

CIRCUIT

October 50p
NOVEMBER



BY YAMAHA FOR ALL MOTOR CYCLISTS

**EXCLUSIVE
FIRST IN-
DEPTH
FEATURE ON
YAMAHA'S
NEW
VEE-
TWIN**



Getting sideways with KENNY ROBERTS !



CIRCUIT

CIRCUIT
MAGAZINE
by YAMAHA

for all motorcyclists

When Yamaha pulled the wraps off their new European range at the recent Cologne Motorcycle Show, even their competitors were rocked back on their heels.

While everyone else was simply offering modified or re-styled versions of their existing models, Yamaha dramatically broke totally new ground for a major manufacturer by unveiling two big-capacity vee-twin sportsters!

The questions must be asked ... Why, in this technological age, should Yamaha feel it necessary to take what would seem to be a pace backwards?

In fact, the opposite is true. High manufacturing costs, soaring fuel prices, a tightening economy in the face of worldwide inflation. All these things are combining to mean that we are in grave danger of being strangled by our own technology. Not everyone can pay the price for the technical ultimate.

For those who can, Yamaha still offer their superbly-engineered multi-cylinder supersports bikes. But now they offer an alternative which can deliver all of the performance and power at a more easily-affordable level ... both in terms of purchase price and running costs.

The new vee-twins from Yamaha are one pace behind the multis in terms of technology but ten paces ahead when it comes to keeping in step with our changing times.

YAMAHA CIRCUIT:

Managing Editor:

Richard W. Cox

Creative Designers:

Michael & Alison Mills

Advertising Director:

Leigh Canham

Yamaha Circuit is published in Great Britain and the Republic of Ireland by Four Shires Publishing Company, a division of Chevelot Ltd., under licence from Lyondor Publications Ltd., St. Helier, Jersey, Channel Islands.

Design & Typography:

Outline 77, Bodicote, Banbury,

Editorial & Production:

Four Shires Publishing Co.,
White Lion Chambers, High Street,
Banbury, Oxfordshire OX16 0RD.
Telephone: Banbury (0295) 54844.

Advertisement Enquiries:

Leigh Canham, SPM Marketing Ltd.,
PO Box 31, Sutton St. Nicholas,
Hereford HR1 3DQ
Telephone: 0432-72425 or 0242 675635.

Yamaha Circuit is published in Europe by Lyondor Publications Ltd., St. Helier, Jersey, Channel Islands, on behalf of Yamaha Motor NV, Amstelveen, Amsterdam, Holland.

European Publishing Director:

Bryce Cox.

Printed by:

Belmont Press Ltd, Northampton.

CONTENTS

- The Yamaha Vee-twins - Machines of character** _____ 2
Exclusive! The first in-depth look at the surprise of the year - 750 & 1000cc vee-twins from Yamaha!
- The Yamaha Controlled Induction System** _____ 9
A secondary inlet port brings a 10 per cent saving in fuel consumption.
- Special supplement! Yamaha Motocross 1981** _____ 11
All of the new Yamaha MX racers for 1981 plus a detailed look at a new two-stroke carburation system.
- Getting Sideways with Kenny Roberts** _____ 27
He's the world's greatest all-round bike racer ... ever!
And this feature proves it!
- Middleweight Champion - the Yamaha XJ550** _____ 31
New for 1981 is this sensational sporting four-cylinder. Light, lean and fast!
- The Scottish Lion - Jock Taylor, World Champion** _____ 32
Scotland's motorcycling world title-holder.
- The RD Yamahas - still a sensation!** _____ 35
Sporty fairings and a "Barry Sheene" paintjob make the Yamaha 'waterpumpers' even more desirable.
- Snappy Sixteeners** _____ 36
Riding a Moped doesn't have to be dull.

THE RD WATERPUMPERS



- STILL SENSATIONAL!

Even a year after their introduction, the liquid-cooled RD middleweight "supersportsters" are still turning heads every time they pass by.

To guarantee that the heads keep turning throughout 1981, Yamaha have done a couple of things to both the RD250 and 350.

First of all, there's a slick black and red paint job which will have a particular appeal for the British fans as it links with the colour scheme chosen by superstar Barry Sheene for his Akai/Texaco Yamahas.

Even more dramatic is the new combination of head fairing and lower-engine cowling designed by leading British stylist, John Mockett, for Yamaha's European accessory division.

In designing these eye-catching additions to an already-spectacular machine, John reasoned that the biggest appeal of the RD lies in its liquid-cooling ... just like the Yamaha lightweight road racers. If you've got a liquid-cooled bike, then you want to advertise that fact, not cloak it under a complete fairing, thought Mockett. He came

up, therefore, with the head-fairing/engine cowl combination which leaves the radiator exposed and is, in fact, even more attention-grabbing than any fairing could have hoped to be.

Streamlining the lower end of the machine removes one of the greatest sources of turbulence on any motorcycle, while the head fairing deflects the wind around the rider. All of the advantages of a fairing while still allowing people to see the technology of the RD Yamaha at it's eye-catching best.

