweight bike that develops its power with a rush" says Pierre. "That way you burst free of the sand and virtually float on top of it. You can't do that with mud ... which is why you need power like a tractor."

So ... if you are facing a choice between the HL500 or the YZ400 there are several factors to consider. First of all, personal preference. Many people simply prefer the roar of a four-stroke to the two-stroke's buzz-saw rattle.

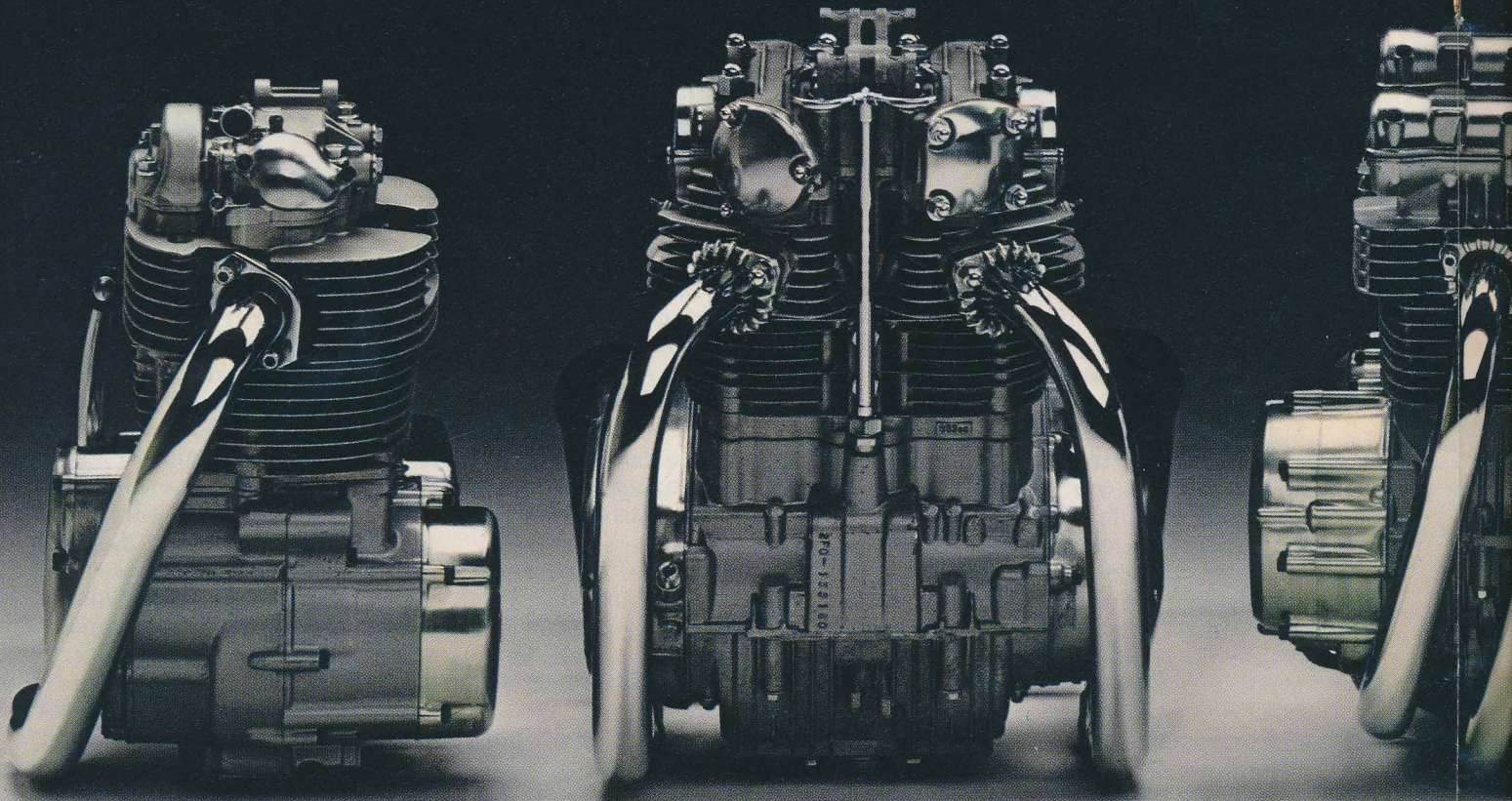
Next, consider the main types of track that you will be riding upon and match your choice of machine to them.

Finally, and this is most important of all, make sure that you choose the bike that has the power output most suited to your riding abilities. The YZ465 undoubtedly has the edge in horsepower. But it's no good to you if you can't handle all the power available. Far better that you choose the smooth controllability of the HL500.

After all, horsepower isn't everything in motocross. Pierre Karsmakers proved that by achieving his aim of winning the American Four-Stroke Nationals at Carlsbad and in the process posted faster lap times than he had ever set on factory two-strokes over the US Grand Prix course! The reason for this was that the HL500 was much easier to control on the hard, dust-covered Californian clay.

"Horses for courses" is still the name of the game in motocross!

into the eig YAMAHA



The coming year marks something more than just the start of another decade for Yamaha motorcycles. It signifies the celebration of 25 years of motorcycle manufacturing.

It is fitting, therefore, that the 1980 model year sees a Yamaha range that is unequalled by any of their competitors as far as types of machines offered to the general public.

From the lowest end of the scale - with a comprehensive range of mopeds - right through to the awesome XS1100, Yamaha offers more choice of machinery than any other manufacturer.

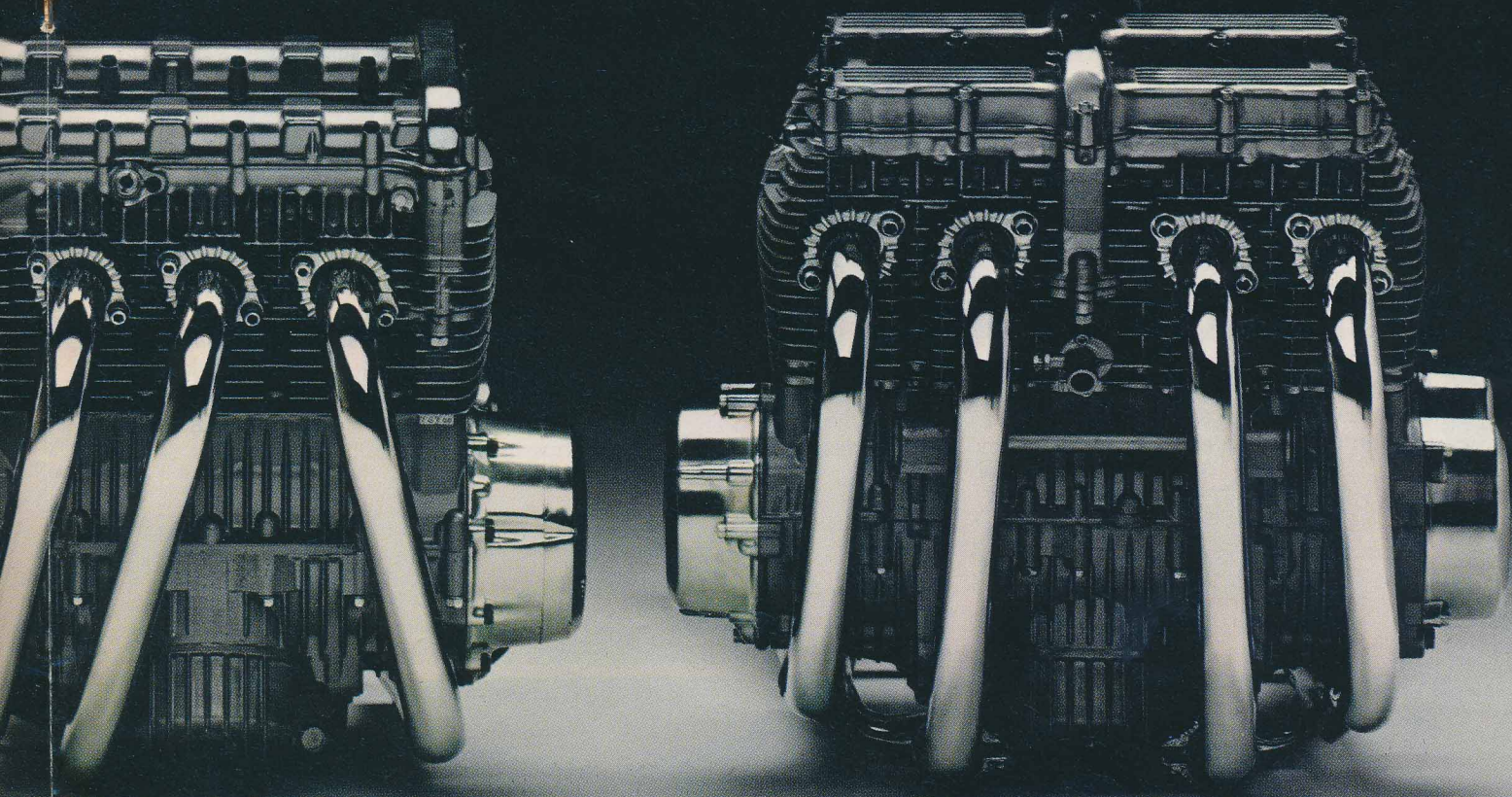
For example, one of the biggest sensations of the 1980 Yamaha range is the rejuvenation of the sporting two-stroke street machine. Yamaha has always remained faithful to the sporting two-strokes that made the company famous, even with most of their competitors turning away from this type of engine because of stringent emission and noise regulations for road-going motorcycles all over the world.

Yamaha has always maintained that a two-stroke can meet these regulations just as well as a four-stroke and the new range of super-sporting two-stroke middleweights is proof enough that they have the technology to achieve this.

Not that Yamaha ignores the four-stroke. Far from it! As the photograph on this page proves, Yamaha have the most varied four-stroke range on today's market. For 1980 they offer four-strokes from 250 to 1100cc ... with one, two, three and four cylinders! There's a new 250cc four-stroke single, derived from the hugely popular XT500 and SR500 "thumpers". There are twins in 250, 400 and 650cc sizes. An all-new four-cylinder 650 joins the big XS1100 four and the three-cylinder 750cc power unit that won "Machine of the Year" awards from several European magazines when it was introduced three years ago has now grown into an unburstable 850cc powerhouse.

However, new models aren't confined to the sporting and touring machines. For the economy-minded, or for

Eighties with YAMAHA



those young riders restricted to small machines by legislation, Yamaha offer an unparalleled range of ultra-lightweight moped and motorcycles.

There are basic mopeds designed purely with fuel economy in mind, mopeds with special features appealing to housewives who would rather ride to the market than walk, and mopeds for the young enthusiasts in both sporty street machine and trail bike designs.

As the new model review on the following pages will show you, going "into the eighties with Yamaha" means going with the largest choice of machines ever offered to the motorcycling public.

Mr H. Sawada, the new Managing Director of Yamaha Motor N.V., emphasised this point when he presided over the introduction of the 1980 Yamaha range to the European press in Hamburg at the end of October.

Following Mr Sawada's introduction was Mr Paul Butler, of the Yamaha Motor N.V. engineering and product development department, who looked back at Yamaha's progress over the last decade and gave

listeners an outline of the Yamaha philosophy for the "Eighties".

"The last ten years have been significant in several ways", said Mr Butler.

"Firstly the period coincides with Yamaha Motor N.V.'s first ten years of trading in Europe and has seen a spectacular growth in Yamaha's share of the market from 3.3% in 1969 to 25% in 1979.

"Secondly the seventies have seen a phenomenal growth in the variety of model choice available to the consumer. Yamaha's model line in 1969 comprised 15 models - all of them two-strokes. In 1979 the model line has 36 models, 12 of them four-strokes.

"In 1969 we had only single and twin cylinder two-stroke engines. We still have these in our line, but additionally we have single, twin, three and four cylinder four strokes."

Mr Butler continued, "The Seventies also saw the start of the big bike era. In 1969 90% of machines registered were under 500cc. In 1979 35% of machines registered are

over 500cc.

"The final significant point to be drawn from the Seventies" Mr Butler went on, "is the great change in social and economic conditions that has and is taking place.

"In the early part of the decade the economies of most Western European countries expanded relatively quickly. However, the rapid increase in the price of oil, in particular, has resulted in a cut back in economic activity since 1974 as well as increased concern about the high levels of unemployment. The consequent economic measures taken by governments are now having their effect on the motorcycle market.

"One influencing factor is that the size of the average household is decreasing and as a result a greater proportion of women are going to work thus increasing the need for transportation.

"Additionally the unemployment problem has resulted in a demand for a reduction in working hours. This of course will create an increase in leisure-time. Combining this with the fact that leisure pursuits comprise the fastest-growing part of consumer spending leads us to be quietly optimistic about the future role of the motorcycle in both leisure and transportation.

"Yamaha of course fully recognises the importance of the motorcycle enthusiast as the core of our market and it is an essential part of our product planning strategy that we continue to develop exciting sporting motorcycles.

However, we also recognise the need to adapt our product lines to the changing economic and social conditions in order to broaden our customer opportunities and to introduce first time buyers to the exhilarating motorcycle experience.

"We can state quite categorically therefore that as we enter the Eighties it is Yamaha's intention to develop and produce lighter, leaner, cleaner and more fuel efficient motorcycles tailored even more precisely to individual needs.

"Yamaha was the innovator in introducing the trail bike to the mass market in the late Sixties. We were also the first to introduce a line of custom bikes in America and we see the latter line as an opportunity in Europe to attract new customers who may not be ready for the speed of a super-sports machine. The "Boulevard Cruiser" with its cool, comfortable, easy-handling qualities should play an important part in sustaining the growth of interest in motorcycles in the Eighties.

Mr Butler concluded, "Yamaha is a specialist motorcycle manufacturer - we do not make cars - we do produce nearly 2 million motorcycles per year, and in the 1980's we intend to continue the success we have achieved in the 1970's. We believe this success has resulted from our determination not just to build motorcycles tailored to European needs, but to build to individual market requirements within Europe. It is our intention to continue in this direction."

MOST IMPORTANT

Specifications and availability of certain models in the Yamaha range are subject to the legal and insurance requirements of the countries in which they are sold. We advise that you check with your national importer for the complete range of Yamaha motorcycles available in your country.

Sheene & Van Dulmen go Yamaha for 1980

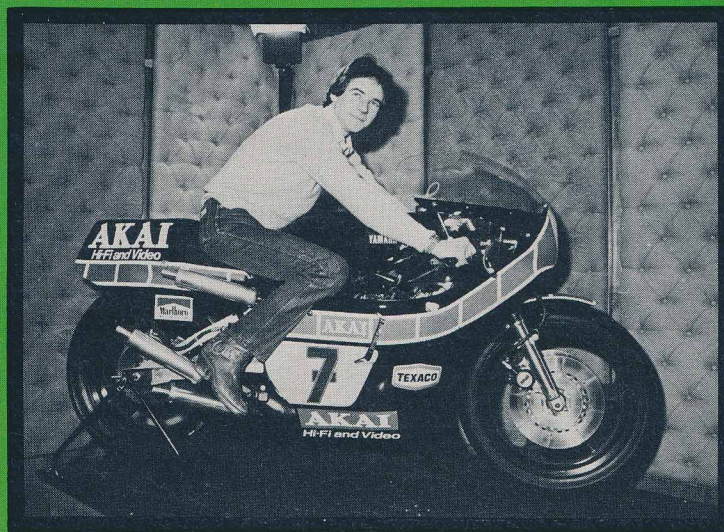
British superstar and former World 500cc Road Race Champion, Barry Sheene, is to switch to Yamaha for 1980 ... moving from the Suzuki brand with which his name has become virtually synonymous over the past seven years.

Barry has quit the Suzuki factory in favour of running his own private team, which will be well-financed by a large commercial sponsor, and he has chosen the new 1980 Yamahas as his mounts in both 500cc and 750cc classes.

He plans to start the season with two Yamaha TZ750 and two Yamaha TZ500 machines.

Dutchman, Boet Van Dulmen, will add strength to Yamaha's efforts in the big-capacity road race classes this year.

Boet, for many seasons a talented performer in international F750 racing, has been awarded with a contract that provides him with both 500cc and 750cc Yamahas via the Dutch Yamaha importer, I.M.N., Rotterdam.



Barry Sheene



XJ650

XJ650
ENGINE
Type

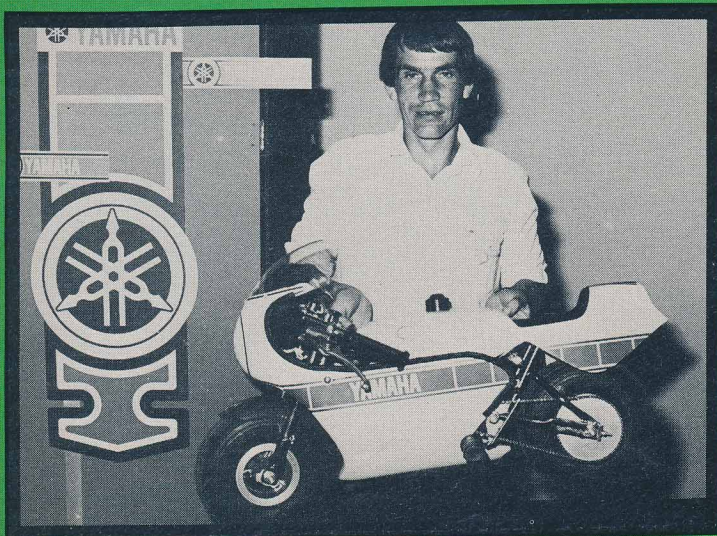
Displacement
Bore/stroke
Compression ratio
Max. horsepower
Max. torque
Lubrication system
Starting system
Gearbox

D.O.H.C., 4 stroke,
4 cylinder
653 cc
63,0 x 52,4 mm
9,2 : 1
53,8 Kw (73 HP) /9.000
59,2 Nm (6.0 Kg-m) at 7.500
Wet sump
Electric
5 speed

DIMENSIONS

Overall length
Overall width
Overall height
Wheelbase
Min. ground clearance
Weight
Fuel tank capacity
Tyres: Front
Rear
Brakes: Front
Rear

2170 mm
730 mm
1130 mm
1435 mm
140mm
206 kg
19,5 lit
3.25-19-4PR
120/90-18
Dual discs
Drum



New Racers for 1980

Yamaha have won more World Championships than any other make of motorcycle still active on today's scene. In addition, no other manufacturer has helped so many private riders to Championship honours.

That is why the announcement of the latest range of Yamaha competition machinery is an event awaited with heightening interest by both spectator and competitor alike.

This year there are two sensations in the Yamaha production road race range, with the "Kenny Roberts Replica" TZ500 very much at the top of the list. With 110 horsepower available, the TZ500 is even more powerful than its bigger brother, the 100hp TZ750!

Also new on the road race scene is the ultra-

lightweight (just 72kg!) TZ125 which puts over 30hp from its 123cc. The TZ125 has proved itself in Oriental races and now appears in Europe for the first time.

The consistently successful TZ250 and TZ750 continue unchanged for 1980.

There's more big news on the motocross front. Now the dirt riders can buy a Yamaha big-class model that is virtually a replica of that used by Heikki Mikkola in 1979. At 465cc and with over 52hp available, the YZ465 is the biggest, most powerful motocrosser available to the private rider. Other well-proven Yamaha motocross machines span the capacity range from the YZ50 mini-motocrosser, through 100cc, 125cc and the 40hp 250cc models. See the new race bikes on pages 24-25.

RD250LC

ENGINE

Type	2 stroke, water cooled, twin
Displacement	247 cc
Bore/stroke	54,0 x 54,0 mm
Max. horsepower	26,1 Kw (35,5 HP) /8.500
Max. torque	30,2 Nm (3,1 Kg-m) /8.000
Lubrication system	Autolube
Starting system	Kick
Gearbox	6 speed

DIMENSIONS

Overall length	2055 mm
Overall width	750 mm
Overall height	1090 mm
Seat height	785 mm
Wheelbase	1360 mm
Min. ground clearance	170mm
Weight	140 kg
Fuel tank capacity	17 lit
Tyres: Front	3.00-18-4PR
Rear	3.50-18-4PR
Brakes: Front	Disc
Rear	Drum

RD350LC

ENGINE

Type	2 stroke, twin-cylinder, LC
Displacement	347 cc
Bore/stroke	64,0 x 54,0 mm
Compression ratio	6,9 : 1
Max. horsepower	34,6 Kw (47 HP) /8.500
Max. torque	40,2 Nm (4,1 Kg-m) /8.000
Lubrication system	Autolube
Starting system	Kick
Gearbox	6 speed

DIMENSIONS

Overall length	2055 mm
Overall width	750 mm
Overall height	1090 mm
Wheelbase	1365 mm
Min. ground clearance	170 mm
Seat height	785 mm
Weight (Net)	140 kg
Fuel tank capacity	17,0 lit
Tyres: Front	3.00-18-4PR
Rear	3.50-18-4PR
Brakes: Front	Double discs
Rear	Drum

Since this colour section went to press, Yamaha have decided to match the impressive performance of the RD350LC with equally impressive stopping power by the use of double disc brakes at the front.





XT250

ENGINE

Type

Displacement

Bore/stroke

Compression ratio

Max. horsepower

Max. torque

Lubrication system

Starting system

Gearbox

DIMENSIONS

Overall length

Overall width

Overall height

Seat height

Wheelbase

Min. ground clearance

Weight

Fuel tank capacity

Tyres: Front

Rear

Brakes: Front

Rear

S.O.H.C., 4 stroke,
air cooled, single

249 cc

75,0 x 56,5 mm

9,2 : 1

15 Kw (21 HP) /8.000

19,6 Nm (2,0 Kg-m) /6.500

Wet sump

Kick

5 speed

2135 mm

885 mm

1170 mm

840 mm

1395 mm

255 mm

113 kg

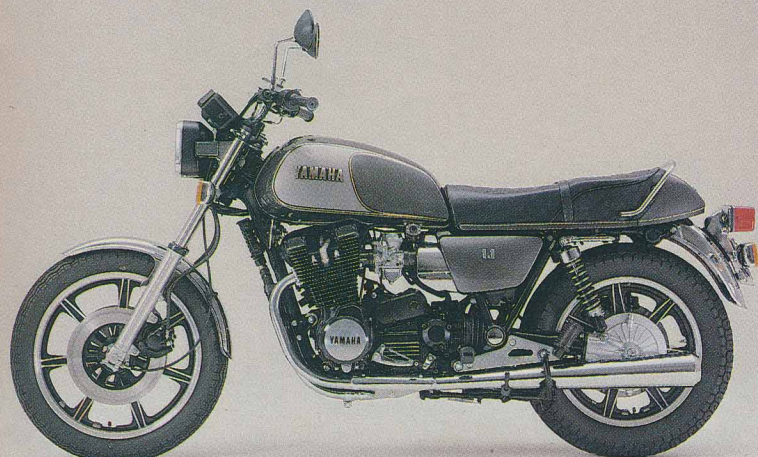
8 lit

3,00-21-4PR

4,60-17-4PR

Drum

Drum



XS1100

ENGINE

Type

Displacement

Bore/stroke

Compression ratio

Max. horsepower

Max. torque

Lubrication system

Starting system

Gearbox

DIMENSIONS

Overall length

Overall width

Overall height

Wheelbase

Seat height

Min. ground clearance

Weight (Net)

Fuel tank capacity

Tyres: Front

Rear

Brakes: Front

Rear

D.O.H.C., 4 stroke,
4 cylinder

1101 cc

71,5 x 68,6 mm

9,2 : 1

69,9 Kw (95 PS) /8.500

90,2 Nm (9,2 Kg-m) /6.000

Pressure-fed wet sump

Electric & kick

5 speed

2260 mm

775 mm

1145 mm

1545 mm

810mm

150 mm

256 kg

24 lit

3,50V-19-4PR

4,50V-17-4PR

Dual discs

Disc



XS850

ENGINE

Type

Displacement

Bore/stroke

Compression ratio

Max. horsepower

Max. torque

Lubrication system

Starting system

Gearbox

DIMENSIONS

Overall length

Overall width

Overall height

Wheelbase

Min. ground clearance

Weight

Fuel tank capacity

Tyres: Front

Rear

Brakes: Front

Rear

D.O.H.C., 4 stroke,
air cooled, triple

826 cc

71,5 x 68,6 mm

9,2 : 1

58,1 Kw (79 HP) /8.500

69,8 Nm (7,1 Kg-m) 7.500

Wet sump

Electric/Kick

5 speed

2155 mm

675 mm

1120 mm

1465 mm

130 mm

236 kg

24 lit

3,25;19-4PR

4,00-18-4PR

Dual discs

Disc

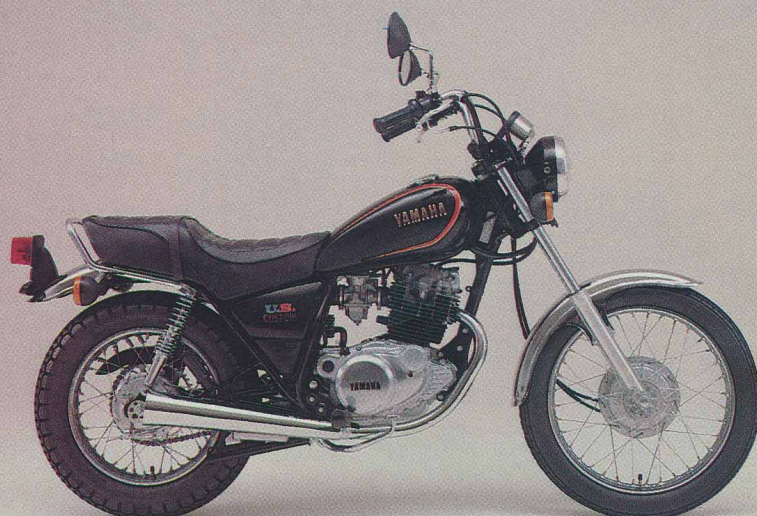
SR250SE

ENGINE

Type	S.O.H.C. 4 stroke, single
Displacement	239,6 cc
Bore/stroke	73,5 x 56,5 mm
Max. horsepower	12 Kw (17 HP) /7.500
Max. torque	18,3 Nm (1,8 Kg-m) /5.000
Lubrication system	Wet sump
Starting system	Electric
Gearbox	5 speed

DIMENSIONS

Overall length	2025 mm
Overall height	1135 mm
Overall width	810 mm
Seat height	740 mm
Wheelbase	1335 mm
Min. ground clearance	145 mm
Weight	121 kg
Fuel tank capacity	11 lit
Tyres: Front	3,00-19-4PR
Rear	120/90-16-4PR
Brakes: Front	Drum
Rear	Drum



XS250SE

ENGINE

Type	S.O.H.C., 4 stroke, air cooled, twin
Displacement	248 cc
Bore/stroke	55,0 x 52,4 mm
Max. horsepower	49,1 Kw (26 HP) /8.500
Max. torque	20,6 Nm (2,1 Kg-m) /8.000
Lubrication system	Wet sump
Starting system	Electric/Kick
Gearbox	5 speed

DIMENSIONS

Overall length	2065 mm
Overall width	870 mm
Overall height	1140 mm
Seat height	770 mm
Wheelbase	1375 mm
Min. ground clearance	135 mm
Weight	169 kg
Fuel tank capacity	2,6 lit
Tyres: Front	3,00-18-4PR
Rear	120/90-16
Brakes: Front	Disc
Rear	Drum



XS400SE

ENGINE

Type	S.O.H.C., 4 stroke, air cooled, twin
Displacement	391 cc
Bore/stroke	69,0 x 52,4 mm
Max. horsepower	27 Kw (37 HP) /9.000
Max. torque	31,6 Nm (3,2 Kg-m) /7.500
Lubrication system	Wet sump
Starting system	Electric/Kick
Gearbox	5 speed

DIMENSIONS

Overall length	2065 mm
Overall width	870 mm
Overall height	1140 mm
Seat height	770 mm
Wheelbase	1380 mm
Min. ground clearance	135 mm
Weight	169 kg
Fuel tank capacity	14 lit
Tyres: Front	3,00-18-4PR
Rear	120/90-16
Brakes: Front	Disc
Rear	Drum





SR500

ENGINE

Type	S.O.H.C., 4 stroke, single
Displacement	499 cc
Bore/stroke	87 x 84 mm
Compression ratio	9.0 : 1
Max. horsepower	24.2 Kw (33 PS) /6.500
Max. torque	38.2 Nm (3.9 Kg-m) /5.500
Lubrication system	Dry sump
Starting system	Kick
Gearbox	5 speed

DIMENSIONS

Overall length	2170 mm
Overall width	930 mm
Overall height	1140 mm
Wheelbase	1400 mm
Seat height	810 mm
Min. ground clearance	165 mm
Weight (Net)	161 kg
Fuel tank capacity	12 lit
Tyres: Front	3.50-19-4PR
Rear	4.00-18-4PR
Brakes: Front	Disc
Rear	Drum



XS650SE

ENGINE

Type	S.O.H.C., 4 stroke, air cooled
Displacement	653 cc
Bore/stroke	75,0 x 74,0 mm
Compression ratio	8,5 : 1
Max. horsepower	36,9 Kw (50,1 HP) /7.000
Max. torque	52,0 Nm (5,3 Kg-m) /6.000
Lubrication system	Wet sump
Starting system	Electric/Kick
Gearbox	5 speed

DIMENSIONS

Overall length	2130 mm
Overall width	930 mm
Overall height	790 mm
Wheelbase	1435 mm
Min. ground clearance	135 mm
Weight	212 kg
Fuel tank capacity	11,5 lit
Tyres: Front	3,5-19-4PR
Rear	130/90-16-4PR
Brakes: Front	Disc
Rear	Disc



XS750SE

ENGINE

Type	4 stroke, three cylinders, air cooled
Displacement	747 cc
Bore/stroke	68,0 x 68,6 mm
Max. horsepower	50 KW (68 HP) /8.000
Max. torque	63,7 Nm (6,5 Kg-m) /6.500
Compression ratio	9,2 : 1
Lubrication system	Wet sump
Starting system	Kick
Gearbox	5 speed

DIMENSIONS

Overall length	2155 mm
Overall width	740 mm
Overall height	1120 mm
Seat height	820 mm
Wheelbase	1465 mm
Min. ground clearance	130 mm
Weight (Net)	236 kg
Fuel tank capacity	17 lit
Tyres: Front	3.25-19-4PR
Rear	4.00-18-4PR
Brakes: Front	Dual discs
Rear	Disc

TZ125 ENGINE

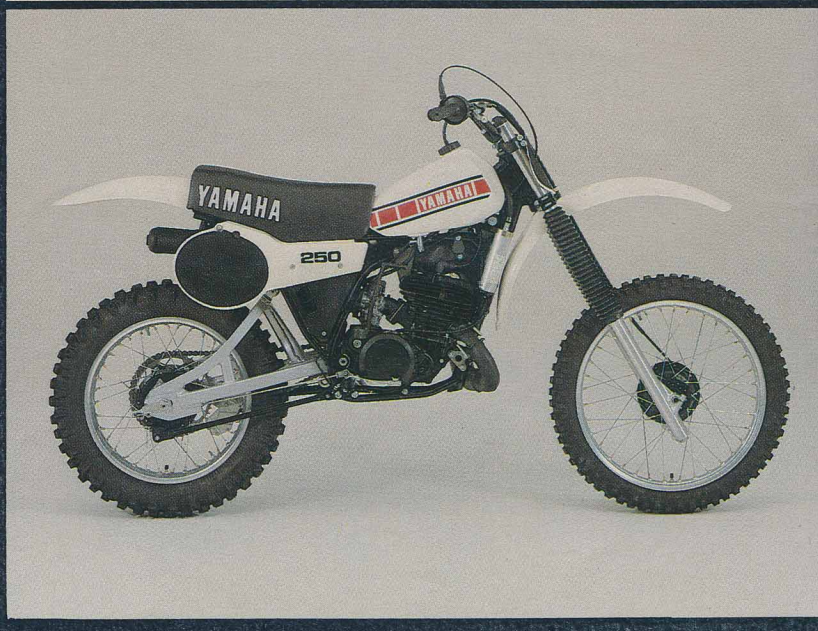
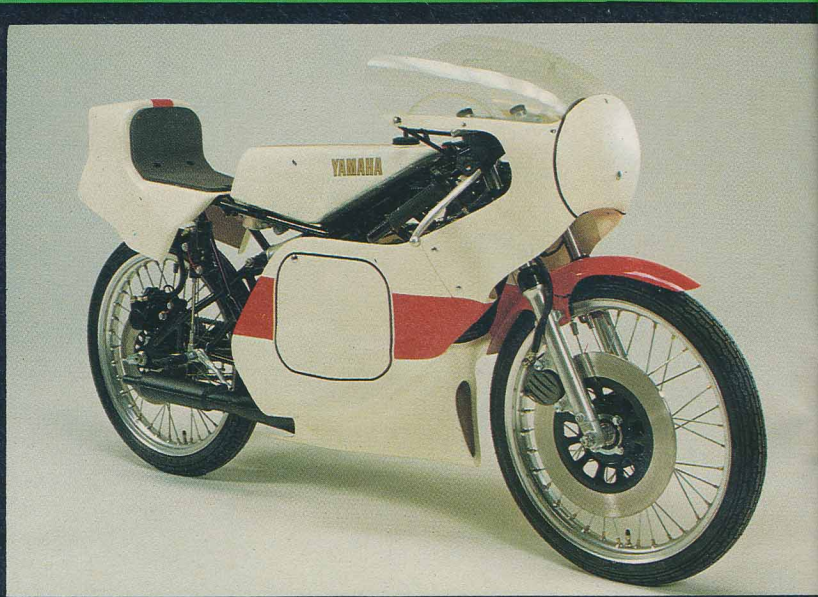
Type	2 stroke, water cooled, single
Displacement	123 cc
Bore/stroke	56 x 50 mm
Compression ratio	7,9 : 1
Max. horsepower	30 bhp at 12,000 rpm
Max. torque	1.85 Kg-m at 11,500 rpm
Lubrication system	Mixture oil/fuel (15 : 1)
Gearbox	6 speed
DIMENSIONS	
Overall length	1790 mm
Overall width	520 mm
Overall height	895 mm
Seat height	685 mm
Wheelbase	1205 mm
Min. ground clearance	155 mm
Weight	72 kg
Fuel tank capacity	9.5 lit
Tyres: Front	2.50-18-4PR
Rear	2.50-18-4PR
Brakes: Front	Disc
Rear	Disc

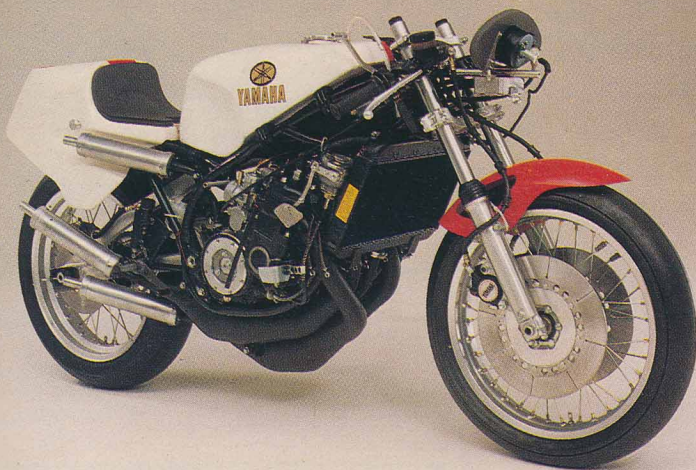
YZ80 ENGINE

Type	2 stroke, single
Displacement	79cc
Bore/stroke	49,0 x 42,0 mm
Compression ratio	8,1 : 1
Max. horsepower	12.5 Kw (17 HP) /11.500
Max. torque	10.3 Nm (1.05 Kg-m) /11.500
Lubrication system	Mixture oil/fuel (20 : 1)
Starting system	Kick
Gearbox	6 speed
DIMENSIONS	
Overall length	1745 mm
Overall width	785 mm
Overall height	990 mm
Wheelbase	1185 mm
Min. ground clearance	225 mm
Seat height	740 mm
Fuel tank capacity	4,7 lit
Weight (Net)	62 kg
Tyres: Front	2,75-17-4PR
Rear	3,60-14-4PR
Brakes: Front	Drum
Rear	Drum

YZ250 ENGINE

Type	2 stroke, single
Displacement	246 cc
Bore/stroke	70,0 x 64,0 mm
Compression ratio	8,1 : 1
Max. horsepower	29.5 KW (40 HP) /8.000
Max. torque	37.0 Nm (3.77 Kg-m) /6.500
Lubrication system	Mixture oil/fuel
Starting system	Kick
Gearbox	6 speed
DIMENSIONS	
Overall length	2155 mm
Overall width	935 mm
Overall height	1195 mm
Wheelbase	1455 mm
Min. ground clearance	310 mm
Seat height	935 mm
Weight (Net)	97kg
Fuel tank capacity	7,6 lit
Tyres: Front	3,00-21-4PR
Rear	5,10-21-4PR
Brakes: Front	Drum
Rear	Drum





TZ500

ENGINE

Type	2 stroke, 4 cylinder
Displacement	497 cc
Bore/stroke	56 x 50.5 mm
Compression ratio	7,9 : 1
Max. horsepower	110 bhp plus at 10,500 rpm
Max. torque	7.7 Kg-m at 10,250 rpm
Lubrication system	Mixture oil/fuel (15 : 1)
Starting system	Push
Gearbox	6 speed

DIMENSIONS

Overall length	2020mm
Overall width	500mm
Height	965 mm
Wheelbase	1365 mm
Min. ground clearance	120 mm
Seat height	900 mm
Weight	139 kg
Fuel tank capacity	31.5 lit
Tyres: Front	3.25-18-4PR
Rear	4.00/5.75-18-4PR
Brakes: Front	Disc 298 mm (twin)
Rear	Disc 218 mm



YZ125

ENGINE

Type	2 stroke, single
Displacement	123 cc
Bore/stroke	56,0 x 50,0 mm
Compression ratio	8,5 : 1
Max. horsepower	19.5 Kw (26.5 HP) /1.100
Max. torque	17,6 Nm (1.80 Kg-m) /9.500
Lubrication system	Mixture oil/fuel (32 : 1)
Starting system	Kick
Gearbox	6 speed

DIMENSIONS

Overall length	2115 mm
Overall width	950 mm
Overall height	1215 mm
Wheelbase	1430 mm
Min. ground clearance	340mm
Seat height	940 mm
Weight (Net)	85 kg
Fuel tank capacity	6,5 lit
Tyres: Front	3,00-21-4PR
Rear	4,00-18-4PR
Brakes: Front	Drum
Rear	Drum



YZ465

ENGINE

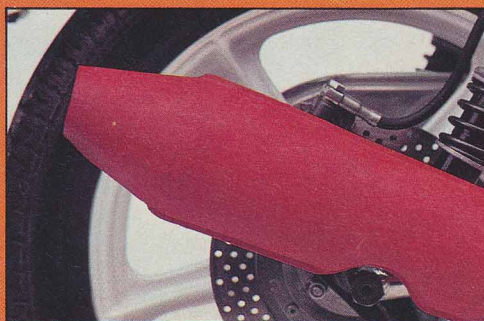
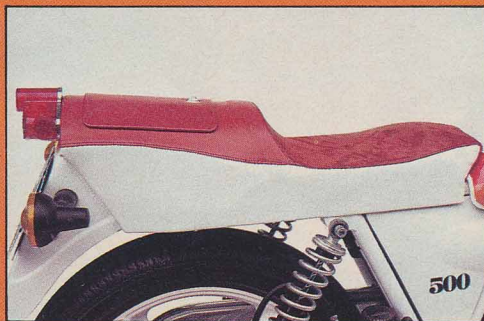
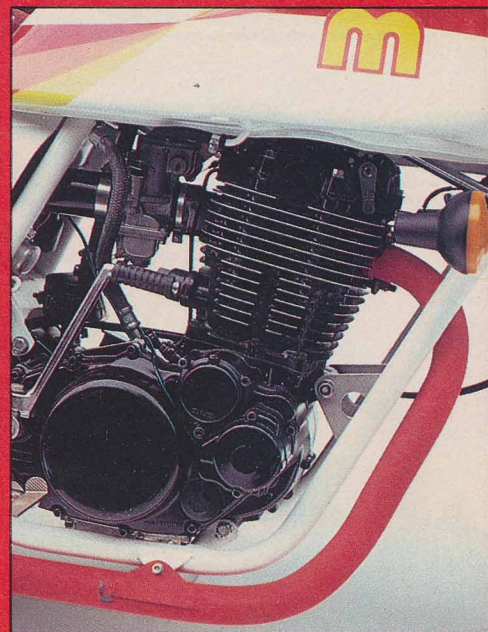
Type	2 stroke, single
Displacement	465 cc
Bore/stroke	85,0 x 82,0 mm
Compression ratio	7,0 : 1
Max. horsepower	38.2 KW (52 HP) /7.000
Max. torque	55.5 Nm(5.65 Kg-m) /6.000
Lubrication system	Mixture oil/fuel (32 : 1)
Starting system	Kick
Gearbox	5 speed

DIMENSIONS

Overall length	2175 mm
Overall width	935 mm
Overall height	1195 mm
Wheelbase	1480 mm
Min. ground clearance	310 mm
Seat height	935 mm
Weight (Net)	102 kg
Fuel tank capacity	9,0 lit
Tyres: Front	3,00-21-4PR
Rear	5,10-18-4PR
Brakes: Front	Drum
Rear	Drum

Superspecial

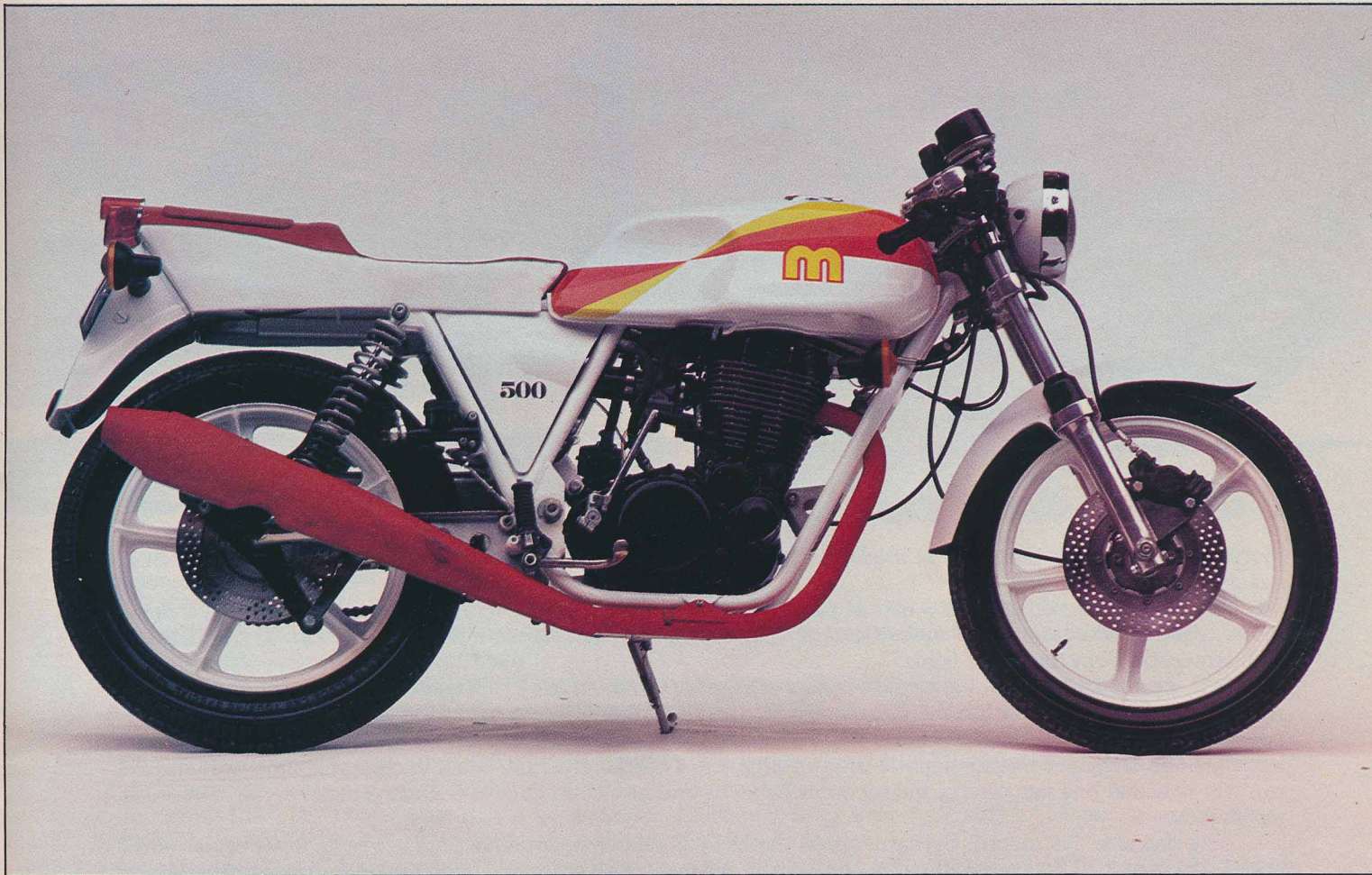
If you have constructed your own "Superspecial" based on any machine in the Yamaha range let us have details and pictures (black and white, or colour transparencies). Machines judged worthy of inclusion in Yamaha Circuit will be featured in a regular "Superspecial" section. Send details to The Editor, Yamaha Circuit, White Lion Chambers, High Street, Banbury, Oxfordshire, Great Britain. All material will be returned to the owner after publication or immediately if not selected for coverage.



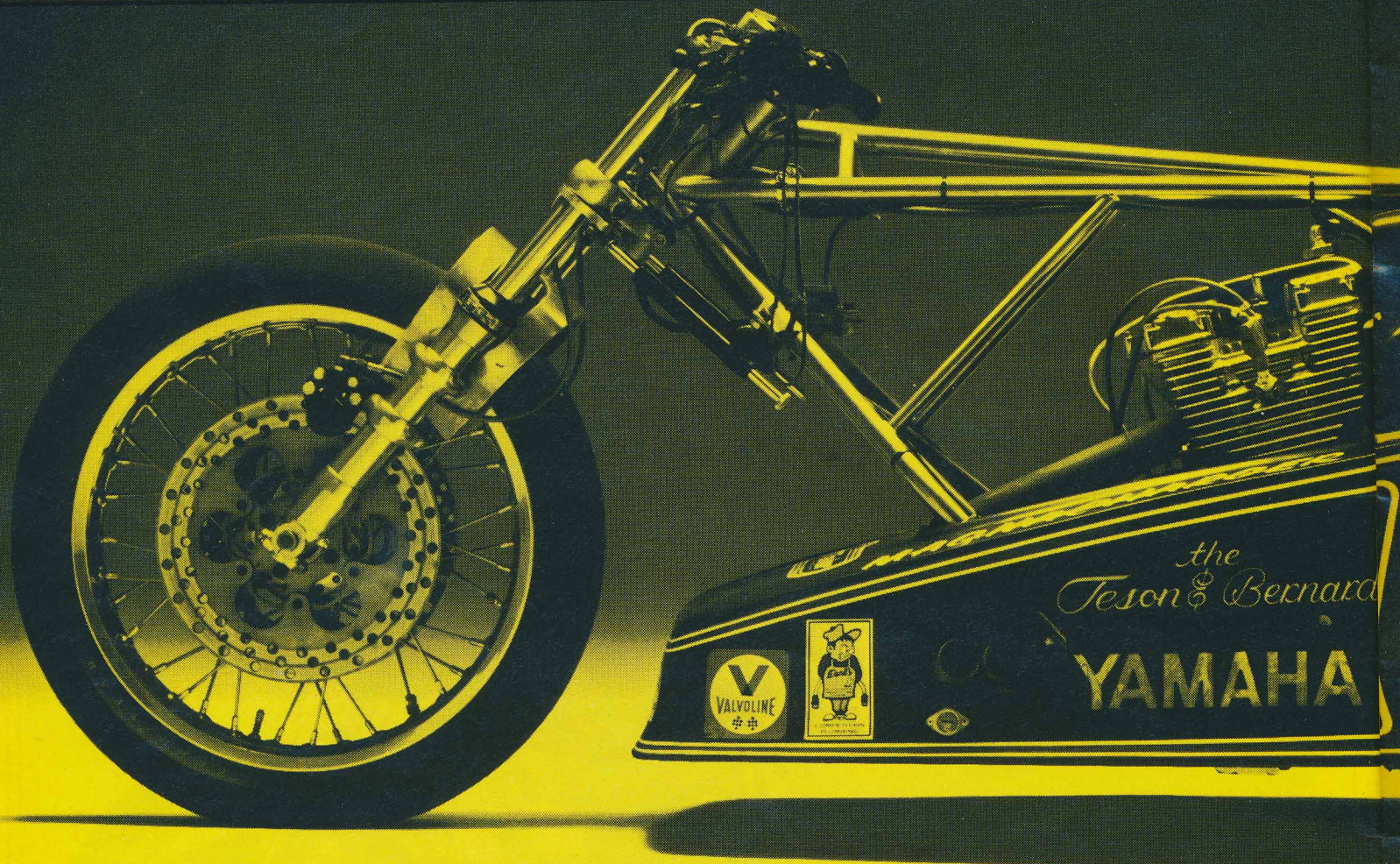
cial

Surely one of the most beautiful "specials" ever constructed must be this SR500-based sports machine built by the German magazine "Motor" as an editorial project. The SR500 power unit is housed in a twin-loop cradle frame with triangulated rear section, twin disc brakes and cast wheels.

The eye-catching styling sets off the advanced chassis to perfection, making the "Motor" effort truly a Superspecial.



MOTORCYCLE



Motorcycle or missile? One look at the Ron Teson/Jim Bernard Yamaha XS1100 dragster in action and that question has to be asked!

With rider Bernard stretched almost prone across the top of the thundering supercharged four-cylinder motor, the Yamaha can rocket down a quarter-mile drag strip quicker than a normal motorcyclist can get across an intersection from the traffic lights!

It is, purely and simply, the world's fastest-accelerating motorcycle. This fact is confirmed by the world record that the machine set on the Indianapolis, USA drag strip in September. From a standing start Bernard covered the quarter-mile in a vision-blurring 7.57 seconds. His speed as he crossed the quarter-mile mark was no less than 183.67mph! To make a world drag racing record official, the rider must back up his time with another run that is within one per cent of the record-breaker ... and he has to do it at the same strip, in the same race meeting.

The day after his record, Bernard loosed the big Yamaha off again. This time it was an even higher terminal speed, 184.42mph! The elapsed time for the quarter-mile was 7.61 seconds ... good enough to verify the earlier 7.57 seconds record time.

Ron Teson is the wizard who built the monster Yamaha. He had already achieved fame with the first motorcycle ever to break into the seven-second bracket. In an age of multi-engined drag racers, Teson started a trend back towards simplicity by getting into the "sevens" with a supercharged, single-engined 970cc Honda.

But the Honda soon became out-dated. Teson needed another power unit that had the potential for further development. That power unit was the Yamaha XS1100!

At the limit of its development, Teson's Honda put out 350hp. The Yamaha currently puts out over 400hp and Ron figures that when he has carried its development to the limits that he pushed his Honda to, the XS1100 will produce over 500 horsepower!

That's the same horsepower as a top Formula One GP car ... from about one third the capacity!

or MISSILE?



Despite the huge horsepower output, the XS1100 retains a great many of its stock features. That's why Teson chose the Yamaha as the basis for his new machine.

The one-piece crankshaft with its plain-bearing, automobile-type connecting rods is far better suited to an engine that is to be supercharged on nitromethane rocket fuel than are the roller-bearing cranks favoured by other manufacturers for their big "fours".

Apart from a special camshaft and stiffer valve springs, the XS1100 cylinder head is left standard. Valves are stock and the ports have not been touched! The crankshaft, crankcase and cylinder are also standard.

A supercharger pumps the fuel/air mix into the engine. The man who constructed the supercharger is Jerry Magnuson ... and he is also responsible for the motor's primary transmission. This is via two huge straight-cut spur gears, the smaller of which is almost seven inches in diameter!

From there the power goes to a semi-automatic gearbox with an automatic clutch. Teson carved off the normal transmission as it was obviously never designed to handle 500hp!

The clutch is operated by spinning centrifugal weights which press the plates together as engine speed rises. Bernard changes gear by simply pressing a large red button on the handlebars. This forces oil from a pressurised tank through a valving system that hydraulically shifts the gearbox into the higher of its two ratios.

Finally, the power gets to the rear wheel via a hefty drive chain and on to the road through a 12.5 inch wide rear tire borrowed from a drag-racing car.

Once Bernard is under way, it is all but impossible to steer the machine with the handlebars. He simply has to hang on and change its direction by slight shifts of his body weight!

Teson, Bernard and Magnuson only started working with the Yamaha XS1100 power unit in January 1979. By September they had the world record. What comes next?

"I'm confident that this machine will be the first motorcycle to cover a quarter-mile in the six-second bracket" says Ron Teson. "And a terminal speed of 200mph is within reach!"

LITTLE BIG BIKES - YAMAHA'S MINI MOTOCROSSERS

Most observers of motorcycle racing are of the opinion that champions are "made" rather than born. This opinion seems to be verified by the fact that for every obvious "natural" champion with an inherent talent above his fellow men, there are a score of others who rose to Championship heights by sheer hard work and determination.

That's why we like to think of the Yamaha YZ80 as "the champion-maker". It's a machine that is designed to enhance and expand any latent talent in the mini-motocrosser.

A young rider who begins his Junior career with the YZ80 is starting out the right way, for no longer are the "minis" simply bikes built for fun. They are scaled down racing machines with all of the features of their bigger brothers ... which means that by the time the junior rider is ready to step into full-size motocross, he has already learned most of the tricks of the trade.

The YZ80, for example, has the same sophisticated chassis design as Yamaha's World Championship-winning big bikes. Monoshock frame (with 170mm of rear wheel movement) and leading axle front forks cushioning out the bumps thanks to their 180mm of travel. In the engine department there's the same reed-valve Torque Induction and capacitor discharge ignition plus a six speed racing transmission to keep the little 80cc motor screaming right on the power band.

Testimony to the man-sized abilities of Yamaha's "mini" comes from two of the greatest small-bike motocross racers in the world ... former World 125cc Champion, Gaston Rahier, of Belgium, and American champ, Bob "Hurricane" Hannah.

Gaston tried the tiny Yamaha at a test day in Belgium and pronounced himself amazed by the big-bike feel of the little "eighty".

"If it wasn't for the small wheels" he said "I would swear that I was on my Grand Prix machine. And when you ride the bike, then you realise

that it's a true motorcycle and not just a toy."

Bob Hannah was just as enthusiastic. In a unique test session for Yamaha in the USA, Bob thrashed the little bike around the motocross course at Lake Whitney, Texas, for a solid hour!

And when we say "thrashed" that's exactly what we mean .. the photographs on the opposite page are there to prove it!

When the American champion finally climbed off the YZ80, his first remark was "I wish I'd had something like this when I was a kid ... I'd have been champion two years sooner".

Considering that Hannah won his first American Championship just two years after contesting his very first race, that's high praise indeed for Yamaha's "champion-maker"!

And now A Motocross Mini-Mini!

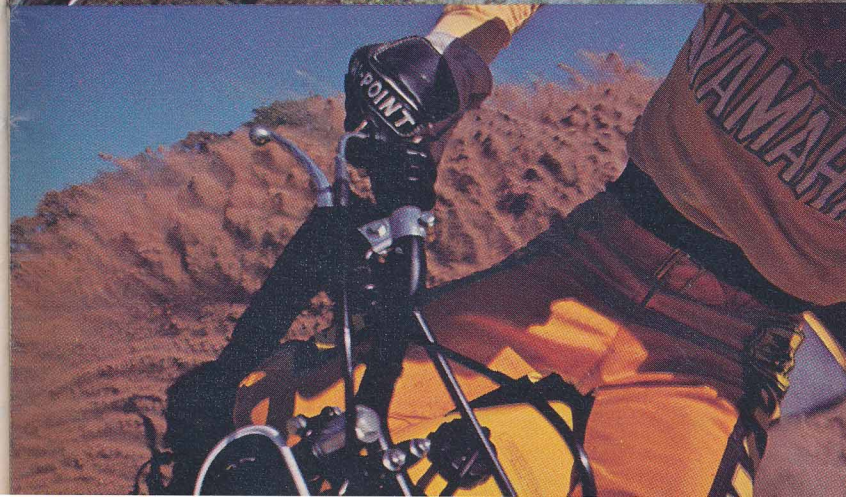
For 1980, Yamaha have opened up the mini-motocross scene to even younger or smaller riders than their YZ80 customers. They have added a 50cc version to the YZ range that still has all the equipment which has made its bigger brothers so effective.

The YZ50 features a 49cc engine with five-speed transmission, housed in a monoshock frame that allows 115mm of rear wheel travel. Genuine hydraulic motocross front forks, with leading axle mount, give 110mm of front suspension movement.

The little thoroughbred weighs in at 50kgs (110lbs) and produces 0.62kg-m (4.5lbs-ft) of maximum torque at 10,000rpm. It has more horsepower than any competitor in the 50cc class, aided by reed-valve Torque Induction and a big-breathing 20mm Mikuni carburettor.

Literally every component on the YZ50 is built with the rigours of competition in mind. When Yamaha build a racer there are no compromises ... 500cc or 50cc, it's top-quality tough all the way.







1970 Yamaha XS650

Ten years at the top - the Yamaha XS650

The move into the nineteen-eighties has a special significance for one of Yamaha's most-familiar models. It marks the completion of ten years as a market leader for the still-popular XS650.

When the machine first appeared in 1969 (originally designated the XS1), many people were surprised that Yamaha would choose a relatively simple twin-cylinder 650 as their first venture into four-stroke motorcycling. This was at a time when three and four-cylinder machines were just becoming the big-bike fashion.

However, the Yamaha decision has since been vindicated many times over. Even in the "Superbike Seventies" there were still plenty of motorcyclists preferring the combination of simplicity, reasonable power and light weight that the XS650 delivers. As a result the big twin has remained a solid seller in the Yamaha range for a full decade. In that ten year span it was without a doubt the best-selling big twin on the market.

It's basic strength has been proved in competition, with 750cc versions twice winning the European Sidecar Motocross Championship (for Ton Van Heugten in 1975 and the Bollhader brothers last year) as well as two American Grand National Championships for Kenny Roberts on the dirt-tracks in 1973 and 1974.

Now the bike has a new lease of life in its "US Custom" guise, a styling exercise which ideally suits the slim, compact lines of the twin-cylinder power unit.

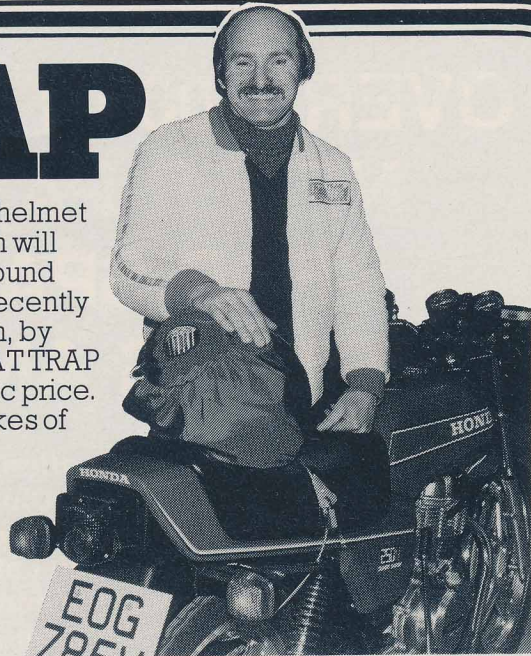
So salute the XS650 ... ten years old and still going from strength to strength!



1980 Yamaha XS650SE "US Custom"

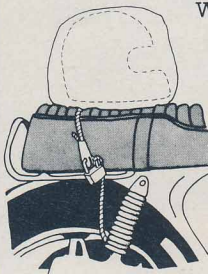
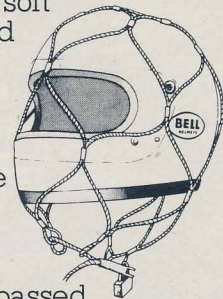
HAT-TRAP

HAT TRAP – a completely new dimension in helmet security. The Hat Trap is a thief resistant bag which will overcome the problem of carrying your helmet around when you have parked your motorcycle. Up until recently thousands of riders have tried to solve the problem, by purchasing very expensive top-boxes, but now HAT TRAP have come up with the ultimate answer at a realistic price. The device can fit any motorbike and take all makes of helmet. The product is being endorsed by the legendary Mike Hailwood through the H & G Showrooms, Tyburn Road, Birmingham.



You may well ask "Why is the Hat Trap different from any other type of bag?"

Firstly, although thief resistant, the inner lining is a soft yet tough nylon bag which prevents scratching and permits the helmet to move in and out easily, your helmet is then encased in 7 metres of high tensile steel wire joined at twenty-six points making a cage which fits over the nylon lining and is closed by a plastic coated steel draw wire. The third layer, which is waterproof, covers the steel cage and is made of marine quality nylon, tailored to fit the helmet and bonded to the lining.

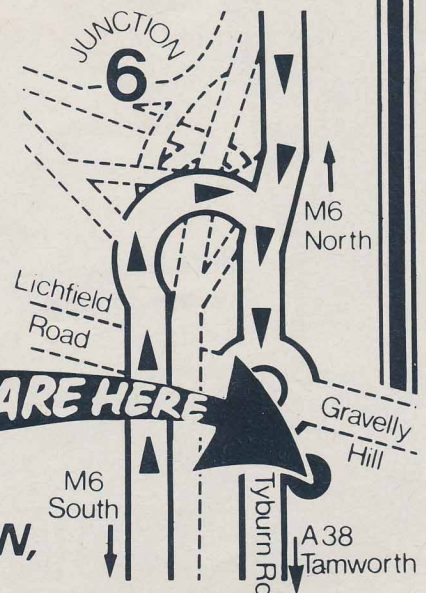


Once you have placed the helmet in the 'cage' you then put it on the seat of your bike and one end of the draw wire is passed through the back wheel and padlocked to the unique adjustable Wire-Lok. Once you have placed the padlock in position both your bike and helmet are immobilized. You can of course lock your helmet up anywhere that the high tensile steel cord can be passed securely through. When the Hat Trap is not in use it can be stowed away

neatly under the seat of your bike or even in your coat pocket.

As if these uses of the Hat Trap were not sufficient it can also double as a duffel bag or rucksack.

Surely at only £14.95 inclusive of VAT this is a must for every motorcyclist.



hailwood & gould

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Thos B. Oliver
DENHOLM
Nr Hawick
Borders
Tel: 0450-221

Samways for the Highways
121 Nuns Street
DERBY
Derbyshire
Tel: 0332-46656

Barrie Rodgers Motorcycles
159-163 London Road
DERBY
Derbyshire
Tel: 0332-47977
Closed Wed

Bob Minion Ltd
156-160 London Road
DERBY
Derbyshire
Tel: 0332-42064

Palins Motors Ltd
45-53 Osmaston Road
DERBY
Derbyshire
Tel: 0332-48348

Richard Stevens
14 Estcourt Street
DEVIZES
Wilts
Tel: 0380-5467
Closed Wed

Mike Bavin
Victoria Road
DISS
Norfolk
Tel: 0379-2631
E.C. Thurs

Richard Stevenson M/C Centre
Silver Street
Stainforth
DONCASTER
S. Yorks
Tel: 0302-840861/883935

Cusworth Distributions Ltd
Princegate
DONCASTER
S. Yorks
tel: 0302-66380

Two Wheeler Dealer
Charles Street
DORCHESTER
dorset
Tel: 0305-2986
E.C. Thurs

Loder's Garage
The Grove
DORCHESTER
Dorset
Tel: 0305-66380

Don Padgett Motorcycles
Myrtle Street
DOUGLAS
Isle of Man
Tel: 0624-21462

Elys Motorcycles
South Road
Tower Hamlets
DOVER
ZKent
Tel: 0304-206160

Chas E. Cope & Son Ltd
73 King Street
DUDLEY
W. Midlands
Tel: 0384-52932

J.T. Motorcycles
63 Wolverhampton Street
DUDLEY
W. Midlands
Tel: 0384-52932

Scotspeed Motorcycles
Nith Place
DUMFRIES
Scotland
Tel: 03876-5050

Andrew Hart Ltd
23-25 Milnbank Road
DUNDEE
Angus
Tel: 0382-67281
E.C. Thurs

Gordon Curtis Motors Ltd
3 Carnock Road
Milesmark
DUNFERMLINE
Tel: 0383-21511

Camden Motorcycles
1-9 London Road
DUNSTABLE
Beds
Tel: 0582-63183

North East Motorcycles
Nevilles Cross
DURHAM CITY
Co. Durham
Tel: 0385-69212

Clarkes Motorcycles
700 Yarm Road
EAGLESCLIFFE
Cleveland
Tel: 0642-784595

Chris Vincent Motorcycles
75 High Street
EARL SHILTON
Leics
Tel: 0455-46612

Motcombe Motorcycles
9-10 Motcombe Lane
EASTBOURNE
East Sussex
Tel: 0323-29727
E.C. Wed

Charles Freeman Ltd
4-6 High Street
ECKINGTON
Sheffield
Tel: 024683-2258/9

Better Bikes Ltd
31-37 Marshall Street
EDINBURGH
Scotland
Tel: 031-667-9179

Alex Campbell Motorcycles
2 Kings Road
Portobello
EDINBURGH
Tel: 031-669-8780
Closed Tue

Page Motors
42 Plowarth Crescent
EDINBURGH
Scotland
Tel: 031-229-2739

Bill Brown
Old Florence Garage
EGREMONT
Cumbria
Tel: 0946-820643

Elgin Motorcycles
South Street
ELGIN
Morayshire
Tel: 0343-46571

Rex Judd Ltd
415 Burnt Oak Broadway
EDGWARE
Middlesex
Tel: 952-6911
Closed Thurs

Salop Motorcycles
42 Scotland Street
ELLESMERE
Salop
Tel: 069-171-2595
E.C. Wed

Ken Covell Motorcycles
31 St Mary's Street
ELY
Cams
Tel: 0353-2424

Arthur Wheeler Ltd
45-47-51 Waterloo Road
EPSOM
Surrey
Tel: 78-24505
E.C. Wed

Meeton & Ward
360 Kingstom Road
EWELL
Surrey
Tel: 393-5193

Bridge Garage (Exeter)
Verney Street
EXETER
Tel: 0392-32654

R.J. Francis
North Drive
FAKENHAM
Norfolk
Tel: 0328-2336

Bill Robertson (Scotland)
Burnbank Road
FALKIRK
Stirlingshire
Tel: 0324-20111

Rafferty Newman
242 West Street
FAREHAM
Hants
Tel: 03292-5039/2424

Motorcycle City Sales
149-151 Lynchford Road
FARNBOROUGH
Hants
Tel: 0252-45086

Concorde Motorcycles
12-14 High Market Street
FARNWORTH
Nr Bolton
Lancs
Tel: 0204-73717/8

M. Gunyon
4 Queens Parade
FAVERSHAM
Kent
Tel: 079-582-2577
E.C. Thurs

Geoff Stimpson Motorcycles
79 Station Road
FEATHERSTONE
W. Yorks

Alford Bros
119-121 Hamilton Road
FELIXSTOWE
Suffolk
Tel: 03942-4719
E.C. Wed

Glass & Steele Motorcycles
Ochivale Terrace
FISHCROSS BY ALLOA
Clackmananshire
Scotland
Tel: 025-921-5236

Ken Heanes Ltd
27-31 Reading Road
FLEET
Hants
Tel: 02514-7673

Flit Motorcycles
Station road
FLITWICK
Beds
Tel: 05257-2197

Golden Valley Motorcycles
131 Enbrook Valley
Cheriton
FOLKSTONE
Tel: 0303 39355
E.C. Wed

Goddard's Motorcycles
10-12 Foord Road South
FOLKSTONE
Tel: 0303-52819

William Stuart & Son
30 High Street
FORRES
Morayshire
Tel: 03092 2432

J. Difazio Motorcycles
25 Catherine Street
FROME
Somerset
Tel: 0373-2913
E.C. Thurs

Russell Lunts Moped Centre
37 Church Road
FORMBY
Merseyside

A. Wyman
216 The Centre
High Street
FELTHAM
Middlesex
Tel: 890-2420
E.C. Wed

Ray Hamblin
47 North Street
GAINSBOROUGH
Lincs
Tel: 0427-2887

Thomas B. Oliver
15 Gala Park
GALASHIELS
Roxburgh

B & K Motorcycles
Beaumont Street
GAINSBOROUGH
Lincs
Tel: 0427-3204
E.C. Wed

Walron Auto Supplies
223 Coatsworth Road
GATESHEAD
Co. Durham
Tel: 0632 772968



Check this list for your nearest Yamaha dealer

Pond Motorcycles
15 Ingram Road
GILLINGHAM
Kent
Tel: 0634-51793
Closed Mon

Wheeled Machines
17-21 Wellington Street
GLASGOW
Strathclyde
Tel: 041-221-3268

Fleming Motors
Edgefauld Road
GLASGOW
Strathclyde
Tel: 041-558-2761

Mead & Tomkinson (Glos) Ltd
143 Westgate Street
GLOUCESTER
Tel: 0452-23252/21794

Cotswold Motorcycles
Seymour Road
GLOUCESTER
Tel: 0452-36051
E.C. Sat

Malcolm Davis (Motorcycles)
210 Barton Street
Hopewell House
GLOUCESTER
Tel: 0452-26946

Ken Brown
Furlong Garage
GOLDTHORPE
Nr Rotherham
Yorks
Tel: 070-989-2206

Reg Kay & Sons
Second Avenue Garage
GOOLE
Humberside
Tel: 0405-3719
Closed Thur

J. Kersey & Son Ltd
2-3 Beach Road
GORLESTON ON SEA
Norfolk
Tel: 0493-62886
E.C. Wed

A.A. Cox Motorcycles
Brewery Hill
GRANTHAM
Lincs
Tel: 0476-3789

Sports & Hobbies
161 Parrock Street
GRAVESEND
Kent
Tel: 0474-52535
Closed Wed

Leslies
15-17 Southend road
GRAYS
Essex
Tel: 0375-5653

Jaybee Motorcycles
96-97 St Peters Road
GREAT YARMOUTH
Norfolk
Tel: 0493-55240
E.C. Thurs

Bob Keeler Ltd
300-302 Ruislip Road East
GREENFORD
Middlesex
Tel: 578-3218
Closed Wed

Chattertons Motors
166-168 Yarborough road
GRIMSBY
S. Humberside
Tel: 0472-56679

R & M Grommett
133 Corporation Road
GRIMSBY
S. Humberside
Tel: 0472-54402
E.C. Thurs

Martin Haskins
Yamaha House
Route Militaire
Vale
GUERNSEY
Tel: 0481-45103

Gordon Farley
145 Worplesdon Road
GUILDFORD
surrey
Tel: 0483-34530

S.R. Jeffery & Son Ltd
134 High Street
GUILDFORD
Surrey
Tel: 0483-72297
Closed Mon

West Midland Motorcycles
2 Belgrave Road
HALESOWEN
West Midlands
Tel: 021-559-1270
E.C. Thurs

Tony Rutter Motorcycles
100 Overend Road
Cradley
HALESOWEN
Worcs
Tel: 038-48-66084

Lloyd Bros
Welhall Road
Peacock Cross
HAMILTON
Strathclyde
Tel: 0698-285626

H. Acklam
11 Bower Road
HARROGATE
N. Yorks
Tel: 0423-65125

Mick Staiano Motorcycles
8 Knaresboro Road
HARROGATE
N. Yorks
Tel: 0423-887985

Giffs of South Harrow
Palmerston Road
Wealdstone
HARROW
Middlesex
Tel: 427-0483

Keith Charlton
24 Church Street
HARTLEPOOL
Cleveland
Tel: 0429-68505

Ferry Motors (Harwich) Ltd
66 West Street
HARWICH
Essex
Tel: 025-44-2608

Connell Bros (South) Ltd
3 Park Parade
Leigh Park
HAVANT
Hants
Tel: 070-64-75686
E.C. Wed

Masons Motorcycles
Fountain Row
Barn Street
HAVERFORDWEST
Dyfed
Tel: 0437-5651/5652

Cyril Griffiths Ltd
42.44 Queens Road
HAYWARDS HEATH
W. Sussex
Tel: 0444-50257
E.C. Sat

J.W. Groombridge
Mayfield Road Garage
Cross in Hand
HEATHFIELD
E. Sussex
Tel: 04352-2466

Alexanders Motorcycles
93 West Clyde Street
HELENSBURGH
Dumbarton
Tel: 0436-71174

Helmsley Motorcycle Centre
Station road
HELM斯LEY
N. Yorks
Tel: 0439-70404/70550

Moore's (Hemel Hempstead) Ltd
London road
Apsley
HEMEL HEMPSTEAD
Herts
Tel: 0442-52601

Mead Tomkinson (Hereford)
Wye Bridge Garage
HEREFORD
Tel: 0432-2341

Kevin Graham
84 East Avenue
HAYES
Middlesex
Tel: 573-1259

Keith Potter
38 St Andrews Street
HEREFORD
Tel: 32-54377
E.C. Thurs

Heston Motorcycles
8 Central Parade
Heston Road
HESTON
Middlesex
Tel: 570-9046
E.C. Wed

Thos Loughridge
70 Pensby Road
HESWALL
Cheshire
Tel: 051-342-1510

Fewsters Garage Ltd
48 Priestpople
HEXHAM
Northumberland
Tel: 0403-3516

Warwick Motorcycles
14-18 Rochdale Road East
HEYWOOD
Lancs
Tel: 0706 69895
E.C. Tues

John Lee Motorcycles
8 Market Square
HIGHAM FERRERS
Wellingborough
Northants
Tel: 093-342827

Coles & Co Motorcycle Centre
84 Desborough Road
HIGH WYCOMBE
Bucks
Tel: 0494 40339

A.W. Harrison & Sons Ltd
White Hill Garage
London Road
HIGH WYCOMBE
Bucks
Tel: 0494-64896

The Desborough Cycle Works
Bridge Streety
HIGH WYCOMBE
Bucks
Tel: 0494-32104
Closed Wed

Roy Woods
Stockwell Road
HINCKLEY
Leics
Tel: 0455-37654

W.J. Mansfield
Fourways Garage
HODDESDON
Herts
Tel: 32-52582/2/3

Abbey Garage
Field Heath Road
HILLINGDON
Middlesex
Tel: 89-32827

Hollywood Yamaha
69 May Lane
HOLLYWOOD
Nr Birmingham
Tel: 0564-824507

Terry Silvester Motorcycles
Spring Lane Mills
Woodhead Road
HOLMFIRTH
Yorks
Tel: 048-489-3665

R.P. Owen
Dorset Stores
Kings Land
HOLYHEAD
Yorks
Tel: 0407 3011

Hyde Motorcycles
74 Park Street
HORSHAM
W. Sussex
Tel: 0403-68801

Tates Motors Ltd
237 Hangleton Road
HOVE
East Sussex
Tel: 0273-416242

C.A. Earnshaw
Manchester Road
HUDDERSFIELD
Tel: 0484-21232

Miles (Kingsport) Ltd
353 Anlaby Road
HULL
Yorks
Tel: 0482-23529

Peters (Hull) Ltd
188 Beverley Road
HULL
Yorks
Tel: 0482-28573

Paul English Motorcycles
11-12 High Street
HUNTINGDON
Tel: 0480-57243

Broad Motors Ltd
615-617 Eastern Avenue
ILFORD
Essex
Tel: 554-8256
Closed Thurs

Eddy Grimstead
743-745 Eastern Parade
Newbury Park
ILFORD
Essex
Tel: 590-6615

Granby Motors Ltd
2-4 Pelham Street
ILKESTON
Derby
Tel: 0602-324961

Rex Brown Motorcycles
62 Pelham Road
IMMINGHAM
S. Humberside
Tel: 0469-76383
Closed Thurs

Davey Bros & Co (Ipswich)
316 Foxhall Road
IPSWICH
Suffolk
Tel: 0473-77353
E.C. Wed

H.O. Cox (Car Sales Ltd)
26-28 Fore Street
IPSWICH
Suffolk
Tel: 0473-55516

Revetts (Norwich) Ltd
53-67 Norwich Road
IPSWICH
Suffolk
Tel: 0473153726/7
E.C. Wed

Dave Death Motorcycles
Priory Garage
9 Priory Road
Carisbrooke
ISLE OF WIGHT
tel: 0983-522160
Closed Thurs

Motorama
15 Don Street
St Helier
JERSEY
Channel Islands

Colin Appleyard
Wellington road
KEIGHLEY
Yorks
Tel: 0535-606311
E.C. Tues

K.L.M. Motors (Kingswood) Ltd
Station Garage
;Station Road
KINGSWOOD
Tel: 25-52151

Windmill Motors Ltd
123 Windmill Avenue
KETERING
Northants
Tel: 0536-4141
Closed Thurs

Glanfield Baldet
1 Horsemarket
KETERING
Northants

Motorcycle Mart (Kidderminster)
Mill Street
KIDDERMINSTER
Worcs
Tel: 0562-4259
E.C. Wed

K.A. Rowbotham
46 George Street
KIDDERMINSTER
Worcs
Tel: 0562-61670
Closed Wed

Anglian Motorcycles Ltd
32-38 Tower Street
KINGS LYNN
Norfolk
Tel: 0553-63572
E.C. Wed

J.C. Mann Motorcycles
Test Valley Garage
KINGS SOMBORNE
Hants
Tel: 07947-384

Roy Smith Motors Ltd
124 Burlington Road
NEW MALDEN
Surrey
Tel: 979-5431

John Shearer
Ayre Service Station
Burnmouth Road
KIRKWALL
Orkney Islands
Tel: 0856-2950

Rody Reese Motors
56 Bridge Street
LAMPETER
Dyfed
Tel: 0507-422327
E.C. Wed

Roy Kerr Motorcycles
29 West High Street
LAUDERA
Berwickshire
Closed Thurs

Beauchamp Motors
111 Warwick Street
LEAMINGTON SPA
Warwicks
Tel: 0926-24480

Frank Fletcher (Motorcycles)
Meadow Road
LEEDS 8
Yorks
Tel: 0532 444531
E.C. Wed

Eddys Motorcycles
Shell Garage
217 Kirkstall Road
LEEDS 4
Tel: 0532-468895

J. Binner Motorcycles
583 Selby road
LEEDS 15
Yorks
Tel: 0532-642395

Roly Capper Motorcycles
29-31 Russell Street
LEEK
Staffs
Tel: 0538-382861
Closed Thurs

Moto Prince
15 Blackbird Road
LEICESTER
Tel: 0533-531436

A.E. Milnes & Son
2 Jubilee Road
Belgrave Gate
LEICESTER
Tel: 0533-24272
Closed Mon

Carrson Motorcycles
22 Highfield Street
LEICESTER
Tel: 0533-542586

Alan Duffus Motorcycles
106 High Street
LESLIE
Glenrothes
Fife
Tel: 05921743010

Cycle & Moped Shop
69 Station road
LETCHWORTH
Tel: 04626-74265
E.C. Wed*

Redhill Motors (Brighton) Ltd
1 East Street
LEWES
Sussex
Tel: 079-164373
E.C. Wed

T.D. Motorcycles Ltd
3-19 Preston Road
LEYLAND
Lancs
Tel: 077442-2812

Lichfield Motorcycle Depot
38 Tamworth Street
LICHFIELD
Staffs
Tel: 05432-23394
E.C. Wed

Cundels Motors Ltd
7-9 Pembroke Place
LIVERPOOL
Merseyside
Tel: 051-709-6814

The Bee Cycle & Motor Co Ltd
17-19 Renshaw Street
LIVERPOOL
Merseyside
Tel: 051-709-6357
E.C. Wed

J. Fothergill
23-25 Wavertree Road
LIVERPOOL
Merseyside
Tel: 051-733-7451
E.C. Wed

- R. Williams
Long Row
LLANELLI
Dyfed
Tel: 055-42-4814
E.C. Tue
- F.K. Sharpe (Motorcycles) Ltd
69 High Street
LINCOLN
Lincs
Tel: 0522-28361
- Webbs Yamaha Centre
11 Portland Street
LINCOLN
Lincs
Tel: 0522-28951
- Moore's Motors
659-663 High Road
Tottenham
LONDON N.17
Tel: 808-2440/5767
Closed Thurs
- J.A. Lock Ltd
95 Fore Street
Edmonton
LONDON N.18
Tel: 807-5269
E.C. Thurs
- Beaver Bikes
31 Archway Road
LONDON N.19
Tel: 263-1956
- Wally Hainsby
293 West End Lane
LONDON N.W.6
Tel: 794-2896
Closed Wed
- Sanders & Lewis
3 The Parade
Kilburn
LONDON N.W.6
Tel: 624-1101/2
- Colliers Scooters Ltd
135 Lee Road
Lee Green
LONDON S.E.3
Tel: 852-1122
Closed Thurs
- Brockliss Motorcycles
334 Brockley Road
LONDON S.E.4
Tel: 692-1441
E.C. Thurs
- Cosmopolitan Motors Ltd
73 Camberwell Road
LONDON S.E.5
Tel: 703-2271/5
Closed Thurs
- Ron Compton
109 Brownhill Road
LONDON S.E.6
Tel: 697-2779
E.C. Thurs
- John Blanchard
156 Wellhall Road
LONDON S.E.6
Tel: 854-0174
- Deepröse Bros
Brownhill Road
Catford
LONDON S.E.6
Tel: 698-0688
- Mottingham Motorcycles
284 Court road
LONDON S.E.9
Tel: 857-4566
Closed Thurs
- Streamline Motorcycles
523-533 Lordship Lane
LONDON S.E.22
Tel: 693-6024
- D & D Norwood
32 High Street
LONDON S.E.25
Tel: 653-7226
E.C. Wed
- Crips Bros
68-72 Norwood High Street
LONDON S.E.25
Tel: 670-3779
- West London Motorcycles
273-279 High Street
Acton
LONDON W.3
Tel: 992-2823
E.C. Thurs
- E.S. Motors (Chiswick)
96-98 High Road
Chiswick
LONDON W.4
Tel: 994-6368
Closed Thurs
- A.J. Sutton
278 Northfield Avenue
Ealing
LONDON W.5
Tel: 567-3577
Closed Mon
- Broadway Cycles
82 Uxbridge Road
LONDON W.7
Tel: 567-9283
Closed Wed
- D. Fudge & sons Ltd
564 Harrow Road
Paddington
LONDON W.9
Tel: 994-1485
- The Motorbike Shop
405 Wandsworth Road
Clapham
LONDON S.W.8
Tel: 622-5630
- Gambier Reeks Ltd
554 Kings Road
LONDON S.W.6
Tel: 736-3096
- Pride & Clarke Ltd
158 Stockwell Road
LONDON S.W.9
Tel: 274-6251
E.C. Wed
- Gus Kuhn Motors Ltd
275 Clapham Road
LONDON S.W.9
Tel: 733-1002/3/4
Closed Wed
- Blakes
356 Upper Richmond Road West
LONDON S.W.14
Tel: 876-1416
E.C. Wed
- E. Hamilton Ltd
442 Streatham High Road
LONDON S.W.16
Tel: 764-0101
- Elite Motors Ltd.,
951 Garratt Lane
LONDON S.W.17
Tel: 672-1200
- Garratt Lane Autos
532 Garratt Lane
LONDON S.W.17
Tel: 947-6161
- Sondel Sport
28-32 Highbury Corner
LONDON N.4
Tel: 609-3832
Closed Thurs
- Coburn & Hughes Motorcycles
449 Green Lane
Harringay
LONDON N.4
Tel: 340-0174
- Slocombes Ltd
251-253 Neasden Lane
Neasden
LONDON N.W.10
Tel: 450-8655
- B. Fudge Cycles
30 Craven Park Road
LONDON N.W.10
Tel: 965-5269
- E.A. Grimstead & Son Ltd
263-265 Barking Road
LONDON E.6
Tel: 472-2568
Closed Thurs
- Jon's Scooters
62 Dalston Lane
Hackney
LONDON E.8
Tel: 254-0260
Closed Thurs
- Read Cycles Ltd
814 High Road
Leyton
LONDON E.13
Tel: 472-8301
- Masons of Wanstead
1 High Street
Wanstead
LONDON E.11
Tel: 989-2056
Closed Thurs
- Jack Nice
129-131 Grove Road
Walthamstow
LONDON E.17
Tel: 520-1920
E.C. Thurs
- Woodford Scooters
53 George Lane
South Woodford
LONDON E.18
Tel: 989-3157
Closed Thurs
- De Rijk
66 Leicester Road
LOUGHBOROUGH
Leics
Tel: 0509-212988
- Martin Wilson Motorcycles
16 Queen Street
LOUTH
Lincs
Tel: 0507-603516
- Coburn & Hughes (Luton)
53-61 Park Street
LUTON
Beds
Tel: 0582-28975/32373
- Kelson Motorcycles
38-42 Commercial Street
MAESTEG
Mid Glamorgan
Tel: 0656-734012
E.C. Wed
- J.C.A. Motorcycles
27 All Saints Avenue
MAIDENHEAD
Tel: 0628-21653
Closed Mon
- Westree Motors Ltd
45 Bower Lane
MAIDSTONE
Kent
Tel: 0622-51377
E.C. Wed
- C.H. White & Sons
51 High Street
MALMSBURY
Wilts
Tel: 06662-2330
E.C. Thurs
- D & D Johnson (White City) Ltd
311 Trafford Road
MANCHESTER 17
Tel: 061-872-1380
- Mistley Garage
High Street
Mistley
MANNINGTREE
Essex
Tel: 020639-2549
- Wraggs Motorcycles
180 Newgate Lane
MANSFIELD
Notts
Tel: 0623-24717
E.C. Wed
- Donnington Motorcycles
159 Chesterfield Road
MANSFIELD
Notts
Tel: 0332-811417
- S. Richardson Motorcycles
75 Rosemary Street
MANSFIELD
Notts
Tel: 0623-21806
E.C. Wed
- J.C. Lathen & Son
190 High Street
MARGATE
Kent
Tel: 0843-20714
- Wylie & Holland
63 Shrewsbury Road
MARKET DRAYTON
Salop
Tel: 0630-3665
- ChrisKingsland Motorcycles
21 Willingham Road
MARKET RASEN
Lincs
Tel: 06732-2704
- Harborough Bike Centre
26 St Mary's Road
MARKET HARBOROUGH
Leics
Tel: 0858-66163
- Bob Missen
17 Church Street
MELKSHAM
Wilts
Tel: 0225-702325
E.C. Wed
- Len Manchester Ltd
17 Burton Street
MELTON MOWBRAY
Leics
Tel: 0664-2302
E.C. Thurs
- Harold Woodbine
28 High Street
MIDDLEWICH
Cheshire
Tel: 060684-2168
E.C. Wed & Sat
- Bob Wilding Motorcycles
20-22 Pontmoralis
MERTHYR TYDFIL
Mid Glam
Tel: 0685-5201
- Wm. Armstrong Ltd
379-382 Linthorpe
MIDDLESBOROUGH
Cleveland
Tel: 0642-88007
E.C. Wed
- Gordon Farley Motorcycles
Brook Garage
Church Street
MILFORD
Surrey
Tel: 04868-21040
- Bill Lomas Motorcycles
The Bridge
MILFORD
Derbyshire
Tel: 0332-840249
- T. Cowie Ltd (Millfield)
Millfield House
MILLFIELD
Sunderland
Tel: 0783-70491
- E.R. Williams Motorcycles
20 Wrexham Street
MOLD
Clwyd 11
Tel: 0352-3619
Closed Thurs
- Risboro Cycles
Mill Lane
MONKS RISBORO
Bucks
Tel: 4455
- Ken Finney Motorcycles
37-39 Queen Street
Nantyglo
MONMOUTH
Tel: 0495-290099
- Ian L. Thom
17-19 Castle Place
MONTROSE
Angus
Tel: 0674-3612
E.C. Wed
- John Hutchins Motorcycles
53 Chapel Hill
MORLEY
W. Yorks
Tel: 0532-534104
E.C. Tues
- Harry Wood (Morpeth) Ltd
Dark Lane
MORPETH
Northumberland
Tel: 0670-3057
- Jim Morgan Motorcycles
42 Windsor road
NEATH
Glamorgan
Tel: 0639-2661
- Pendle Motorcycles
275-279 Leeds Road
NELSON
Lancs
Tel: 0282-695074
- Lewis D Abdy
New Ollerton
NEWARK
Notts
Tel: 0623-860316
- Gwent Motorcycles
High Street
NEWBRIDGE
Gwent
Tel: 0495-243457
- Harry Wood
195-203 Westgate Road
NEWCASTLE ON TYNE
Tel: 0632-610121/2
- Kens Motorcycles Ltd
246-250 Westgate Road
NEWCASTLE ON TYNE
Tel: 0632-21793
- Jack Armstrong
14 Heaton Road
NEWCASTLE ON TYNE
- Browns Cycles
54 Merrial Street
NEWCASTLE
Staffs
Tel: 0782-615808
E.C. Thurs
- Ben Form Motorcycles
281 Westgate Road
NEWCASTLE ON TYNE
Tel: 0632-27866
E.C. Wed
- P.H. Allin Motorcycles
26 Old Station Road
NEWMARKET
Suffolk
- Ian Mansfield Motor Cycles
2-3 Ashley Parade
NEW MILTON
Hants
Tel: 0425-611036
- R.G. Callow
45 Caerleon Road
NEWPORT
Gwent
Tel: 0633-54456
Closed Thurs
- Newsham Motors
470-472-474 Plessey Road
NEWSHAM
Northumberland
Tel: 06706-3155
Closed Wed
- W.L.T. Motor Cycles
31 Wargrave Road
NEWTON LE WILLOWS
Merseyside
Tel: 09252-3974
- Tower Motorcycles
13 Wellborough Street
NEWTON ABBOTT
Devon
Tel: 0626-2942
E.C. Thurs
- Glanfield Baldet
30-40 Campbell Street
NORTHAMPTON
Northants
Tel: 0604-37551
- Avill & Sons Ltd
26-40 St Andrews Street
NORTHAMPTON
Northants
Tel: 0604-38026
- Northwich Motorcycles
133 Whitton Street
NORTHWICH
Tel: 0606-2720
- Sports Equipe
107-109 Whitton Street
NORTHWICH
Tel: 0606-45202
- R.O. Clark Ltd
93 Ber Street
NORWICH
Norfolk
Tel: 0603-28805/6/7
- Tinklers
186 Northumberland Street
NORWICH
Norfolk
Tel: 0603-27786
E.C. Thurs
- Daybrook Square Garage
Mansfield Road
Arnold
NOTTINGHAM
Notts
Tel: 0602-267720
Closed Wed
- F.B. Williams
358-360 Aspley Lane
NOTTINGHAM
Notts
Tel: 0602-291816
E.C. Thurs
- E. Kingston Ltd
1-3 Wilford Street
NOTTINGHAM
Notts
Tel: 0602-42031
- Wheelcraft
47-49 radford Road
NOTTINGHAM
Notts
Tel: 0602-781432
E.C. Thurs
- Scotter Sales (Nuneaton) Ltd
8-10 Abbey Green
NUNEATON
Warks
Tel: 0682-384488



Check this list for your nearest Yamaha dealer

St Neot's Motorcycle Centre
29-39 St Marys Street
Eynsbury
ST NEOTS
Tel: 0480-212024

Marshalls Garage
42 Huntingdon Street
ST NEOTS
Cambs
Tel: 0480-73237

Adderleys
11 Bridge Street
STAFFORD
Tel: 0785-58295

B. Wybrow
Nelson & Ford
20 Corringham Road
STANFORD LE HOPE
Essex
Tel: 03756-2823

Colin Collins Ltd
14 The Broadway
STANMORE
Middlesex
Tel: 954-4040
Closed Mon

Sapphire Motorcycles
Station Road
STAVELEY
Nr Kendal
Cumbria
Tel: 053-9821401

G.Brown Motorcycles
14-16 High Street
STEVENAGE
Herts
Tel: 0438 54971
Closed Wed

Stuart Sims Motorcycles
178 Main Street
STONALL
Nr. Walsall
Staffs
Tel: 05433-78893

Motor Cycle Centre
2-4 Carrington Road
STOCKPORT
Gtr. Manchester
Tel: 061-480-3346

Motor Cycle Centre (Yamaha)
261 Buxton Road
STOCKPORT
Gtr. Manchester
Tel: 061-456-5202

Parkfield Motor Co
27-29 Bridge Road
STOCKTON ON TEES
Cleveland
Tel: 0642-68467/615723

Foley Motorcycles
67-69 King Street
Fenton
STOKE ON TRENT
Staffs
Tel: 0782-48882
Closed Thurs

Norman & Birch
25-31 Marsh Street
Hanley
STOKE ON TRENT
Staffs
Tel: 0782-25467/8
E.C. Thurs

Greens of Longton
4 Bridgewood Street
Longton
STOKE ON TRENT
Tel: 0782 312023
Closed Thurs

Fred Holcroft Ltd
The Broadway
Meir
STOKE ON TRENT
Staffs
Tel: 0782-319123
E.C. Thurs

Westend Scooter Shop
243 London Road
STOKE ON TRENT
Staffs
Tel: 0782-48847
Closed Thurs

Westbrook Garage (Stokesley)
Market Place
STOKESLEY
Cleveland
Tel: 0642-710232

Steve Carthy
33 High Street
Tunstall
STOKE ON TRENT
Staffs
Tel: 0782 815956

Milton Keynes Motorcycles Ltd
100 High Street
STONEY STRATFORD
Milton Keynes
Tel: 090-856-567205

John Hewitt & Sons (Garages)
Bridgenorth Road
Ltd
STOURBRIDGE
W. Midlands
Tel: 03843-722-6418

Rosefield Motors (Ayr) Ltd
West End Garage
Leswalt Road
STRANRAER
Wigtownshire
Tel: 0776-3636

Cooper Bros Motorcycles
Post Office
Langley
STRATFORD ON AVON
Tel: 092-684-2208

Knotts Cycles
15 Western Road
STRATFORD ON AVON
Warks
Tel: 0789-5149
E.C. Thurs

H & L Motors Ltd
Cairncross
STROUD
Glos
Tel: 04536-3605

Eric Kennard Motors
76 North Street
SUDBURY
Suffolk
Tel: 07873-72365
Closed Wed

Isaac Henderson
41 Holmeside
SUNDERLAND
Northumberland
Tel: 0783-79367
E.C. Wed

Dave Taylor Ltd
5 The Parade
High Street
SWANSCOMBE
Kent
Tel: 0322-846132
Closed Monday

J.T. Morgan Motorcycles
1A York Street
SWANSEA
Glams
Tel: 0792-43211
E.C. Thurs

Alston & Young
121-123 Cricklade road
SWINDON
Wilts
Tel: 0793-36671

Artdeans of Swindon
207 Rodbourne road
SWINDON
Wilts
Tel: 0793-34985
E.C. Wed

Motorcycle Shop (Tamworth)
5-6 Aldergate
TAMWORTH
Staffs
Tel: 0827-62711
E.C. Wed

Mike Portas Motorcycles
14 Station Road
TAUNTON
Somerset
Tel: 0328-76012

Atkins Motors
90 Wellington Road
TAUNTON
Somerset
Tel: 0823-5184

Teign Valley Motorcycles
Shaldon Garage
Ringmore Road
Shaldon
TEIGNMOUTH
Devon
Tel: 062-687-2428

West Cross Motorcycles
West Cross
TENTERDEN
Kent
Tel: 05806-2860

Comerfords Ltd
Portsmouth Road
THAMES DITTON
Surrey
Tel: 398-5531

W.J.Tillston Ltd
73-75 Mandale Road
THORNABY ON TEES
Yorks
Tel: 0642-66937
E.C. Wed

Greyhound Motors (Croydon)
258-264 London Road
THORNTON HEATH
West Croydon
Tel: 688-8447

Thorne Motorcycles
The Green
THORNE
South Yorks
Tel: 0405-814061

Les Smale
Calf Street Garage
TORRINGTON
Devon
Tel: 08052-2253

B.R. Trott
Warland Garage
TOTNES
Devon
Tel: 08046-2493
Closed Thurs

Cooper Bros of Troon
117-129 Temple Hill
TROON
Ayrshire
Tel: 029231-3616

Blays of Twickenham
192-199 Heath Road
TWICKENHAM
Middlesex
Tel: 894-2103
Closed Wed

Bill Rae Motorcycles
73-75 Westgate End
WAKEFIELD
Yorks
Tel: 0924-73759

Brereton's Motors
81 King Street
WALLASEY
Merseyside
Tel: 051-639-2898

The Crank Case
33A Stafford Street
WALSALL
Staffs
Tel: 09223-1143
Closed Thurs

Arch Motorcycles
49 Coten End
WARWICK
Middlesex
Tel: 0926-44045

C.E. Cope & Sons Ltd
477/489 Hagley Road
Smethwick
WARLEY
W. Midlands
Tel: 021-429-3501

H.N. Sidaway (Motorcycles)
182-186 High Street
Cradley Heath
WARLEY
W. Midlands
Tel: 0384-69014
Closed Thurs

J. Frodsham Ltd
60 Winwick Street
WARRINGTON
Cheshire
Tel: 0925-34713
E.C. Thurs

Bob Gollner Ltd
La Moto
226a London Road
WATERLOOVILLE
Hants
Tel: 07014-55024/58432
Closed Wed

J.H. Moore (Watford) Ltd
484 St Albans Road
WATFORD
Herts
Tel: 92-24001
Closed Thurs

Roy Peplow & Co
18-75 Bridge Street
WEDNESBURY
Staffs
Tel: 021-556-0100/2050

D.H. Wood & Co Ltd
21 Rookery Street
WEDNESFIELD
Staffs
Tel: 0902-73-1390
E.C. Thurs

F.A. Stowe
Bridge Street Garage
WELLESBOURNE
Warks
Tel: 0789-840-328

Overhill Motorcycles
72-74 Upper Wickham Lane
WELLING
Kent
Tel: 854-6943
Closed Wed

Midas Motorcycles
15 Broad Green
WELLINGBOROUGH
Northants
Tel: 0933-222196

B. Doran Motorcycles
6 Whitchurch Road
WELLINGTON
Salop
Tel: 0952-55441
E.C. Wed

Fran Ridewood & Co
Palace Yard Garage
Priory Road
WELLS
Somerset
E.C. Wed

Ken Green Motorcycles
94 Haldens
WELWYN GARDEN CITY
Herts
Tel: 96-26229

Tony Moss Motorcycles
28A Aston Street
WEM
SALOP
Tel: 0939-32223

Keeler Motorcycles
119-137 Ealing Road
WEMBLEY
Middlesex
Tel: 902-9797

D.A. Perry & Co
361 High Street
Carters Green
WEST BROMWICH
W. Midlands
Tel: 021-553-2792

Road Track Motorcycles
186 West Road
WESTCLIFFE ON SEA
Essex
Tel: 0702-331569

Sturdy Motorcycles
6 Portobello Parade
Fawksham Road
WEST KINGSDOWN
Kent
Tel: 047485-3540

Vic Eastwood
16 High Street
WEST MALLING
Kent
Tel: 0732-845710

C.H. Hillman & son
15 Locking Road
WESTON SUPER MARE
Avon
Tel: 0934-21187
E.C. Thurs

John Kershaw
133 Nevendon Road,
WICKFORD
Essex
Tel: 03744-2120

E.T. Dacombe
Corn Market
WIMBORNE
Dorset
Tel: 0202-882615
E.C. Wed

Rogersons
Orell Post
WIGAN
Gtr. Manchester
Tel: 0942-214437

L.A. & S.A. Miller (Wigan) Ltd
Ormskirk Road
WIGAN
Gtr. Manchester
Tel: 0942-44197/43872

Willenhall Motorcycle Centre
Cheapside
WILLENHALL
Staffs
Tel: 0902-67407

Three Cross Motorcycles
Three Cross Garage
Three Legged Cross
WIMBORNE
Dorset
Tel: 020123-4531/2/3 & 2300

Alan Lear Motorcycles
Murray House
1 City Road
WINCHESTER
Hants
Tel: 0962-3880
Closed Thurs

Delta Motorcycles
67 Deadworth Road
WINDSOR
Berks
Tel: 95 55235

Windsor Two wheels
59a St Leonards Road
WINDSOR
Berks
Tel: 95-61898

Windsor Comp Shop
91-93 St Leonards Road
WINDSOR
Berks
Tel: 91-65743

Gilding & Wesson
35-42 Bedford Street
WISBECH
Cambs
Tel: 0945-4243
E.C. Wed

Mike Wheeler Motorcycles
The Bridge Garage
WITNEY
Oxon
Tel: 0993-2660

Continental Motorcycles
77 Goldsworth Road
WOKING
Surrey
Tel: 048-62-60307

Wokingham Motorcycles
17 Broad Street
WOKINGHAM
Berks
Tel: 0734-78-70000

Image Motorcycles
55 Birmingham Road
WOLVERHAMPTON
W. Midlands
Tel: 0902-53911

Stratford Road Garage
Stratford Road
WOLVERTON
Milton Keynes
Tel: 0908-31-3304

H.W. Woodland
28-30 Gateford Road
WORKSOP
Notts
Tel: 0909 3770
E.C. Thurs

F. Lewis & son Ltd
42 New Street
WORCESTER
Dorset
Tel: 0905-26455
E.C. Thurs

Keys Bros
142 Montague Street
Clarendon Works
WORTHING
Sussex
Tel: 0903-36842
E.C. Wed

J.E. Clarkson
Main Road Garage
Seaton
WORKINGTON
Cumbria
Tel: 0900-63660

Border Motorcycles
15 Town Hill
WREXHAM
Tel: 0978-266566
E.C. Wed

Hailwood & Gould
12 Newport Street
WORCESTER
Tel: 0905-26026

Yeovil Motorcycles
Abbey Hill Works
Preston
YEOVIL
Somerset
Tel: 0935-21852

C.S. Russell Ltd
Lawrence Street
YORK
Yorkshire
Tel: 0904-23793
Closed Wed

Jax Motorcycles
98-102 Fishergate
YORK
Tel: 0904-21651

Phil Jones & Sons Ltd
110 Williams Street
YSTRAD RHONDDA
Glams
Tel: 1044 372 2177/3016
E.C. Thurs

300 miles in 3rd gear....

Yamaha's chief European development tester, Dave Bean, reveals just how tough your bikes are built ...



About to begin a test session with the RD350

The popular conception of how today's high-technology motorcycles are developed is that a lot of "faceless" boffins feed data in and out of a computer and finally put a machine on the market because the computer says it is "right".

Nothing could, in fact, be further

from the truth. Today's bikes may be complicated pieces of design, but their final production form is still confirmed by extensive, incredibly-tough "seat of the pants" road-testing. Actually, Yamaha's chief tester in Europe, Dave Bean, says that today's bikes get tougher road-

testing than machines did in the old days of the British industry when allegedly motorcycles were built "by enthusiasts for enthusiasts".

"The testing I do for Yamaha" says Dave "is tougher than anything I ever did for any British company."

Dave should know. At 36 years



At speed on the XJ650

old he has completed over 20 years as a test rider and development engineer in the motorcycle industry.

Leaving school at 15 years old, he joined the original Norton company at Bracebridge Street - when Nortons were kings of the road and racetrack. He began testing bikes like Norton's "Dominator" twins and, when Norton was merged into The Associated Motorcycles Group, expanded his riding activities to AJS and Matchless machines.

From there he went to BSA as chief tester, finally ending up at that company's Umberslade Hall development centre in the dual-capacity of chief tester and research engineer.

Following the BSA demise, Dave continued in a freelance capacity as an engineer and tester. He had a long association with famous British road racer and Triumph's chief tester, Percy Tait, and one of his post-BSA jobs was to maintain Percy's factory Suzuki road racers.

It was about this time that Yamaha - unique among Japanese factories - decided that machines destined for the European market should be tested and finally-developed on European roads, by European riders.

Up until that time (in the early seventies) bikes sold here were designed either for the Japanese domestic scene or for America. European riders got what they were given - and are still treated that way by some Japanese companies.

Not by Yamaha, however. "European riders deserve European-style bikes" was the factory dictum and therefore the Yamaha Motor N.V. European headquarters in Amsterdam began to take an active role in product development.

First bike to be "Europeanised" was the XS650 twin. It handled well enough on the slow, crowded roads of Japan or on the arrow-straight American Freeways but was definitely not up to the demands of European riders.

Percy Tait was called in to sort out the suspension and, when other business commitments began to take up too much of Percy's time, Dave Bean was called in. Dave's first task was to assist in development of the XS1100.

"The prototype was incredibly fast" remembers Dave. "It was doing over 160mph on the German autobahns and would smoke the rear tyre on dry road in the first three gears!

"It had to be de-tuned but a standard one straight 'out of the box' still lapped the Nardo test-track in Italy at 142mph!"

Nardo, in Southern Italy, is where a great deal of Yamaha testing is done. A joint project of the Fiat empire and the Italian government, it is an incredible complete circle, Nine miles in circumference!

One benefit of a circular track is that any lap time always represents a "mean speed" as the wind comes from every possible direction during the course of a single lap. For every point at which the wind is giving assistance, there is a point opposite where it is slowing the machine down.

When Dave Bena takes a bike out on to the Nardo track, the machine is equipped with a little radio-telemetry unit beamed into the trackside computer.

At the end of a day's testing, the engineers receive a computer print-out giving wind and weather conditions, barometric pressures and the performance of the bike around every inch of every lap!

Yamahas that Dave has thrashed around Nardo include the XS1100, the XS850 and, just lately, a lot of time with the exciting XJ650 four and



Dave Bean confers with engineers after a gruelling test workout on the Yamaha XJ650

RD250 and 350 liquid-cooled twins.

A typical day's testing on the Nardo bowl puts each machine through over 1000 miles of flat-out running. Each session of "endurance" testing covers some 10,000 miles at sustained high speeds to plumb the depths of the bike's capabilities.

Prior to Nardo, prototypes are put through miles and miles of actual highway testing on roads as varied as British motorways and German autobahns to back-roads in Britain, Holland and Italy.

The bikes are wired for all manner

of instrumentation for pressure and temperature checks and so on. Still a great factor, however, is the "feel" of the machine to the rider.

"We look out for any undue vibrations or quirks in handling, braking and the like", says Dave "and the engineers take just as much notice of our opinions as they do the instrument readings". Towards the end of the testing of any Yamaha prototype it is deliberately abused - and abused far worse than any normal rider is likely to do.

No engine or transmission adjustments are made, no oil

changes or fresh plugs. Even worse, bikes in this sorry state are regularly run 1500rpm "in the red"!

"I remember an incredibly tough session with the XS850" says Dave "where we ran it absolutely flat-out in the third of its five gears for three hundred miles! Finally it blew a head gasket but that was all. When the engine was stripped, everything else was fine!"

So rest assured that when you buy a Yamaha, just about any abuse that you are capable of has already been heaped upon the unprotesting machine!

Have we got a shock for the competition.

As always we're sticking to our policy of putting the lessons learned on the racetrack into our roadgoing machines.

1980 will reflect this even more strongly with some stunning new models incorporating many of the features found on our racers.

The predictable handling, precise steering and superb braking expected of a racing machine make our road bikes that much safer for you.



For race developed safety

