



**World
Championship
Road
Racing**

King Kenny Comes Back

Round 2-Austrian GP-Salzburging

Reigning 500cc road racing world champion Kenny Roberts (Yamaha) won the Austrian GP, the second round of the series held at Salzburg on April 29. This marked King Kenny's sensational return to the world GP scene and swept away any fear that he might have no chance of retaining his crown because of a February crash. Kenny made his victory even more impressive by lapping his toughest rival Barry Sheene (Suzuki). His race speed was a record-breaking 114.26 mph with the fastest lap at 116.05 mph. "I feel really good. My comeback to racing gave me no problems", Kenny commented in front of the gallery of Yamaha personnel and ardent fans who witnessed his brilliant victory.

(see page 2 for more details)



Mikkola, the Ironman!

World Championship Motocross

Double-year 500cc motocross world champion Heikki Mikkola (Yamaha) is steadily recovering from injuries to his leg. He rode his Yamaha in the first-grands prix of the series-Austria (April 22), France (April 29) and Sweden (May 13)- wearing a specially-prepared articulated bandage which was originally developed and designed for use by American football players with similar injuries. The bandage is designed to provide support to the injured area without restricting movement. Mikkola collected a total of 40 championship points from the above rounds and placed fourth overall. Let's wait and see Finnish ironman's fierce comeback!

(see page 3 for more details)

Desert Rally Winner - Australia

Milledge-Yamaha rider Mike Landman won the 1979 BP Desert Rally outright on his YZ400F machine. The desert rally was a major Easter event held in the Sunraysia district of Victoria, Australia. About 640 motorcycle riders competed for superiority in riding skill and machine's performance.

(see page 6 for more details)



World Championship Road Racing

"King" Kenny rode his fantastically fast YZR500 to his second GP victory at Imola, Italy on May 13. Dutchman W. Hartog (Suzuki) made a clean getaway and led the entire field for a couple of laps. Kenny took over the lead during lap 3 and went on to increase his margins over Hartog. On lap 11 the Dutchman crashed and retired from the race. Young Italian rider V. Ferrari (Suzuki) climbed to 2nd spot and began chasing the Yamaha ace. But Kenny was unstoppable! Ferrari's Suzuki was not a match for Kenny's Yamaha. The Yamaha ace finished first about 11 seconds ahead of Ferrari.

Kenny's second victory

—Italian GP, May 13, Imola—



"King Kenny" is pulling ahead—Italian GP

500cc

- | | |
|---------------|----------|
| 1. K. Roberts | (Yamaha) |
| 2. V. Ferrari | (Suzuki) |
| 3. T. Herron | (Suzuki) |
| 4. B. Sheene | (Suzuki) |
| 5. M. Baldwin | (Suzuki) |
| 6. B. Fau | (Suzuki) |

350cc

- | | |
|-----------------|------------|
| 1. G. Hansford | (Kawasaki) |
| 2. S. Asami | (Yamaha) |
| 3. P. Fernandez | (Yamaha) |
| 4. A. Mang | (Kawasaki) |
| 5. J. Sayle | (Yamaha) |

250cc

- | | |
|------------------|------------|
| 1. K. Ballington | (Kawasaki) |
| 2. R. Mamola | (Yamaha) |
| 3. B. Ditchburn | (Kawasaki) |
| 4. W. Villa | (Yamaha) |
| 5. F. Balde | (Kawasaki) |



J. Ekerold (center), 350cc race winner—West German GP

Round 2-April 29 Salzburg, Austria

500cc

- | | |
|----------------|----------|
| 1. K. Roberts | (Yamaha) |
| 2. V. Ferrari | (Suzuki) |
| 3. W. Hartog | (Suzuki) |
| 4. T. Herron | (Suzuki) |
| 5. H. Kawasaki | (Suzuki) |
| 6. F. Unchini | (Suzuki) |
| 7. S. Parrish | (Suzuki) |

350cc

- | | |
|------------------|------------|
| 1. K. Ballington | (Kawasaki) |
| 2. J. Ekerold | (Yamaha) |
| 3. A. Mang | (Kawasaki) |
| 4. M. Fruttschi | (Yamaha) |
| 5. W. Villa | (Yamaha) |
| 6. P. Fernandez | (Yamaha) |
| 7. E. Stollinger | (Kawasaki) |

Round 3-May 6 Hockenheim, W. Germany

500cc

- | | |
|------------------|----------|
| 1. W. Hartog | (Suzuki) |
| 2. K. Roberts | (Yamaha) |
| 3. V. Ferrari | (Suzuki) |
| 4. B. Fau | (Suzuki) |
| 5. P. Coulon | (Suzuki) |
| 6. F. Unchini | (Suzuki) |
| 7. J. Middelburg | (Yamaha) |
| 8. C. Sarron | (Yamaha) |

350cc

- | | |
|------------------|------------|
| 1. J. Ekerold | (Yamaha) |
| 2. A. Mang | (Kawasaki) |
| 3. M. Fruttschi | (Yamaha) |
| 4. K. Ballington | (Kawasaki) |
| 5. C. Estrosi | (Kawasaki) |
| 6. R. Freymond | (Yamaha) |
| 7. P. Nurmi | (Yamaha) |
| 8. V. Soussan | (Yamaha) |

250cc

- | | |
|------------------|------------|
| 1. K. Ballington | (Kawasaki) |
| 2. R. Mamola | (Yamaha) |
| 3. A. Mang | (Kawasaki) |
| 4. J. Ekerold | (Yamaha) |
| 5. G. Bertin | (Yamaha) |
| 6. G. Hansford | (Kawasaki) |
| 7. H. Miller | (Yamaha) |
| 8. B. Ditchburn | (Kawasaki) |

News flash

Kenny captures the lead!

—Spanish GP, May 20—



Kenny Roberts (Yamaha YZR500) did it at last! He won the 500cc race of the Spanish GP, the fifth round of the series held at the Jarama circuit on May 20. V. Ferrari (Suzuki) who had led the 500 title battle with four rounds gone, placed only fourth. Kenny is now 3 points ahead of Ferrari.

Final results

- | | |
|-----------------|--------|
| 1. K. Roberts | Yamaha |
| 2. W. Hartog | Suzuki |
| 3. M. Baldwin | Suzuki |
| 4. V. Ferrari | Suzuki |
| 5. F. Unchini | Suzuki |
| 6. B. V. Dulmen | Suzuki |
- (See our next issue for a full report)

Sports News

World Championship Motocross

Mikkola fights his way on!

—500cc title battle—

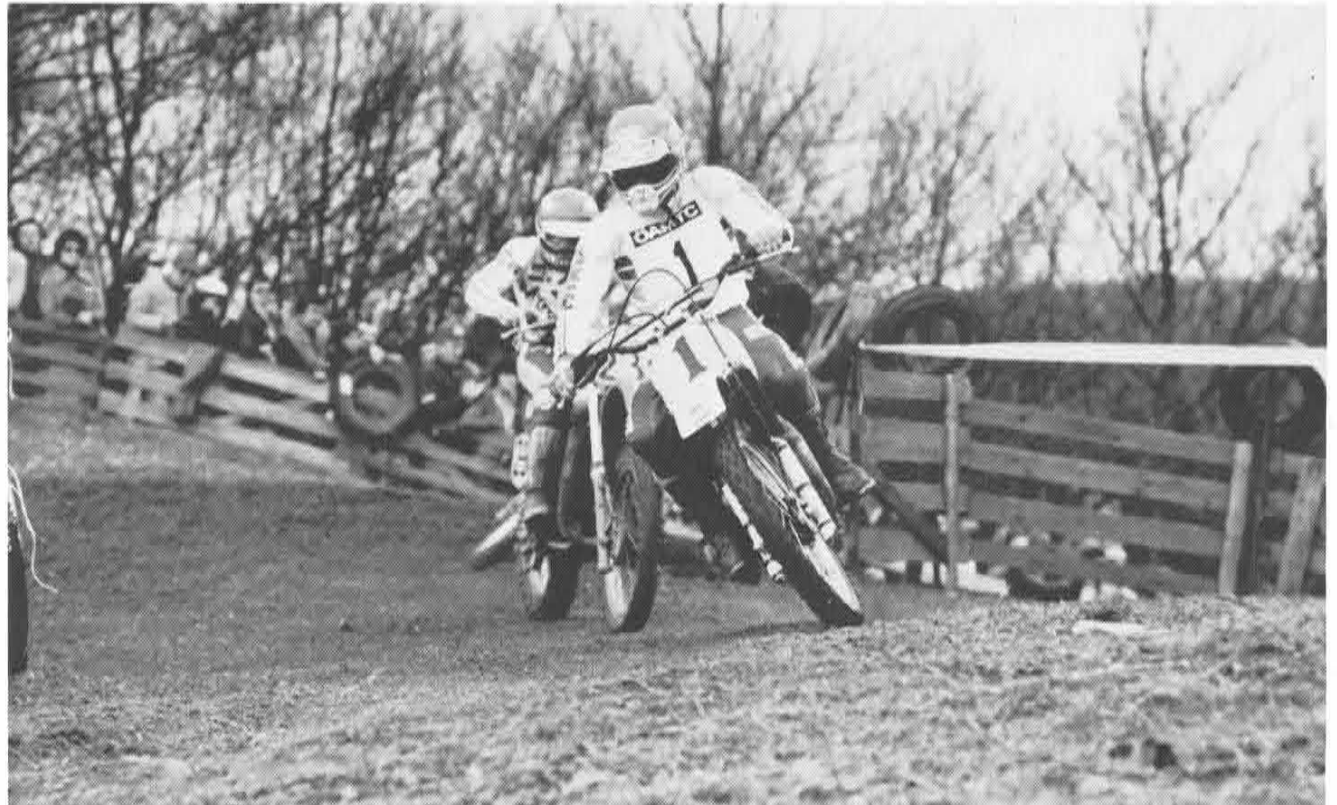


French GP—Round 2

Reigning 500cc motocross world champion Heikki Mikkola placed fourth overall in the French GP, the second round of the series organized at Thouars about 180 miles from Paris on April 29. He courageously blasted his YZM400 machine to fourth and third in both legs only six weeks after breaking a bone in his leg, thus providing the real sensation of the French GP. He was still limping heavily but his brave ride would make nobody believe he was hurt!

First leg

- | | |
|-----------------|----------|
| 1. J-J. Bruno | KTM |
| 2. G. Noyce | Honda |
| 3. B. Lackey | Kawasaki |
| 4. H. Mikkola | Yamaha |
| 5. A. Malherbe | Honda |
| 6. R. De Coster | Suzuki |



Mikkola is regaining his own form.

Second leg

- | | |
|----------------|----------|
| 1. B. Lackey | Kawasaki |
| 2. A. Malherbe | Honda |
| 3. H. Mikkola | Yamaha |
| 4. G. Rond | Suzuki |
| 5. J-J Bruno | KTM |
| 6. A. Vromans | Suzuki |

Swedish GP—Round 3

The Yamaha ace showed that he was steadily regaining his real strength in an even more convincing manner when he finished third and second in both legs of the Swedish GP, the third round held at Husqvar-



Everything is OK! Penttila (Mikkola's mechanic) is inspecting the Yamaha YZR400 machine. "A good machine and good mechanic are all that I need to win a race", ironman Mikkola once said.

AMA Supercross Series

Hannah widens his lead!

Bob "Hurricane" Hannah (Yamaha) scored two more wins in the AMA supercross series. The 8th and 9th rounds of this series took place at Pontiac, Michigan on April 28 and 29. Hannah dominated both rounds in a spectacular manner. His unstoppable march of supercross wins will lead to his third successive crown!

Round 8—April 28

- | | | | |
|---------------|------------|----------------|----------|
| 1. B. Hannah | (Yamaha) | 6. S. Wise | (Honda) |
| 2. M. Barnet | (Suzuki) | 7. M. Bell | (Yamaha) |
| 3. M. Bell | (Yamaha) | 8. R. Staten | (Yamaha) |
| 4. J. Weinert | (Kawasaki) | 9. F. Stacky | (KTM) |
| 5. D. Laporte | (Suzuki) | 10. R. Burgett | (Yamaha) |
| 6. F. Stacky | (KTM) | | |
| 7. G. Mosier | (Kawasaki) | | |
| 8. S. Wise | (Honda) | | |
| 9. W. Reid | (Honda) | | |
| 10. S. Gilman | (Suzuki) | | |

Championship positions

- | | | |
|---------------|----------|-----|
| 1. B. Hannah | Yamaha | 235 |
| 2. J. Weinert | Kawasaki | 158 |
| 3. M. Bell | Yamaha | 143 |
| 4. S. Wise | Honda | 138 |
| 5. M. Tripes | Honda | 116 |

Round 9—April 29

- | | |
|---------------|------------|
| 1. B. Hannah | (Yamaha) |
| 2. T. Croft | (Kawasaki) |
| 3. M. Tripes | (Honda) |
| 4. M. Barnet | (Suzuki) |
| 5. J. Weinert | (Kawasaki) |

na on May 13. These results showed something of his ability as a world champion. It will not be so long before "flying Finn" Mikkola regains his own form

First leg

- | | |
|----------------|----------|
| 1. B. Lackey | Kawasaki |
| 2. G. Noyce | Honda |
| 3. H. Mikkola | Yamaha |
| 4. G. Wolsink | Suzuki |
| 5. A. Vromans | Suzuki |
| 6. A. Malherbe | Honda |

Second leg

- | | |
|-----------------|--------|
| 1. G. Wolsink | Suzuki |
| 2. H. Mikkola | Yamaha |
| 3. R. De Coster | Suzuki |
| 4. G. Rond | Suzuki |
| 5. F. Kobele | Maico |
| 6. G. Noyce | Honda |

125cc championship

Dutch GP—Round 3 —May 13

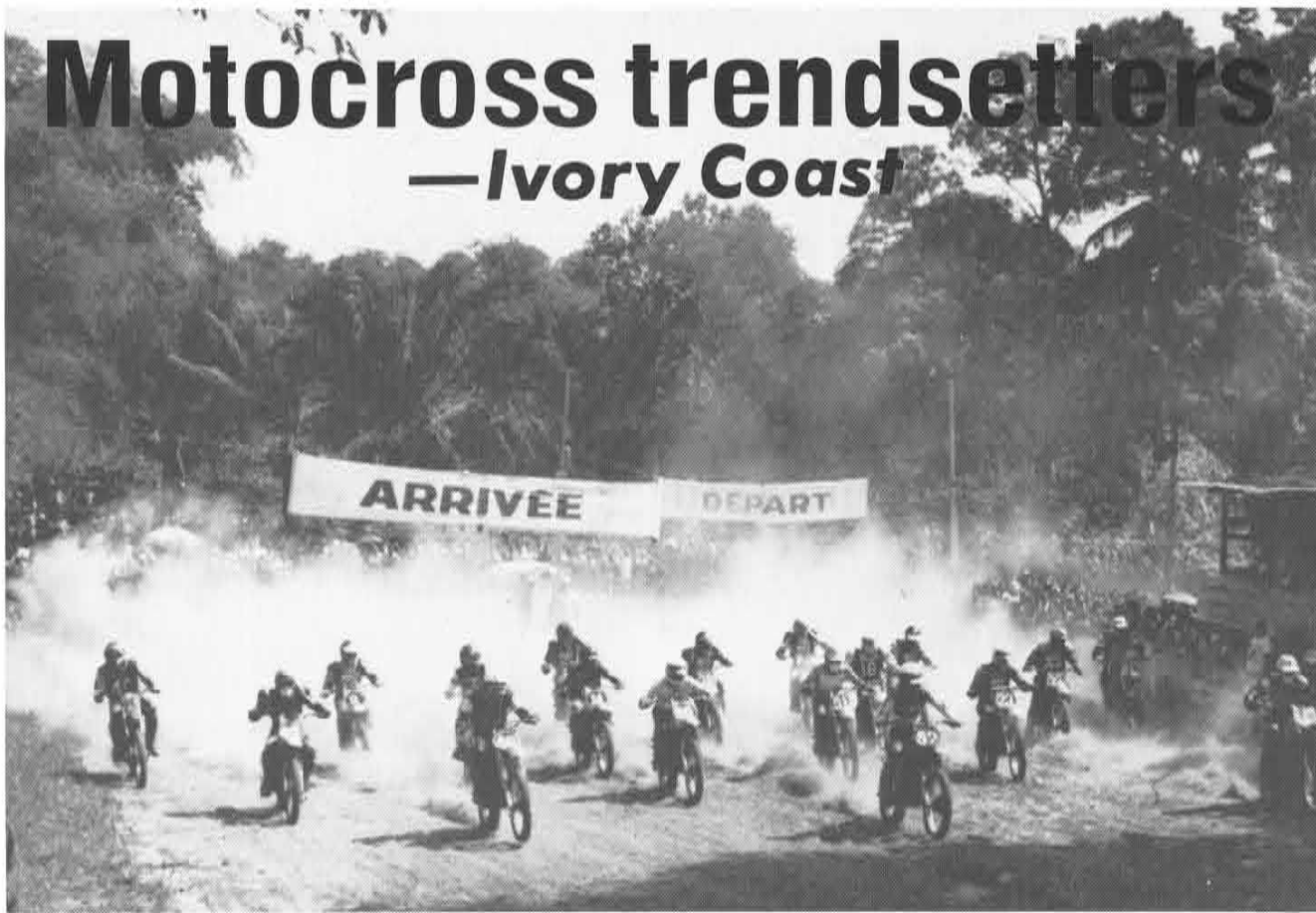
First leg

- | | |
|----------------|--------|
| 1. H. Everts | Suzuki |
| 2. A. Watanabe | Suzuki |
| 3. M. Autio | Suzuki |
| 4. G. Rahier | Suzuki |
| 5. Gilstore | Yamaha |
| 6. P. Grunveld | Beta |

Second leg

- | | |
|----------------|--------|
| 1. H. Everts | Suzuki |
| 2. A. Watanabe | Suzuki |
| 3. P. Grunveld | Honda |
| 4. M. Autio | Suzuki |
| 5. S. Lerner | KTM |
| 6. O. Svendsen | KTM |

Motocross trendsetters —Ivory Coast



Yamaha riders are taking an active role in setting a motocross trend in the Republic of the Ivory Coast, West Africa. Yamaha importers Ganamet Freres in Abidjan make it one of their important business policies to enter their team in major motocross races for the spread of sound off-road motorcycle sport in this nation. In order to meet always-growing motocross enthusiasm, the Moto Club of the Ivory Coast recently organized the first international meeting at Dabou Km 17 and Yamaha riders entered by Ganamet Freres placed high in each class race. Especially, French champion Alain Ramel on a Yamaha YZ125 and national champion Marc Molinier on a Yamaha YZ250 demonstrated their advanced motocross techniques in a most convincing manner.



Know more about your machine

Air pressure of tires

Air pressure has much to do with machine handling, riding comfort, tire wear, etc. Follow the correct air pressure specified for your own tires.



Too high—incorrect



Too low—incorrect



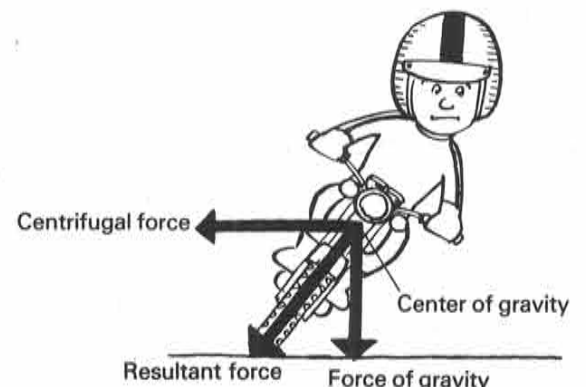
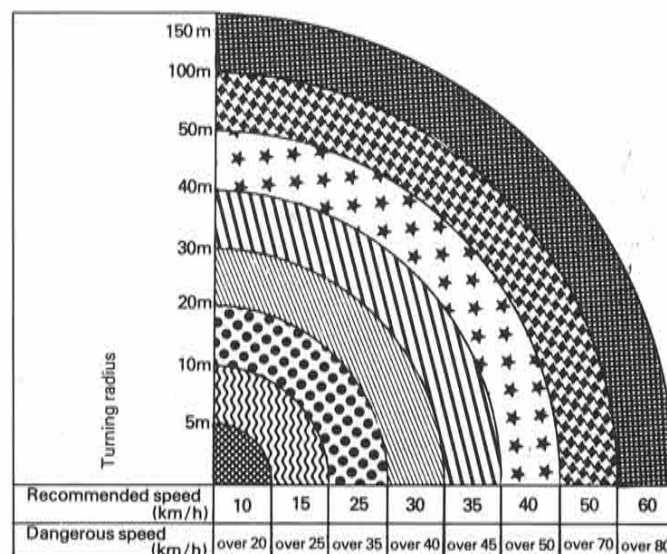
Correct

Centrifugal force

You will feel a certain force acting on your machine outwards while taking a curve. This force is called "centrifugal force". The faster a machine runs and the smaller the turning radius, the stronger the force becomes. In order to take a curve safely, you must

know the relationship between recommended speed and actual turning radius.

At the same time the force of gravity is acting on the road surface perpendicularly from the center of gravity. Balance between both forces results in another force called "resultant force" which maintains roadholding balance while your machine is taking a curve.



advanced
guide
to
safe riding

Topics
about
Motorcycles



Lass Trials Champion!

—Rwanda



14 years old Olivier Macleilene, who is the adopted daughter of an English family living in Butare, Rwanda, East Africa, is an innait motorcyclist and ranks among the best trials riders in this nation. She expertly handles her favorite Yamaha TY250 machine to attack observed sections one by one, demonstrating her wonderful techniques of balance and control. She has even won a local trials championship title.



Popular Motorcycle sport

—Japan

Road racing and motocross are rapidly becoming popular spectators events in Japan. Representing Yamaha's vanguard efforts, Sugo, which is a unique leisure complex located some 400km northeast of Tokyo, is doing a great deal specifically for the spread of pleasant motorcycle sport in Japan. Among major sport events organized annually at Sugo are two International F750 races which attract a large crowd of spectators. One of the '79 events took place on May 3 and the number of spectators was estimated at 30,000, benefiting from good weather conditions on that day. Steve Baker from Canada and Greg Pretty from Australia were in-



ited to take part in this race. Pretty won this race eventually after a fierce, prolonged dice with Japanese ace Hideo Kanaya. This enabled all spectators to enjoy the real taste of road racing.

Photos: 1. Eventual winner G. Pretty 2. Spectators are mostly young. 3. Kanaya is awarded a prize (Yamaha pocket bike) for the fastest practice time.

Unforgettable Models

Part 18

Yamaha Mini FT50



*Overall length 1,585mm *Overall width 700mm *Overall height 930mm *Wheelbase 1,055mm *Dry weight 59kg *Air-cooled 2-stroke rotary valve, 49cc single-cylinder

engine *Bore x stroke 40 x 39.7mm *Compression ratio 7.1 *Max. power output 4.0ps/7,500 rpm *Max. torque 0.45kg-m/5,000rpm *Top speed 70km/h *4-speed transmission *Suspension: front telescopic and rear swing arm *Tire size: 2.50-15 (front and rear)

As reported already in our No.3 issue, the new mono-cross rear suspension-fitted GT50 is rapidly winning popularity among novice off-road riders in Japan. Yamaha Mini FT50, which was introduced to the market in August 1970, was the predecessor model of the GT50. In those days Yamaha's unique DT trail models were enjoying an already-established reputation for their superb off-road performance and exceptionally innovative style. These models were claimed to have opened an entirely-new era of off-road motorcycling. Mini FT50 was not a mere scale-down DT version while featuring much of Yamaha's technical niceties inherent in larger trail models, but was primarily intended to find an entirely-new market among an increasing number of junior trail fans. Featuring full terrain equipment, such as the powerful, dependable 2-stroke single-cylinder engine with 5-port induction system, 4-speed return type transmission, proven Ceriani type front forks, 15" Universal trail tires, etc., Yamaha Mini FT50 enjoyed the reputation of an all-round off road runner. The second generation model was marketed in December 1976. Designation was changed to "GT50" in December 1977. GT50 adopted newly-designed piston valve induction system to take the place of the disc rotary valve induction mechanism. The second generation model of GT50 was put on sale in March 1977, and on this model the number of transmission gears increased to 5. The latest model is fitted with the motocross rear suspension system and is leading the market of mini sport bikes in Japan.

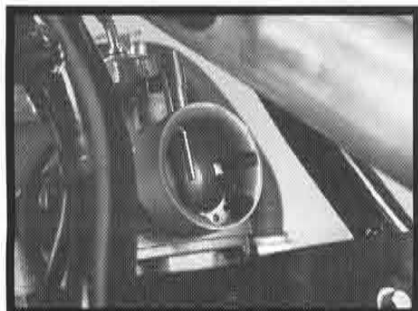
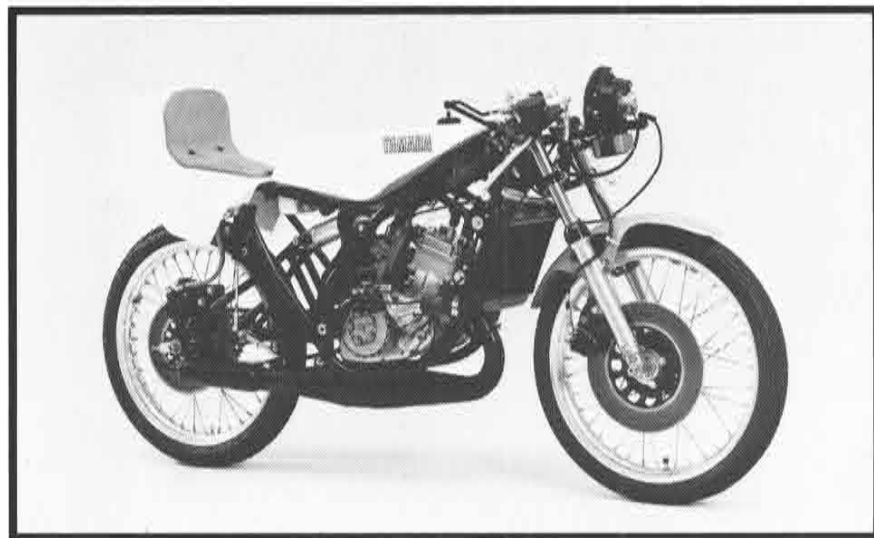
A powerful new "Single" joins the TZ family!

Yamaha TZ125 - this is a positive answer for the worldwide lightweight enthusiasts who have long looked forward to something new and exciting from Yamaha.

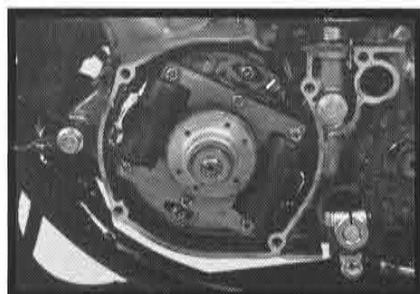
All-new lightweight single TZ125 represents a new high level of Yamaha's proven racer development technology which has already given birth to the world's fastest TZ750 and the best selling TZ350/250. Engineered and constructed in quest of the ultimate in aerodynamic efficiency and industrial design niceties, TZ125 comes as a fresh sensation and sets another spurs to the rapid growth of lightweight enthusiasm all over the world.

This class is now supported by a greater number of riders than any other class as machines are less expensive and relatively easy to handle while their performance is high and exciting enough to make speed enthusiasts enjoy the true and maximum pleasure of racing.

The TZ125 is powerful and competitive enough to be a good match for some of the best works racers. In some cases, it may be a threat even to the GP-winning Italian Morbidelli twin.



dable performance can be maintained for a long time.



Pointless C.D.I. system is virtually maintenance-free. Response is exceptionally sharp at all times.

Mikuni VM34SS carburetor incorporates a power jet designed to improve air/fuel mixture, especially, over the range of high rpm's. Cooling efficiency inside the engine is also increased, and power loss is eliminated. High, depen-

Specifications

Engine

Type..... 2-stroke, water-cooled, piston valve leaning-forward single cylinder
 Displacement..... 123 cc
 Bore x stroke..... 56 x 50 mm
 Compression ratio..... 7.9
 Max. power output..... 30 PS plus/12,000 rpm plus
 Max. torque..... 1.85 kg-m plus/11,500 rpm plus
 Starting method..... Pushing
 Ignition method..... C.D.I.
 Transmission..... Dry multi-plate clutch, constant-mesh 6-speed gearbox

Chassis

Overall length..... 1,790 mm
 Overall width..... 500 mm
 Overall height..... 895 mm
 Seat height..... 680 mm
 Wheelbase..... 1,205 mm
 Ground clearance..... 155 mm
 Dry weight..... 72 kg
 Fuel tank capacity..... 9.0 lit.

Suspension

Front..... Telescopic forks
 Rear..... Mono-cross

Brakes

Front..... Hydraulic single disc
 Rear..... Hydraulic single disc

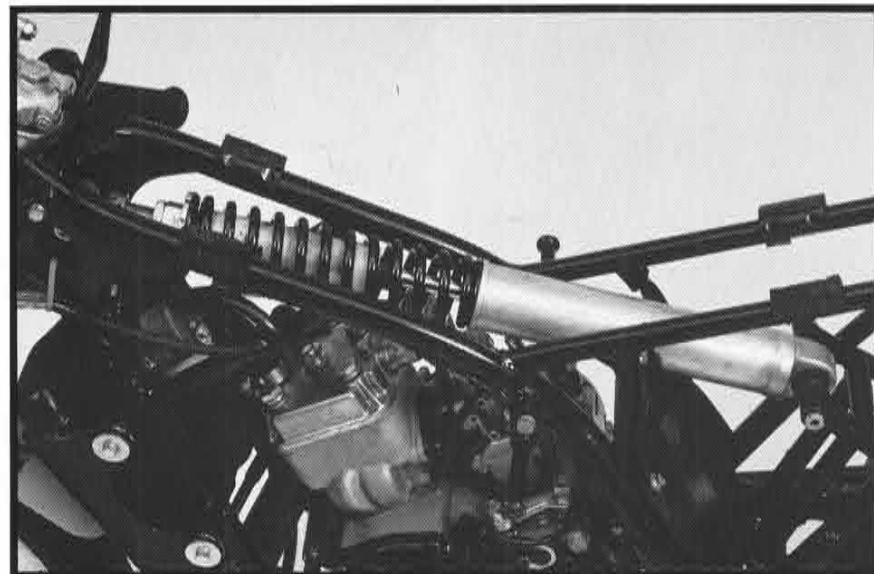
Tires

Front..... 2.50-18-4PR
 Rear..... 2.50-18-4PR

*Specifications subject to change without notice.

Power-unit construction is impressively compact and all functional components are so arranged that a rider can take the best possible riding posture during racing. Weight distribution is well balanced and maintenance is also easy. Newly developed double-cradle tubular frame is made of chrome molybdenum steel light, tough and rigid enough to withstand varying race conditions however hard. Front Ceriani type forks incorporate an initial weight adjuster and ensures superb handling reliability in combination with the highly effective performance of rear Monocross suspension. Fuel tank holds full 9.5 liters.

Front and rear hydraulic disc brakes are standard equipment. Rims have an E-type cross section. Dry weight is only 72 kg. This means 2.4 kg per horsepower.



Monocross rear suspension incorporates a large-capacity adjustable damper unit, inert gas, oil, coil spring and bottoming-preventive rubber.

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Newly
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YZ125F
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Cylinder
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Yamaha
ming a
Perform
quicker



TZ125

Congratulations!

The TZ125 is the fruit of YAMAHA technical staff's combined efforts.



Mr. K. Watanabe, product manager.

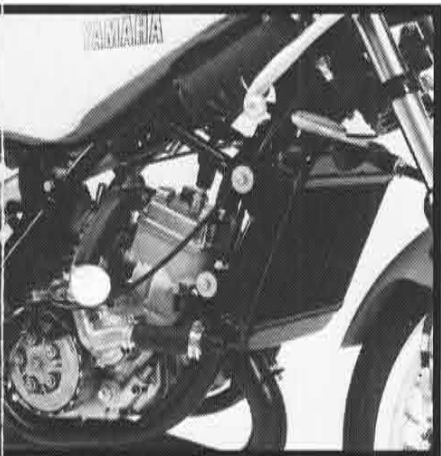


From left to right: Mr. Tanaka, chassis designer, Mr. Ohishi, engine designer and Mr. Miwa, setting specialist.

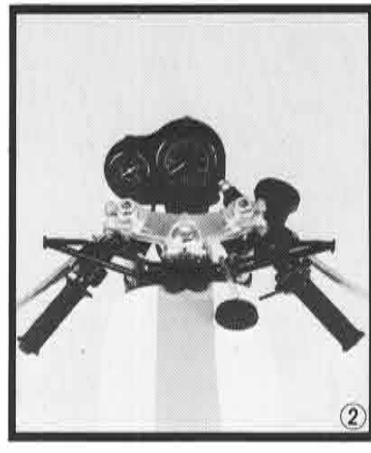
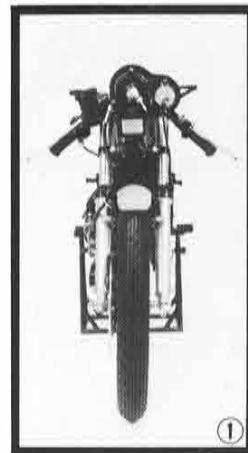
ly designed 2-stroke, water-cooled cylinder engine. Max. power output is at 12,000 rpm. This means 240 ps per engine features a water-cooling system dropped from that on the works machine R. Better maintenance qualities are ent in a "Single".
er's inner wall is porous chrome plated the sake of extra durability. 6-speed box is used in two different ways: 1

down and 5 ups (standard), and vice versa. Dry multi-plate clutch causes no power loss during competition. Oil deterioration is also eliminated.

This type of clutch reduces a rider's fatigue when he push-starts a machine. Noise level is controlled to the prescribed limit 107dB(A) by the improved exhaust system. Volume of cooling water is 900 cc.



ha-original rear Monocross suspension features outstanding rigidity. Rear arms for a triangle are fitted to the frame by means of high-precision needle roller bearings. Performance is highly dependable. This unique system counts a great deal for smoother, sharper cornering.



① Slim chassis construction allows for deeper banking.

② Tachometer and temperature gauge. The combination of black non-reflective dial and white finished pointer is easy to see.

③ Self-locking clutch cable adjuster enables a rider to effectuate minor adjusting operation even during racing.

Success by YZ125R

Yamaha embarked on developing a high-performance 125 cc production racer several years ago, aiming to make a truly raceworthy model available for an increasing number of lightweight enthusiasts in the world.

Yamaha racing team using specially-built YZ125R works machines continued their brisk race activities in Japan and Indonesia in order to collect various technical data essential to the development of such a high-performance production racer.

These activities achieved a remarkable success as follows:

- '76 Indonesian GP — First three places taken
- '77 ASEAN Motorcycle Championship — First four places taken
- '77 Japanese GP — Placed first
- '77 Indonesian GP — Placed first and second
- '78 Indonesian GP — First three places taken

Precious technical data obtained through these activities have been fully utilized to expedite greatly the development of the "TZ125".

High, dependable performance, super-smooth handling, lower operation cost, easier maintenance and servicing, etc. - these features are required by all lightweight enthusiasts who wish to take part in as many races as possible or wish to challenge larger-capacity classes after they have improved their techniques and knowledge in 125 cc racing.

It is still fresh in mind that our YAS1-converted production racer TA125 was ridden by Swedish ace Kent Andersson and won the world championship title in 1973 and 1974.

The all-new TZ125 is even more fantastic. This is a machine built to run and ride to win!



New lightweight

YAMAHA TZ125 MAKES

Built to Run!

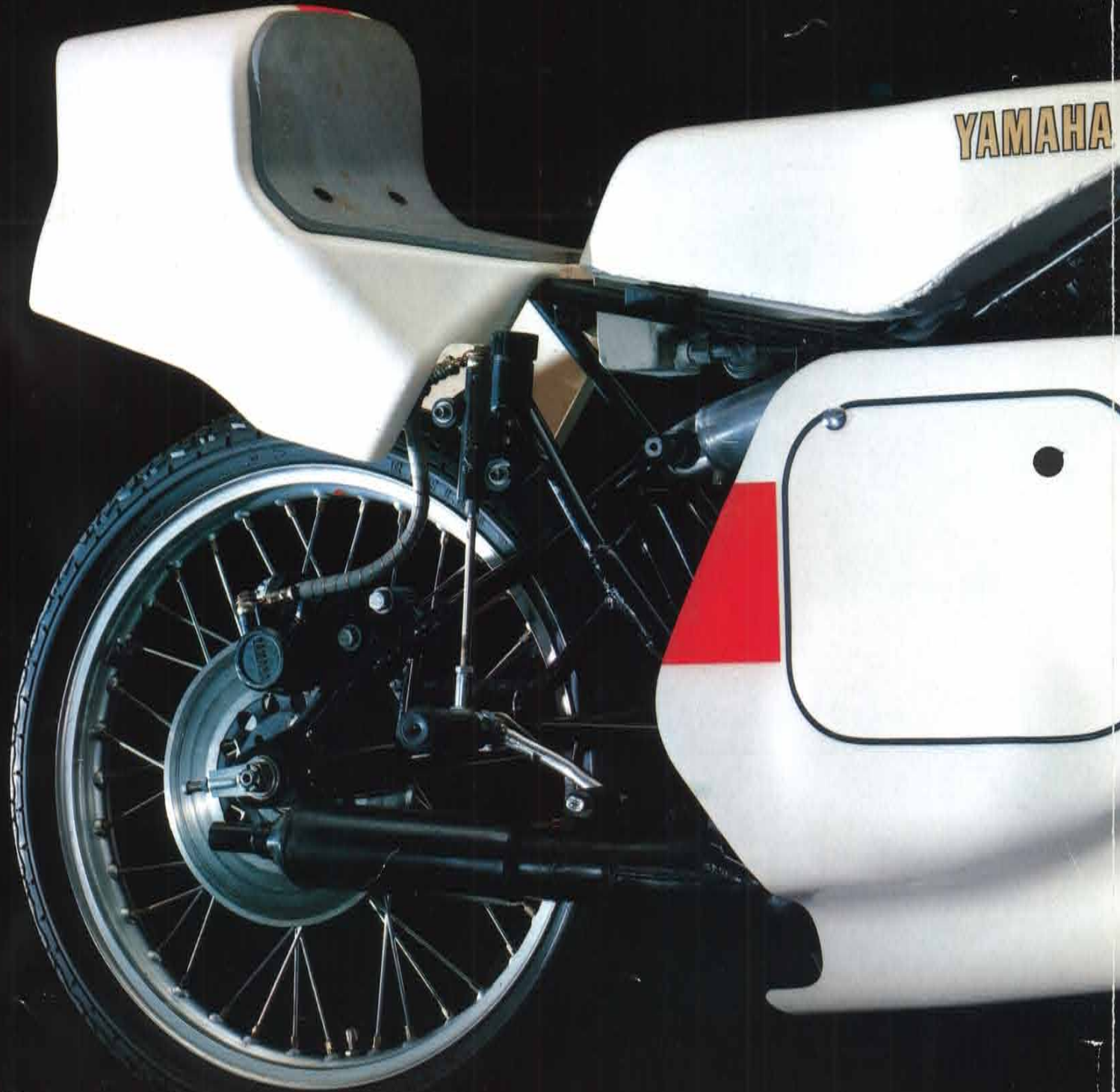


•2-stroke water-cooled

•6-speed gearbox

•Monocross rear suspension

All race-bred technical niceties are in



production racer

A SENSATIONAL DEBUT!

• Single cylinder • C.D.I.
• Dry multi-plate clutch
• Precision • Hydraulic disc brakes
Inherited from the GP-winning YZ125R



Ride to win!



TZ125 is a truly fantastic machine for the stars of tomorrow. Repeated wind tunnel tests have perfected such a functional design.



'79 BP Desert Rally — Australia

Easter is a very good time for motorcycle enthusiasts in Victoria, Australia. Some go to Bathurst for the best road racing in Australia and others, if they are dirt orientated riders, do not hesitate to take part in the BP Desert Rally held in the Sunraysia district of Victoria at Hattah.



①

Blasting off!

This year the event attracted 640 motorcycle entrants. The majority of these entrants, plus their helpers and spectators set up their tents, vans or sheets of plastic alongside the road at the Rally entrance. Campfires burnt into the brisk night and produced a very delightful atmosphere. By 7 a.m. on Sunday the tension was smelled as an extended line of competitors and spectators began nervously funneling their way into the two entrances of the 187,000 acre Glencoe Station property. The bikes were separated into 9 classes, with the potentially faster MX machines heading the line, then tapering off down the line through the enduro models and eventually to the smaller capacity trail bikes. Bikes began blasting off the start line at 8 a.m. in groups of four.

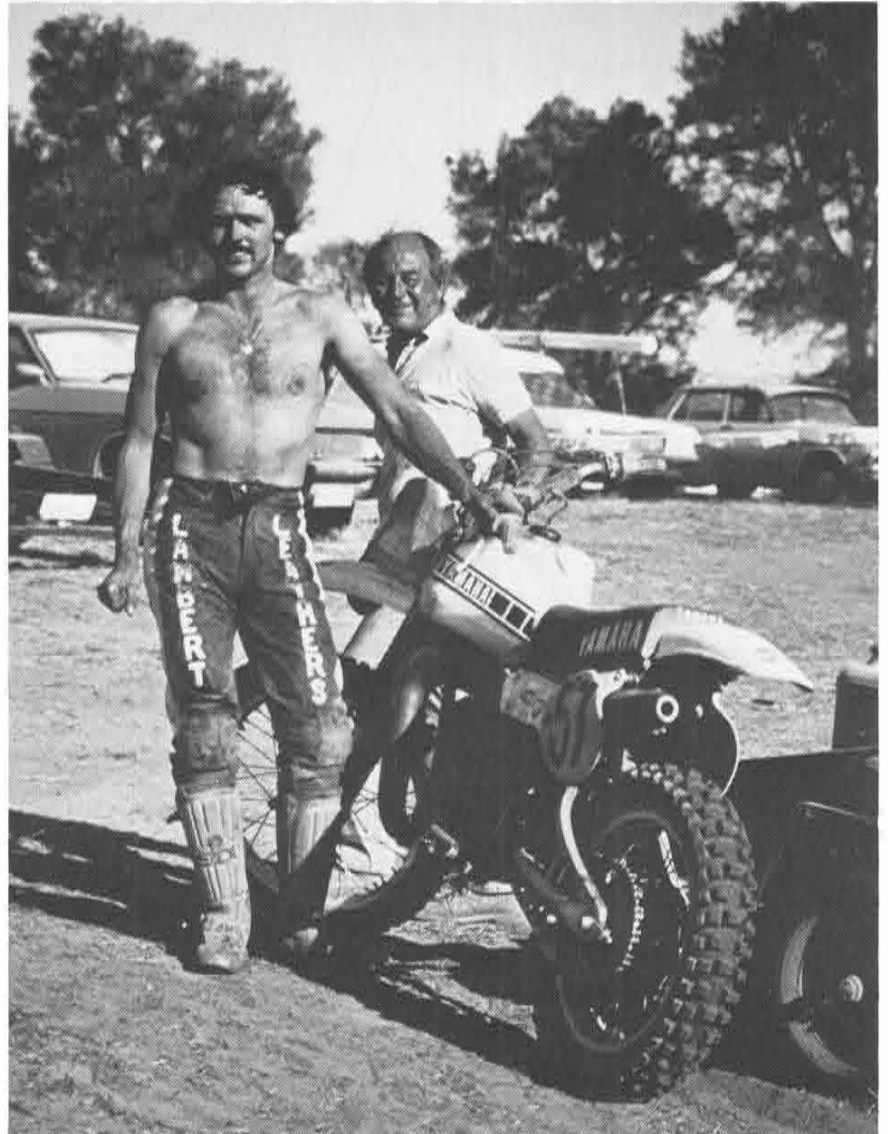
While tank-slapping the deep sand, overshooting corners, high-siding it in the tight scrub tracks, getting crossed-up in the jump-ups, riding the front wheel after hitting inconspicuous mallee-roots, taking wrong tracks, and plain exhaustion took its toll on riders, the fast salt-pans, bull-dust, lack of fuel, detonation, flat tyres, broken chains and gearboxes took its toll on motorcycles. Of the 640 initial starters there was up to a third of those that did not get the satisfaction of finishing, and to give themselves time to think about it, they sat at random points around the track, under the shade of low mulga trees in the hot sun for up to three hours until a recovery vehicle could at least get them back to a check point where they could console themselves, with the help of other non-finishers, and ponder the preparation time, entry fees expenses, and engine repairs involved for such a brief ride.

Tremendous satisfaction

To those who did well in their classes, and those who just finished, it was an achievement and great satisfaction, as they had to work very hard to attain those heights. For Team Milledge rider, Mike Landman, there was tremendous satisfaction, for Mike had come very close to winning on several previous occasions, only to be thwarted at the last minute by minor problems. This year Mike won the BP Desert Rally outright. Although detuned initially by the all-enveloping dust, several broken tank mountings, literally stretching, his friendship with a fence after overshooting a corner, and having to change several whiskered spark-plugs, Mike still had a very comfortable 11 minutes in hand over the 2nd place-man. Mike, riding a YZ400F Yamaha motocrosser set up with a 3.5 gallon plastic tank with an additional 1 gallon tank mounted to the front forks, rode consistently, very fast throughout the day. For his effort Mike now has the privilege of being listed as an outright winner, the first incidentally on a Yamaha, along with previous outright winners;

Rally Winners

1971	Brian Clarkson	Husqvarna
1972	Geoff Leighton	Kawasaki
1973	Bob Walpole	Husqvarna
1974	Graeme Smith	Bultaco
1975	Graeme Smith	Bultaco
1976	Graeme Smith	Bultaco
1977	Garry Flood	KTM
1978	John Behrens	Husqvarna
1979	Mike Landman	Yamaha



②

Bike vs. cars

As in previous years, the off-road cars and buggies competed against the motorcycles for the outright win. The bikes and cars ran independently from each other on alternate loops of the course, and it was interesting to note that overall, the first buggie home, a 2.2 litre Roojumper driven by Ivan Albins and passengered by John Orr came home in 13th place. Ken Hartney riding a 440 Maico for Bill Hartney Motors rode into a very creditable 2nd place with 104 mins, while Clive Harrop on another Yamaha 400 placed 3rd only 1 minute in arrears of Ken Hartney. Fourth place was taken by Robert Bate riding a 417 Suzuki for F.W. Bayliss and Son with 106 minutes. There was a bit of a gap back to 5th place-man

Grant Knight on a Yamaha 400 on 113 mins., then riders gradually began to drift apart with Jim Ryan, Yamaha 400 on 121 mins, Warren Adams, Yamaha 400 on 135 mins, Graham Smith, Maico 400 on 140 mins, Ted Goddard, Can-am 370 on 144 mins, and Ron Dinsdale, Honda 250 on 146 minutes.

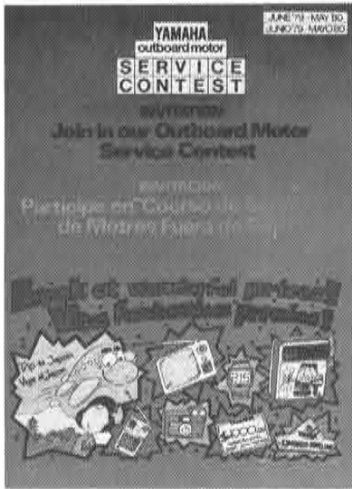
Class placings: Class 9 Motocross bike over 250cc

1st	Mike LANDMAN	Yamaha 400	93 points
2nd	Ken HARTNEY	Maico 400	104 points
3rd	Clive HARROP	Yamaha 400	105 points

Photos: 1. The start of the rally
2. '79 BP Desert Rally winner Mike Landman with his father
3. Refuelling area during the day



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Worldwide Service Contest

June '79 – May '80

The sales of Yamaha outboard motors are maintaining a constant rise around the world. Along the increased number of motors in use, specific importance is now attached to the establishment of a perfect after-sale and spare parts supply system. Yamaha's worldwide service contest, which has just started and will last until May '80, represents Yamaha's positive policy in this line. The main aim of this unique contest is to improve the quality of worldwide importers' after-sale service business so that the best possible service can be offered to every motor user.

Entries from 80 nations

The market of Yamaha outboard motors has already expanded worldwide, and Yamaha importers of 80 different nations (one per nation) were invited to take part in this contest. These nations were grouped into four blocks: Middle East and West Asia; Southeast Asia and Oceania; Africa and Iberia; Latin America. The following four fundamental factors will serve as the basis for this contest:

1. Organization and control of service and spare parts
2. Set-up of the workshop
3. Treatment of service and spare parts information
4. Sales promotion

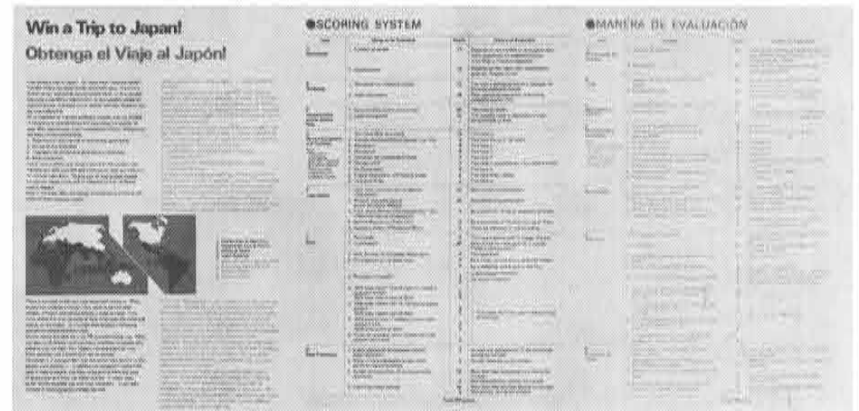
These factors are arranged into the following contest items:

- A. Servicemen
- B. Workshop
- C. Servicemobile and/or service boat
- D. Service equipment and facilities
- E. Information
- F. Parts
- G. Sales promotion

General rules and procedures

1. Participants must complete the inscription form and the first report treating some questions on each item (from A to G) concerning his spare parts and service system and submit it by June 25.
2. Yamaha checks the first report and puts preliminary evaluation points on each item according to the specified criteria. Scores and suggestions will be forwarded and participants should improve their parts and service system.
3. Participants must fill in the periodic report 1 which treats the same questions as the first report and submit it by October 25.
4. The above report will be checked and new evaluation points will be put on each item. Participants should again improve their spare parts and service system according to Yamaha's suggestions.
5. Participants must fill in the periodic report 2 and submit it by February 25.
6. The above report will be checked by Yamaha. New scores and suggestions will be forwarded. At this stage, too, participants should improve their spare parts and service system according to Yamaha's suggestions.
7. Finally, participants are requested to fill in the final report and to take photos. They must be submitted by May 25.

As mentioned above, Yamaha's timely suggestions will greatly help all participating importers improve their spare parts and service system. It is a unique and very efficient method of contest.



Fantastic prizes!

Contest winners will be awarded the following fantastic prizes:

- * Golden award
 1. One week trip to Japan
 2. Certificate of merit
 3. Television set
- * Silver award
 1. One week trip to Japan
 2. Certificate of merit
 3. Digital wristwatch
- * Special effort award

For all who make special effort

 1. One week trip to Japan
 2. Certificate of merit
 3. Coupons worth \$1,000 for Yamaha outboard motor parts or special tools
- * Grade A service shop award

For those who receive higher points

 1. Authorized class A service shop plaque
 2. Japanese camera
- * Grade B service shop award

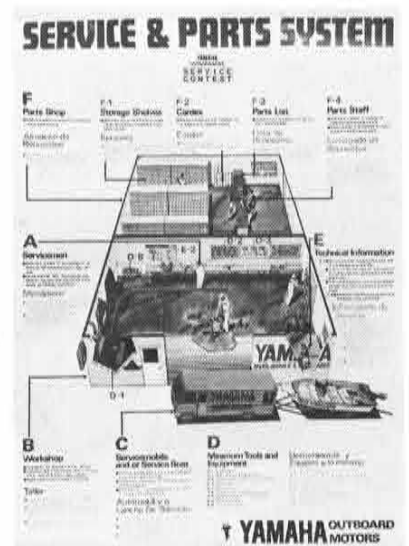
For those who receive good points

 1. Authorized service shop plaque
 2. Transistor radio
- * Participants' award

For all participants who submit all reports

 1. Yamaha service sign board
 2. Beautiful files

Photos: "Service contest" campaign poster showing a model service & parts system (right) and first report & inscription form (below)



**Special
color
section**

Yamaha production machines add another dimension to the GP

The West German GP, the results of which appear on page 2, attracted 120,000 spectators. The program included the race of Yamaha 4-stroke XS400 machines leading the market of mediumweight road bikes in West Germany. This support event added another dimension to the celebrated West German GP Meeting.



Yamaha No.1 Accessories

Make full use of them for your better business

1978 was a really great and fruitful year for the Yamaha racing team. American superstar Kenny Roberts won the 500cc road racing world championship title while Johnny Cecotto of Venezuela dominated the F750 world championship. In addition, Finnish ace Heikki Mikkola won the 500cc motocross crown for the second successive year. Introduced here are Yamaha No.1 Accessories which have been inspired by celebration of these big riders and title-winning Yamaha machines. You can make the most of these items as effective tools for your sales promotional campaign.

Champion T-shirts

D. Motocross	032131	L	G. Road Race	032134	L
E. Motocross	032132	M	H. Road Race	032135	M
F. Motocross	032133	S	I. Road Race	032136	S



Wall clock

A. Johnny Cecotto	C-1	515 × 37 × 364mm
B. Heikki Mikkola	C-2	364 × 37 × 515mm
C. Kenny Roberts	C-3	515 × 37 × 364mm



Champion sticker

K. Heikki Mikkola	032129
J. Johnny Cecotto	032130
L. Kenny Roberts	032128



Portable bag

M. 032124	300 × 134 × 385mm
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Please contact your nearest Yamaha distributor for any further information.