

Getting sideways with KENNYROBERTS!





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 bigcapacity 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

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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,

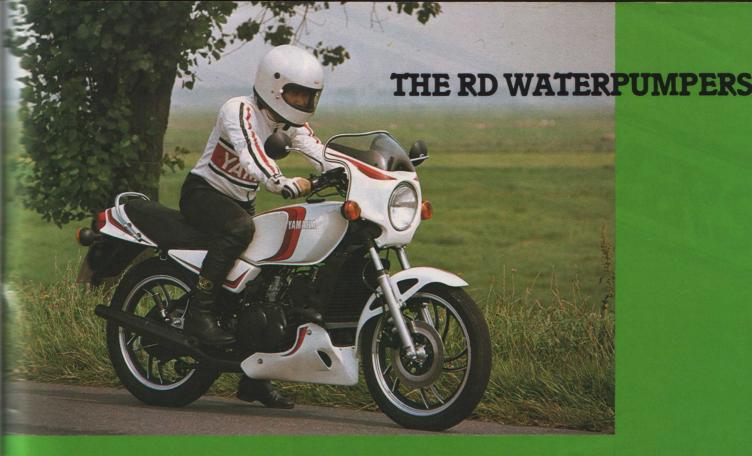
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- STILL SENSATIONAL!

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 headfairing/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.

