

CIRCUIT



SPRING 1982

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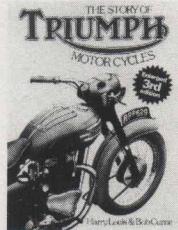
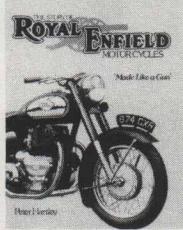
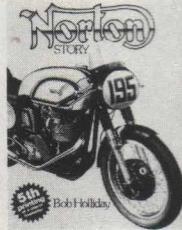
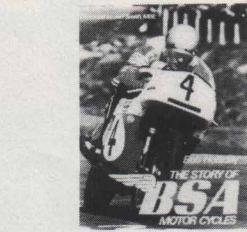
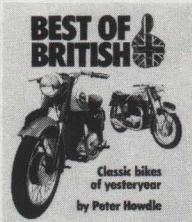
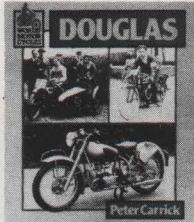
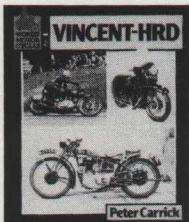
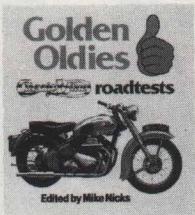
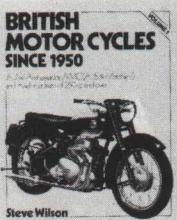


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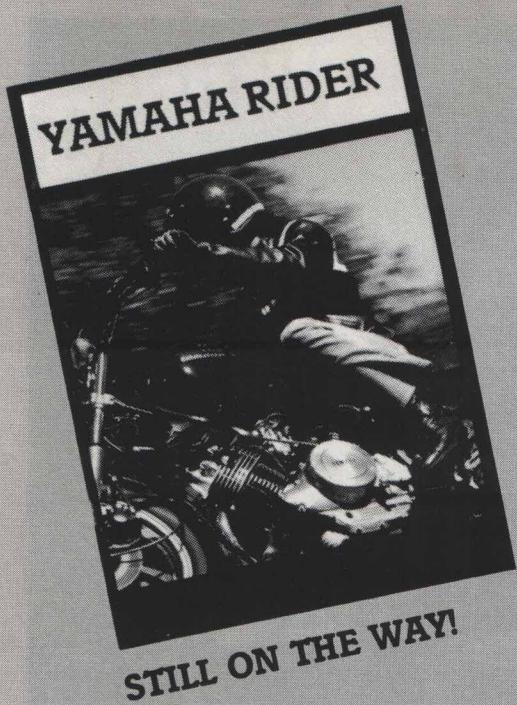
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SIGNED

YC/82



We jumped the gun somewhat on our announcement of our impending title change to 'YAMAHA RIDER'. Finalising details of print schedules, issue frequency and distribution arrangements is taking longer than anticipated so 'Circuit' re-appears once more for this Spring issue!

'YAMAHA RIDER', however, is still on the way, with big changes in editorial format as well as the new title. As the new name suggests, we will be talking more about actually riding Yamahas than simply reporting Yamaha activities. More tests, more touring, more technical tips for Yamaha owners.

This one's for YOU ... the YAMAHA RIDER. Watch for the first issue this summer at your newsagents and check the weekly motorcycle newspapers for details of the new launch date.

GUEST TESTS

Our 'Guest Tests' have proved a popular item, with readers knowing that they are getting an independent, unbiased opinion on the latest Yamaha products.

This issue we have a giant 'Triple Test' section with bikes from street, motocross and enduro categories. 'Cycle' magazine (USA) provided the XJ750 review (it's called the Seca over there) while two other leading US magazines, 'Cycle Guide' and 'Cycle World' brought you the YZ250 and IT250 coverage.

American magazine test procedures are far more in-depth than those of similar magazines here and we are pleased to provide the results for you.

CIRCUIT

SPRING 1982

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The RD 350LC. Fast enough to get you into trouble. Safe enough to keep you out of it.

As anyone who's ridden a new, liquid-cooled 350 will tell you, 'RD' means 'race developed'. Which, in layman's terms, means it goes like the clappers.

Cruising sedately around town, the RD 350 is subdued, law-abiding and respectable enough to charm the stripes off a station sergeant.

Hit the open road, zap up the revs to the 7000 mark ("Motor Cycling" called it 'the warp factor' in their ecstatic report) and suddenly you're in the big league.

Once embedded in the power band, the RD will show a clean pair of wheels to many four-strokes of twice its size.

And, if the law allowed, would cruise happily at 90 mph.

In fact, the bike is already the hero of its own race series. This season, big name riders will be battling it out in 'Pro-Am' events, mounted upon undoctored, straight-from-the-crate machines.

Go on, say it. Your average rider will wind up in serious trouble on an RD 350.

Not so. The liquid cooling system keeps the two-stroke engine supremely safe and reliable.

The double front brake discs are actually bigger than those fitted to many cars.

And the unique Monoshock suspension

keeps the rear tyre in touch with the road, however rough the ride.

So if the RD 350 has effectively opened up our racing stable to the general public, it has also set a new standard in the design of road-going motorcycles.

An exacting standard which, in the true spirit of the machine, had its roots in the split-second discipline of the race track.

 **YAMAHA**
RD350 PRO-AM SERIES

YAMAHA'S PRO-AM SERIES

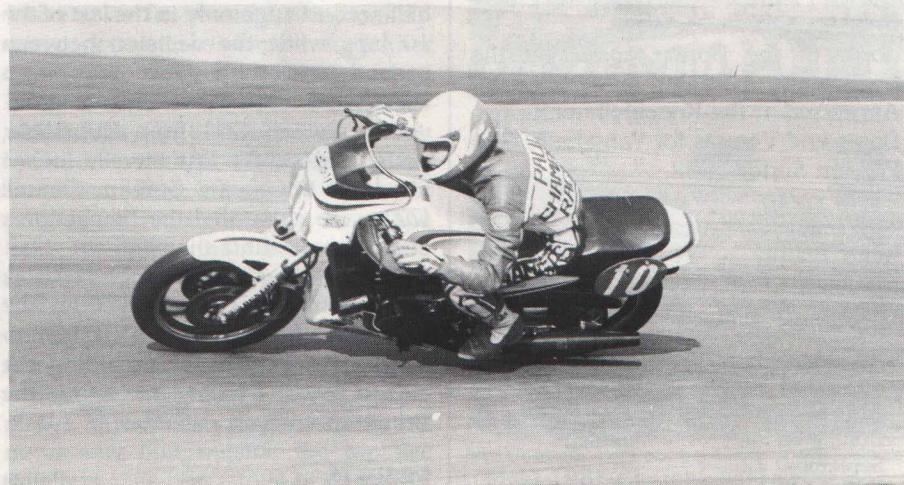
- BREEDING STARS OF THE FUTURE

When it was first introduced into the Yamaha range in 1980 the race-bred RD350LC was seen by many to be a potential race winner. This proved to be true and many riders campaigned the machines in production events at all levels of the sport with immediate success.

The competitions department of the British importers, Mitsui, were also equally quick in spotting the potential of the RD350LC but they came up with a different, and completely new, idea ... and RD350 Pro-Am Series. The basic reasoning behind the series was to produce close exciting racing by using identical machines. The chosen riders would then draw lots for their machine and the end result would therefore reflect rider ability rather than machine superiority.

The first series was such an unprecedented success that Mitsui, in conjunction with Motor Cycle Racing magazine, are once again giving young British riders the chance to show their paces on these incredible production machines. The format of the series remains unaltered but because of their policy of giving young riders a chance in International racing Mitsui have drafted in a whole new team of Amateurs. Virtually all of them are first year International riders who without the help of Mitsui would probably be restricted in the number of international events they could contest. The team of Professionals is made up of the top finishers in last year's series with the addition of several new riders who have proved their stature in other forms of road racing.

Mitsui believe that by giving the younger un-established riders a chance in the series they are helping to strengthen the challenge of British racers at the very highest level of the sport, and this belief has already been borne out by fact. Several of last year's top riders will be contesting the new European Championship this season and one will be taking part in the 125cc World Championship Grands Prix.



As more and more of our younger riders get the opportunity to gain experience in top class racing early in their careers our chances of producing another World Champion must increase. This Series gives them just this opportunity and Mitsui are certain that Britain's next World Champion will be a former Pro-Am title holder.

The RD350 Pro-Am series will be taking its unique blend of fast, close and exciting racing to various circuits throughout Britain during the 1982 season. Race fans get the chance to see

Steve Chambers on his way to winning the opening round of the 1982 Yamaha RD350 Pro-Am Series at Donington.

the RD's in action at eight top International or National meetings held at six different venues ranging from the flat 'airfield' circuit at Snetterton to the twists and turns of tracks such as Cadwell Park and Brands Hatch. Fans

The leading trio stayed this close throughout the race! In this shot, Ray Swann leads from Steve Chambers and Graham Cannell. The group swapped places right down to the final turn!





Superstar, Barry Sheene, congratulates Steve Chambers, a star in the making.

north of the border again get the opportunity of seeing an RD350 Pro-Am round at the Knockhill track.

Dates and Venues for Yamaha RD350 Pro-Am Series 1982.

April 17/18	
Donington Park	(International)
June 19/20	
Donington Park	(International)
June 27	
Knockhill	(National)
July 24/25	
Snetterton	(Race of Aces meeting)
August 28/29	
Donington Park	(International)
September 12	
Cadwell Park	(National)
September 18/19	
Mallory Park	(International)
October 23/24	
Brands Hatch	(European Final)

The final round of the domestic series is the September 18/19th meeting at Mallory. The Brands Hatch date is a 'European Final' when Britain's top RD350 riders will have the opportunity of testing their ability against riders from similar series in Europe.

HALF-SECOND MARGIN IN PRO-AM SERIES OPENER

Yamaha RD350 Pro-Am Dealer Championship

Just half a second covered the first three finishers after 20 miles of racing at a near-80mph average speed in the opening round of the **Yamaha RD350 Pro-Am Series** at Donington Park, Derbyshire on April 17th!

Winner, Steve Chambers (18) from Cherry Willingham, Lincs, gained his half-second edge only in the last of the 10 laps while the decision between second and third place was even closer!

Ray Swann (21) from Dunstable, Beds, crossed the line literally inches ahead of Manxman, Graham Cannell (22) ... so close that the timekeepers could not separate them!

The leading trio swapped places throughout the race, upholding the reputation that the Yamaha RD350 Pro-Am Series gained for providing the closest, most exciting racing on the British motorcycle calendar.

RESULTS

		Points
1st	Steve Chambers (Am)	15
2nd	Ray Swann (Pro)	12
3rd	Graham Cannell (Am)	10
4th	Simon Beaumont (Pro)	8
5th	Stuart Moorhouse (Am)	6
6th	Phil Usher (Am)	5
7th	Kenny Irons (Am)	4
8th	Rob McElnea (Pro)	3
9th	Ivan Gray (Am)	2
10th	Tom Drury (Pro)	1

Winner's Speed: 79.96mph (record)

Fastest Lap: Ray Swann 81.46mph (record).

Non-scoring finishers: 11 Kim Barker (Pro), 12 Alex Bedford (Pro), 13 Kevin Mitchell (Pro), 14 Niall Mackenzie (Am), 15 Dave Raybon (Pro), 16 Neville Busson (Pro), 17 John Davidson (Am), 18 Mick Capon (Am), 19 Charlie Corner (Am).

Non-finishers: Peter Wild (Pro retired), Duggie Taylor (Pro - crashed), Paul Tinker (Am - crashed).

YAMAHA RD350 PRO-AM DEALER CHAMPIONSHIP

Yamaha dealers in various parts of the British Isles have each sponsored a machine in the Yamaha RD350 Pro-Am Series. For the 1982 season, a Dealer Championship has been instituted with points being earned for the dealer sponsors on the same basis as a rider's individual score. Competing machines are circulated so that one rider never rides the same machine twice. Dealer points, therefore, will be earned by seven different riders throughout the series.

Dealer Championship after Round 1:

	Points
1 Eric Kennard & Co, Seaford	15
2 A.E.Milnes & Son, Leicester	12
3 Chris Vincent Motorcycles, Earl Shilton	10
4 John W.Groombridge, Heathfield	8
5 R.G.Kemp Motorcycles, Northfield	6
6 Sanders & Lewis (Melrose), London	5
7 Bob Thomas Motorcycles, London	4
8 Mason Motorcycles, Haverfordwest	3
9 Buchan Motorcycles, Perth	2
10 Bob Wilding Motorcycles, Merthyr Tydfil	1

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ELBOW-CLASHING ACTION THROUGHOUT 1981 RD350 SERIES

When the unique RD350 Pro-Am Series was first proposed it was envisaged that it would produce fast, close racing, but no-one could have possibly foreseen just how close it was going to be. Right from the first round at Donington Park the series produced drama and excitement with closely bunched riders jockeying for supremacy at virtually every corner. Despite this elbow-clashing action there were thankfully very few injuries and the series rapidly developed into a tussle between three riders, Pete Wild, Kim Barker and Alex Bedford.

The first round was won by Kevin Clementson who was tragically killed the following weekend riding his own machine in another class. Pete Wild eventually finished second just ahead of Bedford but it was a result that was only decided in the final few yards of the race and so it was to continue for the rest of the series.

The second round, held at Cadwell Park went to Gary Padgett, but a spill in the Isle of Man TT put him out of action for some time and left him no chance of the overall championship. The next two rounds found Wild, Barker and Bedford sharing the first three places. At Donington it was Alex Bedford who finished just in front of Kim Barker, but at the following round at Scotland's Knockhill circuit Barker reversed these placings. Pete Wild finished third on both occasions.

Ray Swann took victory at the Snetterton round and Tom Drury at Donington in August. Tom, however, had missed too many rounds after sustaining a broken leg earlier in the season and was not a serious contender for the overall title. By finishing second at Snetterton Barker took over the championship lead from Wild who could only manage fifth place. Alex Bedford was still in contention and two victories at Oulton Park and Mallory lifted him right up the leader board.

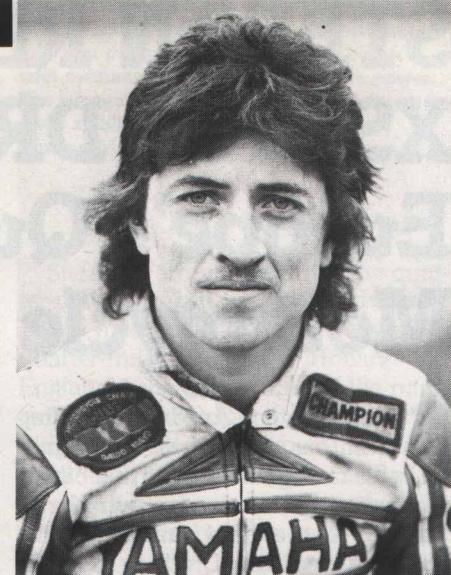
The final, double points, round at Brands Hatch saw four riders all with a chance of snatching the Pro-Am title. Kim Barker was holding a slim lead over his season-long rivals Pete Wild and Alex Bedford and Kevin Mitchell still had an outside chance of lifting the series. The cold weather and wet track did not suit Alex Bedford and the championship leader Kim Barker admitted to being extremely nervous

before the race. Pete Wild, however, remained calm and collected knowing he needed to stay only five points ahead of Barker to clinch the title.

As it turned out none of these three riders could get anywhere near the eventual race winner Gary Padgett. He romped away to an early lead and was never seriously challenged. The main interest, as far as the championship was concerned, was happening further down the field. Pete Wild tucked himself comfortably into third place while Alex Bedford hung on grimly back in seventh position. Kim Barker was even less happy, as the race progressed he slid further down the field to finish the race in twelfth position.

Pete Wild's third was therefore enough to give him the overall title, a title he took without ever actually winning a single round. Three second places, three thirds and a season that never saw him outside the top five finishers gave him a total of 96 points, just five more than the unfortunate Kim Barker.

His prize for winning the series was an RD350LC, a somewhat unfortunate award for someone who doesn't hold a full motorcycle licence. Pete later said that he doesn't like riding bikes on the road. In fact when he first tested the RD350 at the beginning of the year it was the first time he'd ridden a road machine for four years!



1981 RD350 Pro-Am Champion, Peter Wild.



Final 1981 Championship Placings

		points
1st	Peter Wild	96
2nd	Kim Barker	81
3rd	Alex Bedford	79
4th	Kevin Mitchell	59
5th	Gary Padgett	56
6th	Simon Beamont	36
7th	Ray Swann	28
8th	Neville Busson	26
9th	Andy Hawkins	24
10th	Simon Buckmaster	22

EUROPEAN PRO-AM FINAL FOR BRANDS HATCH

It was at last year's wet and windy Brands Hatch meeting in October that the 1981 pro-Am series was finally decided. By the time the RD350s reach Brands this year the domestic championship will be finished but this meeting is still not one to miss. Brands has been chosen as the venue for a new and exciting addition to the existing Pro-Am format ... a European Final.

The popularity of RD350 racing has spread to Europe and this year Britain's top five riders will get the chance to put their riding skills to the test against European opposition. Several countries now run their own Pro-Am series using

both RD350 and 250s and, with the help of the various European National importers, Mitsui have taken the opportunity to stage the first 'European Pro-Am Final'.

Although the final entry list has yet to be decided, Germany, Switzerland, France and Sweden will be sending riders and it is hoped that several more countries will eventually enter. If the domestic series is anything to go by then this truly international event should produce some incredibly tight racing and hopefully see one of Britain's top RD350 riders crowned as 'European Pro-Am Champion'.

You've seen the SUPERSTARS ... Now wear their shirts!

Barry Sheene or Kenny Roberts, whichever you cheer for you'll want to identify with them by wearing one of the terrific Promoto 'Replica' shirts. Exact copies of the superstars leathers imprinted back and front on to a 100% cotton high-quality English-made tee-shirt for £4.90. Price includes VAT, packing and postage.

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And if you're one of the millions that have thrilled to RD350 Series action then you'll be even more thrilled to know that you can now buy the official series tee shirt. The same shirt worn by the series competitors.

This one's just £3.80 including VAT, postage and packing...

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