



YAMAHA MOTOR CO., LTD. PUBLIC RELATIONS DIVISION
2500 Shingai, Iwata-shi, Shizuoka-ken, Japan Tel: 05383 (2) 1111
Telex: Iwata 4263-751 Yamaha J Cable: Yamaha Motor Iwata

The sales season opening in Japan

"YSP" (Yamaha Sports Plaza) Dealers Gain Great Confidence in '84 New Models



Trial riding at the Yamaha Course



President Eguchi giving an address

The 1984 Yamaha range of motorcycles has already been introduced in all major motor shows. It will soon be time for opening of sales season everywhere in the world. In Japan during the period from March 7 to March 9, with the sales season close at hand, 600 YSP dealers were invited to take part in the presentation and trial rides of '84 new models held at the Tsumagoi leisure complex and the Yamaha Course located near Iwata.

Gaining great confidence in new models

The primary aim of this event was to have

all YSP dealers get good firsthand knowledge of new models, along with Yamaha's sales policy, prior to the opening of '84 sales season. The event was divided into two parts, one for dealers from West Japan on March 7 and 8, and the other for dealers from East Japan on March 8 and 9. Both adopted the following schedule:

1st day (Tsumagoi)

14:30 - 17:00

- Introduction of new models on the stage
- Introduction of Yamaha Directors
- Greeting address by President Eguchi
- New model introduction by each project leader
- Greeting address by Director Morinaga
- Greeting address by Managing Director Komiya

17:00 - 18:30

- Exhibition of new models

18:30 - 20:00

- A goodwill dinner party

2nd day (Yamaha Course at Fukuroi)

- Test ride of 8 new models

On the first day participating dealers learned about new model concepts and general sales policy, along with actual market trends introduced by means of slides, and

then they were invited to inspect in person the new models put on display. On the second day they had a chance to ride firsthand these models, thus confirming major performance data.

"We are striving to achieve our new goals giving even greater emphasis to the development of basic technology truly essential to making our products unique in both performance and quality to satisfy customer needs as much as possible," said President Eguchi in his address, "In addition, we will continue to promote an extensive dealer support program to make our nationwide dealer network more solid. It is a good thing that YSP dealers have grown as a powerful tractive force in our dealer network. As you know, the unified principle of this system is "3M" — Mechanics, Maintenance and Mentality. By pushing forward with this principle YSP dealers are steadily gaining higher customer trust at a time when motorcycle users are fast becoming more value conscious."

Strengthened dealer network

YSP stand for Yamaha Sports Plaza which is a special title granted to the selected

Yamaha dealers. It dates back to 1981 that this system was adopted in an endeavor to increase the number of superior Yamaha dealers who are capable of meeting new market trends especially in the sports bike field.

The mainstay of sports bike market is still young, active speed enthusiasts but it is also important to see that sports bikes are gaining more popularity among adult motorcyclists who are more value conscious giving specific emphasis to the more practical and intelligent use of their bikes in close connection with their daily life.

With the above fact in mind, Yamaha is pushing forward with the YSP program as the nucleus of its dealer support policy aimed at the overall strengthening of national dealer network. The dealer who achieves the prescribed standards in terms of sales tactics, interior and exterior shop design, leisure service setup, technical service setup, etc. is granted this title. Until now a great number of dealers have already been granted this title and they are taking the most vital part in promoting the sales of Yamaha bikes throughout Japan.



Introduction of new models on the stage



All models, parts and accessories are put on display

1984

Road Race World Championships

ROUND 1 — SOUTH AFRICAN GRAND PRIX

A promising beginning for Yamaha



On March 24, within two weeks later than the '84 Daytona victory, Yamaha aroused another sensation when Eddie Lawson on his YZR500 won the 500cc class of the South African Grand Prix, the opening round of the 1984 Road Race World Championships, held at Kyalami near Johannesburg. Lawson scored a full 15 points but reigning world champion Freddie Spencer (Honda) failed to take part in the same race because of machine troubles in practice.

Frenchman Patric Fernandez on a TZ250 took the chequer flag in the 250cc class race which was hotly competed among a number of equally competitive TZ250 riders including reigning world champion Carlos Lavado.

500cc CLASS RESULTS

1. Eddie Lawson	Yamaha
2. Raymond Roche	Honda
3. Barry Sheene	Suzuki
4. Didier de Radigues	Honda
5. Sergio Pellandini	Suzuki
6. Massimo Broccoli	Honda

250cc CLASS RESULTS

1. Patrick Fernandez	Yamaha
2. Christian Sarron	Yamaha
3. Alfonso Pons	Yamaha
4. Manfred Herweh	Real
5. Anton Mang	Yamaha
6. Karl Grassel	Yamaha

Excitement reaches the climax with the Daytona 200 Classic

King Kenny's third overall victory

Excitement over the week-long series of motorcycle races climaxed with the 43rd Daytona 200 Classic held on March 11, watched by an estimated 65,000 race fans.

"I can't think of a better way of celebrating my retirement than winning the Daytona 200", said King Kenny before the race. It was half in joke, maybe. But no one denied his extremely strong desire to win this American classic for the third time.

In the 52-lap Daytona 200 that started at 12:30 Yamaha was represented by King Kenny, Eddie Lawson and Japanese national champion Tadahiko Taira, each riding a bright yellow YZR680 square four racer.

In hopes of "stop the Yamaha" Freddie Spencer used the unveiled Honda 2-stroke V-4 works machine and his teammate Ron Haslam was aboard a 2-stroke 3-cylinder GP racer. It was a typical Yamaha versus Honda battle!



T. Taira (310)

14th lap with Kenny or Lawson staying close to him throughout. It was Kenny that forged ahead of Spencer on lap 15. He stayed at the front for the next two laps before taking a chance to make the first pitstop for refueling. It was over within less than seven seconds. This showed a glimpse of King Kenny's unmatched mastery of Daytona 200 race tactics. Spencer also pitted a lap later, along with Lawson. Spencer needed eight or more seconds before he restarted. When the field was sorting itself midway through the 52-lap race, Kenny led from Spencer, Haslam and Lawson. After the 33rd lap Kenny made another pitstop without losing the lead. From then on, Kenny was unstoppable. Spencer was the only rider

with a chance to catch Kenny. But despite his desperate efforts to stay as close to Kenny as possible, he was losing ground to the Yamaha ace lap by lap. Kenny went on, relentlessly accelerating his ultra-fast square four to consistently increase the lead from Spencer, rapidly washing away Spencer's hopes of winning the Daytona 200 for the first time. Kenny's YZR680 proved itself to be strong especially at the end of the straight section of the 3.87-mile speedway. Kenny took the chequer flag, setting a new race time record at 1h 56m 35.717s (113.143 mph) about 1m 23s ahead of runner-up Spencer.

It was Kenny's second successive and third overall Daytona 200 victory. He also made it 13 in a row for Yamaha. Kenny rode a good race. It was a lot of fun for everybody.



YZR-680

TZ250 riders dominate the lightweight 100-mile race

The 26-lap lightweight 100-mile race held on March 10 became one of the most exciting races with a large entry of equally competitive Yamaha TZ250 machines, each ridden by an up-and-coming rider. A hectic fight for the lead among them kept the crowd thrilled and excited throughout the 26 laps.

Final results

- | | |
|--------------------|---------------|
| 1. Wayne Rainey | Yamaha TZ250 |
| 2. Graeme McGregor | EMC250 |
| 3. Martin Wimmer | Yamaha TZ250 |
| 4. Dave Aldana | Rotax 250 |
| 5. Dave Busby | Yamaha TZ250 |
| 6. Kevin Brunson | Armstrong 250 |

Daytona Supercross final results

March 10

- | | |
|--------------------|----------|
| 1. David Bailey | Honda |
| 2. Rick Johnson | Yamaha |
| 3. Johnny O'mara | Honda |
| 4. Jeff Ward | Kawasaki |
| 5. Mark Barnett | Suzuki |
| 6. Scott Burnworth | Suzuki |

Mastery of Daytona race tactics

Eddie Lawson making the clearest getaway became an early-stage pacesetter followed by Kenny, Ron Haslam, Graeme Crosby (Suzuki) and Mike Baldwin (Honda).

Spencer, who took the pole position, failed to get this race off to a good start. He was back in ninth or tenth position.

Lawson went on to lead the 80-bike field until Kenny pulled ahead of him on lap 4. But Lawson recaptured the lead from his teammate on lap 6, bringing the 65,000 crowd to its feet.

Both Yamahas performed really well, but in the meantime, Spencer was fast recovering his lost ground. During the 8th lap the Honda ace accelerated the new Honda to streak into the lead for the first time in this race.

Spencer retained the lead until the

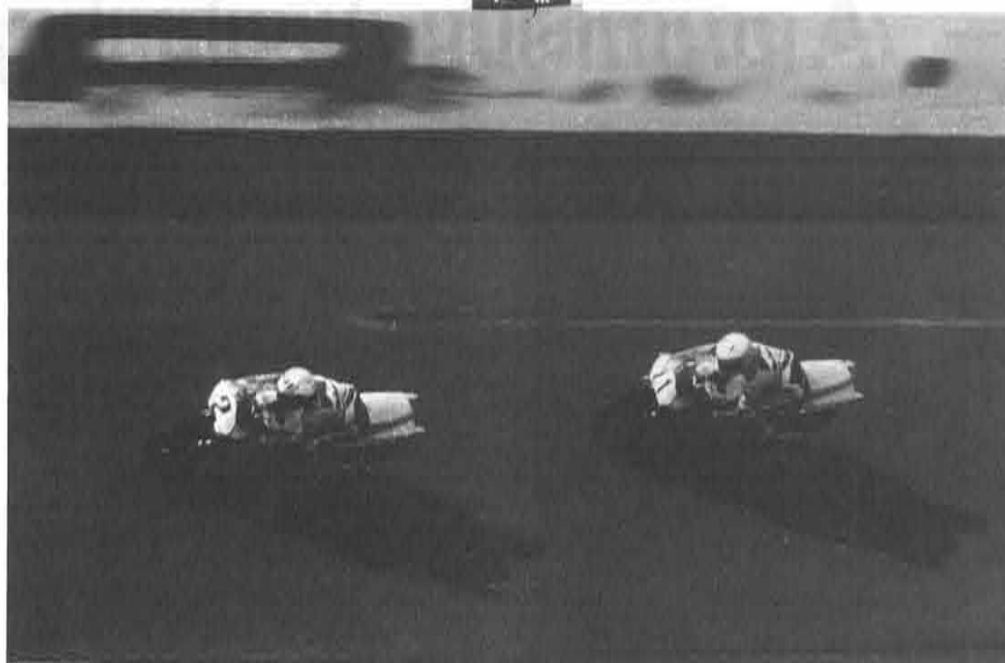
Daytona "must" and "must not"

As usual, Daytona Beach of Florida literally became the world center of motorcycling during the speedweek from March 5 through March 11, attracting many thousands of motorcycle fans from around the world.

Under this situation it was also customary with Daytona Beach police to carry out special Daytona traffic regulations, urging strongly that motorcyclists be on their best behavior.

Introduced below are a list of extracts from these regulations:

- The beach speed limit is 10mph.
- Motorcycle must be equipped with stock mufflers.
- Handlebars must not be higher than 15 inches above the seat.
- Riders and passengers must travel on the seat, facing forward, with one leg on each side of the motorcycle.
- Motorcycles may not be ridden more than two abreast in a single lane.
- In addition, there are laws prohibiting; hitchhiking, sleeping on the streets, beach or in parks, carrying or consuming an opened alcoholic beverage on the streets or beach, etc.



Kenny (left) and Eddie

Let's go ahead toward a new goal!

Annand & Thompson open new premises



Annand & Thompson's new premises

Annand & Thompson Pty. Ltd., Yamaha's Australian importers handling all the imports and sales of Yamaha products for the whole area of Queensland, have recently opened new premises located at Bulimba, Brisbane. The \$2 million new premises serve a three-fold role for the company. The complex combines Annand & Thompson's administration headquarters, Yamaha distribution center and warehouse. A staff of more than 70 people is now based in the new building which occupies more than 3,546 square meters.

Firm confidence in future prosperity

Before the company moved to the new premises, Yamaha stock was stored at three separate warehouses in the metropolitan area.

"Yamaha's product diversification and the expansion of its present product range together requiring greatly increased warehouse space were part of our decision to move to the new premises", said Mr. Bill Thompson, managing director of the company.

Yamaha stock imported direct from Japan is off-loaded at the Fisherman Island's container terminal. The company's distribution operation being located nearer to this terminal is now faster and more efficient. The relocation to the new premises at Bulimba meets Annand & Thompson's corporate policy to maintain efficient and immediate distribution of Yamaha products to metropolitan and country areas.

The Yamaha motorcycle network alone comprises 73 dealer points throughout the State, and in addition to this there are an always-increasing number of outboard motor dealers plus agencies handling the power product range, reflecting the bright future of Yamaha products.

"Our formula for success is based around a well developed, well trained, solid dealer network, giving top priority to customer satisfaction", emphasized Mr. Thompson with firm confidence in the future prosperity of their Yamaha business.

"Our main role is intra-state distribution. We place the highest degree of importance on developing a dealer network with a high standard of sales, service and parts availability".



From right; Hon. J. Bjelke-Petersen, M.L.A., Premier and Treasurer of Queensland, Mr. Bill Thompson, Managing Director, Mr. Takeshi Kimura, General Manager of Yamaha Motor and Mr. Bill Locke, chairman of LNC Industries.

A great market potential

The development of motorcycles has proceeded at a much faster rate than that of the automobile. In Australia they are now appreciated and accepted by the greater proportion of a transport conscious community.

Yamaha has been a consistent leader in

ed commuters to would-be world champions. At the top of the range are the superbikes up to 1100cc capacity.

Then there are the supersports models; the RZ250 and 350 based on GP-proven Yamaha race technology.

Annand & Thompson are certain Yamaha's share of the market will continue to grow in Queensland.

The new Bulimba distribution center will assist greatly in achieving a new goal.

Advanced facilities and equipment

In the new premises the offices and warehouse on the ground floor are all connected with the state distribution of Yamaha products while the first floor office is the company's administration headquarters. The ground floor area contains a formal entrance and reception area complimented by a display of Yamaha products. Additionally on this ground floor a self contained conference and training facility capable of seating 60 people is located. This facility is equipped with the latest in audio visual training equipment and also has its own kitchen area. The attached warehouse is designed to house all



The new Yamaha range of motorcycles appearing in a newspaper



this technological advance, as well as a pioneer in the development of motorcycles for specific uses.

It dates back to 1969 that Annand & Thompson were appointed Queensland distributors for Yamaha motorcycles. At that time Yamaha held some 10 percent of the motorcycle market. Now, 15 years later, this share has grown to around 30 percent! Both Yamaha and Annand & Thompson recognize the enormous potential in Queensland for motorcycles that have been specially designed for farm and property uses.

Back in 1972, Yamaha engineers first investigated conditions on rural properties, then returned to Japan to develop a prototype of a specialist agricultural bike, the forerunner of the now famous Yamaha AG series, one of the best sellers in the Yamaha range.

A very important newcomer to the Australian motorcycle scene is the 3-wheeler called the Tri-Moto. With its outstanding stability of balloon-tired wheels it is capable of going anywhere, through swamps, sand or rocky terrains.

In addition, Yamaha has once again this year won the tender to supply motorcycles to meet the needs of the Queensland Police Force.

After extensive police testing the Yamaha XJ900 has been chosen by the Police Department.

The new Yamaha range of 42 motorcycles caters for all buyers, from economy mind-

Yamaha products and spare parts distributed by the company.

A modern computer installed at the center is part of a new management and product information system.

The new center provides a total service operation designed to keep pace with Yamaha dealer and consumer needs as well as the efficient running of the overall Annand & Thompson varied business interests.

Message from the Premier

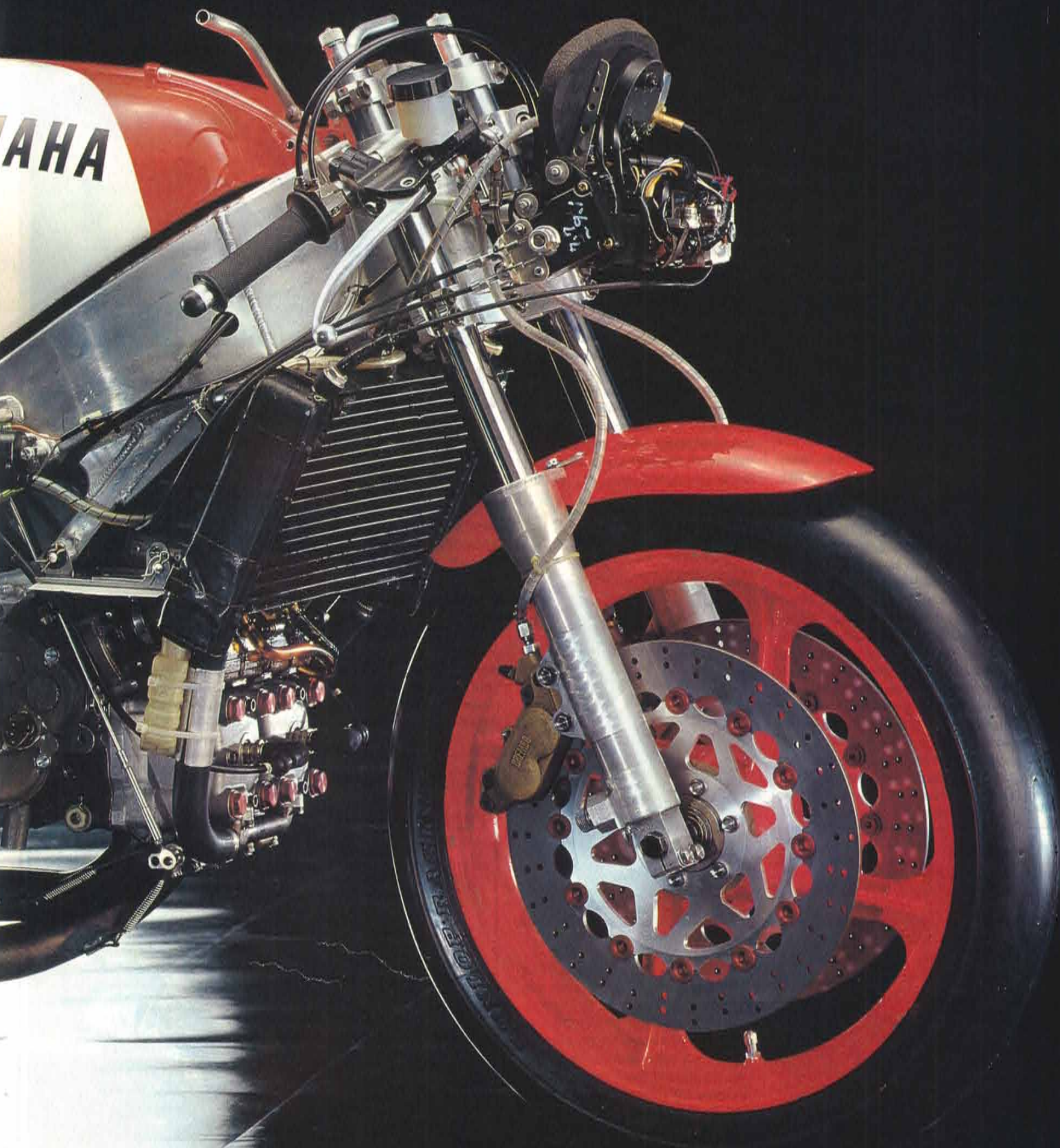
The following congratulatory message was delivered by Hon. J. Bjelke-Petersen, M.L.A., Premier and Treasurer of Queensland when he attended the opening of the new premises:

"Annand & Thompson is a company whose activities are conducted wholly in Queensland. Since becoming a public company it has grown to a \$50 million a year operation in less than 25 years. The new distribution centre is a certain indication it will continue to grow. I warmly congratulate Annand and Thompson on the opening of the Bulimba centre and their showing of continued faith in the prosperity of Queensland."

YZR500

• 2-stroke liquid-cooled V-4, rotary disc valve, YPVS 499cc engine • 140ps plus • 280km/h • C.D.I. ignition system • Pre-mix (30 : 1) lubrication • 6-speed transmission • Monocross suspension • Under 120kg





NEWS ROUNDUP

The Yamaha RD-Z, Technical Excellence and Unsurpassed Economy



T. Inada and his RD-Z

BRAZIL: Brazil's motorcycle magazines all agree that the RD-Z 125cc, introduced by Yamaha Motor do Brasil at the end of 1982, is the most modern and the most technologically successful domestically produced motorcycle in its class. It is a bike that is not only fast and reliable, but also, in terms of its design and styling it is the most modern domestic bike, with a youthful appeal that rivals even the latest Japanese-made bikes. The average age of RD-Z owners in Brazil is said to be 23 years of age, and of the trade-in buyers at least 30% traded in a larger displacement bike for their new RD-Z 125. The RD-Z has the performance to satisfy even the most demanding of the power-loving motorcycle fans, and because of this it is winning admirers everywhere, even among the employees of Yamaha Motor do Brasil. One good example is Tetsunori Inada. Inada's name is well known to Brazilian race fans. The former São Paulo, Brazilian champion won numerous titles as a pro between 1972 and 1978, when he gave up racing following an accident. He also won many races in the 50cc and 125cc special classes riding Yamaha bikes. This is why Inada,

who now works as a technical assistance supervisor for Yamaha, believes the RD-Z is an outstanding motorcycle. Speaking as an experienced racer, Inada says: "The reason for the RD-Z's technical excellence is that it is closer to a real racer than other bikes." The '84 version of the RD-Z can be purchased equipped with a spoiler and streamlined cowling. These two aerodynamically designed features help improve fuel economy and add a new touch, level of perfection to this high quality bike. To Inada, the addition of these features really makes a difference in the new RD-Z. "These two aerodynamic features make a big difference in the bike's stability on middle and large radius curves. And from our test rides we have found conclusively that they also improve the bike's top speed. Any RD-Z fitted with these features should be able to run smoothly to over 130km/h. In addition, we found in tests run at a constant speed of 70km/h that the addition of the spoiler and the cowling improves fuel consumption from 43 to 47 km/liter." Both the spoiler and the cowling for the RD-Z are Yamaha-Look, optional equipment that can be purchased at any authorized Yamaha dealer throughout Brazil.

New XJ750s for M.O.T. Patrol Officers

NEW ZEALAND: Almost 60 new "Police Special" motor cycles were delivered to the Ministry of Transport fleet around



Part of the new fleet of almost 60 Yamaha "Police Special" motorcycles which have just been delivered to the Ministry of Transport for patrol duties around New Zealand. The sales representative for Moller Yamaha Ltd, Chris Sorensen lines up another completed bike.

New Zealand by local importer, Moller Yamaha Limited. The new 750cc Yamaha machines recently arrived in New Zealand, and had final assembly completed by Moller Yamaha Limited. This is the second major purchase by the Ministry of this brand, and the present contract covers its total new bike requirements for 1984. The new machines, which are a special version of Yamaha's XJ750 motorcycle, arrive from the factory complete down to sirens and flashing red lights. Some components such as the windscreens, pannier bags and emergency beacon lights were bolted on before their final road test and handing over to the Ministry. One innovation is a "digital meter stop" device which allows the officer to lock a special readout on the speed of a motorist being checked. The bikes also have a sophisticated computerised monitor system to give the rider an instant check of fuel, whether lights and lamps operating correctly, the brake fluid level, and even whether the side stand has been properly folded back ready for driving. Other features are a shaft drive - instead of the usual chain - and fully adjustable suspension. Top speed of the new machine is likely to be of little interest to the lawabiding motorist - suffice to say that it is in excess of 200km/h. The Auckland Star, a local newspaper, reported the news and said in their article "... Motorist beware - These new Ministry of Transport motorcycles have a computerized device on top of the instrument panel to record instantly the speed of a speeding driver."

A good idea!



KUWAIT: The service staff of Yamaha's Kuwaiti importer, Kuwait Developments & Trading Co. have devised a very convenient service device for outboards. It is a new type water tank which can be shifted from one place to another by means of four small wheel rollers fitted to the tank bottom. A carry handle is also fitted to it. Thanks to this new device, outboard service work has become much easier, especially for big-power V4 or V6 models.

A Real Workhorse

U.S.A.: We just received a charming photo from one of our readers in Maryland,

U.S.A.. The little girl shown at play with a YTM200EK on her parents' sunflower farm in Garsonville is 7 year-old Brandy Lynn. Brandy fell in love with her family's YTM200EK, and ever since she learned how to ride it herself you can't keep the two apart. Of course, her parents love their YTM200EK, too. Because, for them it is an economical piece of machinery that saves them a lot of time and labor in their daily farm work. As a good friend of the family says, their YTM200EK is a "real workhorse" around the farm.



Thirteenth Annual Tokyo Motorcycle Show



JAPAN: The thirteenth annual Tokyo Motorcycle Show was held this year over a three day period from March 18th to 20th at the Kagaku Gijyutsukan (Hall of Scientific Technology) near the Imperial Palace in Tokyo. The Show delighted motorcycle fans with a complete display of all the latest foreign and domestic bikes, as well as vintage models, custom and competition machines. A wide variety of accessories and wear were also on display to be sold directly to the large holiday crowds that came out for the event. The Yamaha display centered around the new '84 models RD500LC (RZV500R), FZ400 and FJ1100, etc. Recently



in Japan, as in America and Europe, the trends in popularity among motorcycle fans are toward the racy bikes. So, it was no wonder that the RD500LC and the FZ400 were the main centers of attention from the enthusiastic visitors.

Taira (YZR500) wins a big race in Japan

— Round 2, National Championships —



JAPAN: Tadahiko Taira who came in 5th place in the '84 Daytona 200 Classic on March 11, rode his YZR500 to an easy win in the second round of '84 national championships held at Tsukuba on March 25. Taira, who took the pole position with the fastest practice time, storm-

ed into the lead right after the start. Keiji Kinoshita (Honda NS500) was the only rider that managed to stay close to Taira for the first one third of this 30-lap race. Taira leading the 24-bike field won the race by more than 17 seconds from runner-up Kinoshita.

Siam Yamaha Wins Coveted Awards



Siam Yamaha representatives at the awards ceremony

THAILAND: Yamaha importer, Siam Yamaha, was the proud recipient of numerous coveted awards in last year's contests sponsored by the various motorcycle magazines of Thailand. Here are the results of the '83 awards:

Thailand Motorcycle Awards 1983 (sponsored by Motocross Magazine)

DT125MX — Best Trail Type
Y80 Mate — Best family Bike, 2-stroke

"YAMAHA" — Most Popular Brand

"YAMAHA" — Top Sales Record

Thailand Motorcycle Awards 1983 (sponsored by Speedway, Championship, Cycle World and the Rider Magazines)

DT125MX — Best Trail Type
Custom C900 — Best Supercup

AR125 — Best Sport Type and from the readers voting:

DT125MX — Best Trail Type
RXS — Best Sport Type



WE, THE EDITORIAL STAFF of "Yamaha News", are always looking forward to your hearty support to this monthly journal for the whole Yamaha family comprising importers, dealers and customers of Yamaha products.

We wish to make each issue coverage as extensive and instrumental as possible, thus making it possible to keep the whole Yamaha family well informed of the general situation of Yamaha's corporate activities being promoted on a worldwide scale, which we hope could be achieved more successfully with the increased cooperation of our readers. The news or information you send us may include the following themes:

- Dealer meeting/press meeting
- Sales/service promotion campaign
- Introduction of your shop or staff
- Introduction of local market trends
- Newspaper or magazine clippings concerning Yamaha products
- Various sport events
- Locally printed catalogs, leaflets or posters of Yamaha products, if any
- Your general comments
- Any others as deemed suitable for insertion in Yamaha News



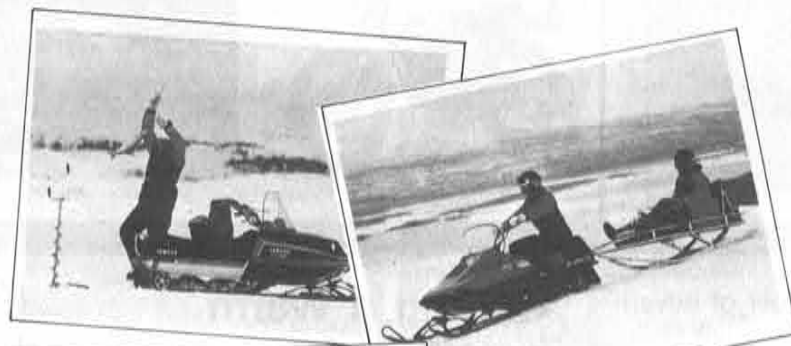
At a circuit

Where there is snow there are snowmobiles

U.S.A.: People never appreciate the value of their snowmobiles more than when a cold wave moves in, like the one that covered Canada and the U.S. this winter. Due to the lack of snow over the previous 5 years, the snowmobile industry was sunk into an unavoidable recession. So, the record-breaking snows that fell across Canada and the U.S., starting last November and continuing into this year, were almost like a gift sent from heaven for snowmobile salesmen, whose stocks sold out faster than they could replace them. In Canada and the U.S., where an estimated 90-95% of all snowmobiles are used for recreation, the favorite use is trail-riding, where the riders tour for tens or even hundreds of miles through forests and over frozen lakes and rivers. Because even

children can drive one, the snowmobile is a vehicle that can be enjoyed by the whole family. They are also used widely for hunting and fishing and a game called "Poker-run". In this game each participant must stop at the designated 5 hotels and bars one by one, drawing a card until he reaches the goal. In addition, a variety of races, such as snocross, oval-course, and enduro races, are being held in larger numbers and drawing an ever-growing number of participants. In the U.S. market the popular snowmobiles include a range of six models beginning with the technically advanced but moderately priced PZ (Fhazer) along with the V-Max, SRV, SS, ET (Enticer) and the BR (Bravo). Of course, the number-one selling snowmobiles in the U.S. market are Yamahas.

Snowmobiles; a vital part of daily life



The ways snowmobiles are used are diverse in connection with people's daily life.

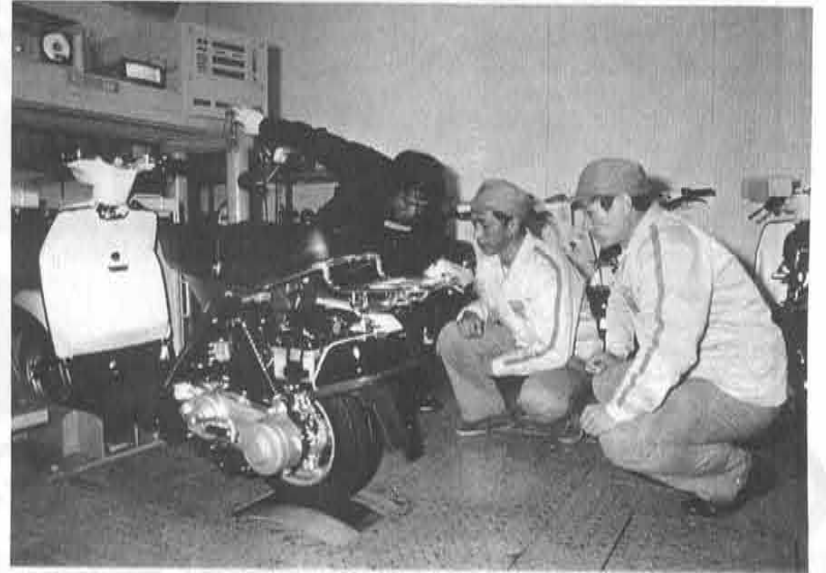
HOLLAND: In Europe, by far the largest demand in snowmobiles is for the utility models. A utility model is a snowmobile with fewer sports features and increased work capacity. Namely, the frame, suspension and track are made as long as possible to enable the frame to carry more cargo, and it is also designed with the capacity to haul a sled loaded with cargo. The Laplanders living mainly in Norway, Sweden and Finland make up nearly half of the entire

European market for snowmobiles. The Laplanders are primarily hunters who use their snowmobiles to hunt in the snow throughout the winter, and carry back their catch on pulled sleds. At present there are about 10 types of snowmobiles on the European market, with the ET340TR, ET340T and ET340P, all members of the ET340 family, being especially popular. Of course, here in Europe too, Yamaha is the number-one selling snowmobile.

Chinese trainees continue to gather expertise

JAPAN: Having now completed nearly three fourths of their planned one-year stay in Japan, the 10 Chinese trainees receiving on-the-job training at Yamaha Motor Co. are progressing remarkably in their mastery of Japanese as well as in their technical training. Judging by

their progress to date, we are sure that when they leave Japan at the end of May they will take with them a good working knowledge of Japanese, the Japanese way of thinking, and the structure and theory behind the Japanese business management system, all of which we hope will be put to good use back in China.



Machine testing

From the '84 FIM Spring Meeting

THE ANNUAL Spring Meeting of the Federation Internationale Motocycliste (FIM), the international motorcycle sports governing body, took place in Genève for the period from February 24 to February 27. The following is the extracts from the minutes of the Technical Committee meetings.

Road Racing — Footrest position

It was agreed that the 50mm max. was no longer sufficient and that it could create problems with regard to safety. Therefore, effective January 1, 1985 the footrest position on the road racing motorcycle will be increased to 100mm max.

Enduro — Introduction of "Formula Olympia" motorcycles

The Olympia motorcycle was described as being more suitable for Enduro races, lower in cost, tires with less grip, therefore less damage would be caused to the ground, lower noise level (92 dB/A), 38% pattern density (tires). If this motorcycle proved to be successful in Italy the Technical Committee could possibly adopt this motorcycle for the future.

Endurance Championship

The proposal that 4-stroke prototypes be admitted to race in the Endurance Championship and without points being awarded, was not accepted.

TT Formula motorcycles — 500cc GP replicas/F1 class

It was suggested that the 4-stroke limit having been reduced by 20% for 1984 means that the 2-stroke limit must be reduced to 400cc in order to preserve the balance of these two types of engines. Long discussions concerning the above took place within the committee. Conclusively, it was decided that a change would not be made in the capacity in Formula races.

Supercharging and turbocharging for GP and Formula machines

• Grand Prix machines
After lengthy discussions a vote took place with the majority of members in favour of supercharging in 4-stroke engines only. Therefore, effective January 1, 1986, supercharging will be permitted in 4-stroke engines for Road Racing World Championships (Grand Prix).

• Formula machines
It was suggested that the ratio of 1.5 : 1 would be more reasonable than the ratio of 2 : 1. Another vote took place, which resulted in the majority of members being in favour of the ratio of 2 : 1.

Road Racing — Reduction in noise level

After hearing the views of all members present, a vote was taken. Conclusively, the proposal to lower the noise level by 5dB/A effective January 1, 1987 was unanimously accepted.

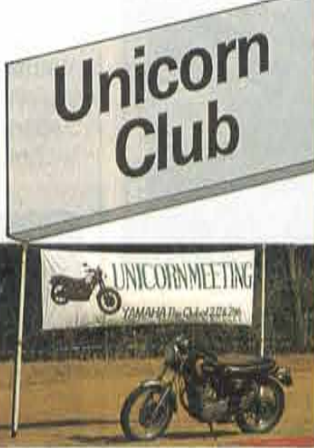
Motocross — Noise level reduction

The proposal to reduce the noise level by 2 dB/A. Therefore, effective January 1, 1986 the noise level will be 106 dB/A maximum.

CORRECTION

On page 8 of our last issue, the last sentence of Düsseldorf boat-show report reads " was exhibited by German Mitsui Machinery", but the name of the exhibitor is not correct. It is changed from German Mitsui Machinery to **Yamaha Motor (Europe) N.V.** We apologize for this mistake.

Out-and-out Yamaha lovers get together!



EXPANDING

ALWAYS

THE YAMAHA CIRCLE IS



1. All members with an SR bike are posing for a camera
2. Unicorn Club banner
3. All SR bikes! It's quite a sight



4. Setting out on touring from the entrance of Yamaha head office
5. YDS Club banner
6. Director Morinaga giving an address
7. A commemoration picture is taken



YAI



YDI



YDSIII



DT1



R1



TD1

Some people say that one rides a bike because it offers a number of advantages that any other vehicles do not possess, including "unobstructed visibility", "fresh air", "superb controllability", "greater freedom of action", "better fuel efficiency", etc. They are right but it is also true that born bike fans ride a bike not for any sophisticated reason but just because they love it. There are many groups of such bike fans in Japan. Introduced here are two groups of out-and-out Yamaha lovers, named "Unicorn Club" and "YDS Club".

Admitting themselves to be "orthodox" motorcyclists — Unicorn Club —

This is an SR400/500 owners club. These 4-stroke singles have been little changed in their basic design since they were marketed about 6 years ago. They are the only big singles for road use available on the market. SR400/500 lovers admitting themselves to be "orthodox" motorcyclists regard these models as the starting point of all bike designs even at a time when high performance multis are predominant. All

that these models have, including an exhaust sound exclusive to the 4-stroke big single, is irresistible to them. SR400/500 lovers are mostly the motorcyclists of marked individuality who wish to enjoy a bike life in their own styles. The Club had only 6 members when it was founded in 1981 but it has already grown to become one of the most active Yamaha clubs in Japan, with more than 100 SR400/500 owners enrolled on the list of membership. Its second get-together meeting took place on February 11 and 12, at Yamaha Marina Hamanako, attended by about 50 members from every part of Japan.

Getting a warm nostalgia for good old days — YDS Club —

The YDS Club members are vintage Yamaha fans. Its annual meeting was also held at Yamaha Marina Hamanako on March 17 and 18, attended by 68 members (70 machines). As introduced in Issue No.4 of 1983 Yamaha News, these members ride vintage 2-stroke Yamaha bikes produced during the period from 1955 to 1969. The YDS-1 250cc is a nuclear model. Back in 1959, this model came out with a newly developed high performance 2-stroke twin engine. This successful engine design has continued to be improved over a period of 25 years, while at the same time providing a substantial technological base for the development of GP-winning TD and TZ production racers. It can be called the living predecessor of the world renowned Yamaha 2-stroke twin supersports. YDS-1 owners are mostly middle-aged gentlemen who are getting a warm nostalgia for good old days.

Everyone is proud of his own Yamaha

Each club holds a get-together meeting once a year with the aim of enhancing mutual friendship among its members, while helping to promote the spread of sound motorcycling in Japan. Club activities are rich in variety, including participation in other club meetings, organization of various gatherings, etc. with assistance being offered by Yamaha Motor. Both get-together meetings held this year at Yamaha Marina Hamanako were brought to a success. On behalf of Yamaha Motor, Mr. Kunihiko Morinaga, Director/General Manager, Motorcycle Division was present to give an address. Included in the program were "study tour of Yamaha factory", "touring", "test riding", "presentation of race and vintage bike films", "exchange of motorcycle information and parts", "welcome party", etc. Yamaha lovers spent a very good time of it together, but the greatest pleasure for every participant was likely to have a chance to speak boastfully of this favorite Yamaha without reserve.