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### TT-F1 Sugo is set for '87

At the recent Spring Meeting of the FIM in Geneva, final approval was given for the Japanese round of the TT Formula One World Championship to be held at Sportsland Sugo in 1987. See page 8 for more details.

# OX-66 reigns in the rain



#### RESULTS

1. G. Lees	March/Yamaha	.35 laps	.53'26"75
2. S. Nakajima	March/Honda	.35 laps	.53'27"09
3. K. Hoshino	March/Honda	.35 laps	.53'38"51
4. T. Wada	March/Yamaha	.35 laps	.53'47"29
5. K. Matsumoto	March/Yamaha	.35 laps	.54'26"31
6. K. Takahashi	March/Yamaha	.35 laps	.54'26"43
7. M. Hasemi	March/Yamaha	.35 laps	.54'39"14
8. M. Thackwell	March/Honda	.35 laps	.54'40"37
9. Y. Tachi	March/Yamaha	.35 laps	.54'50"97
10. E. Elgh	March/Yamaha	.33 laps	.53'45"08

The Japanese National 4-wheeler

F-2 Championship Series

In the second round of the Japanese National 4-wheeler F-2 Championship Series, Geoff Lees (March/Yamaha - Yura Takuya Racing Team) shot past K. Hoshino (March/Honda) on the 29th lap and went on to win the 35-lap race in 53 minutes and 26 seconds. With both the timed practice on the 19th and the final race on the 20th being held in rainy conditions, this victory was especially significant in that it proved that engine improvements had cured the electrical system problems which had plagued the OX-66 during last year's competition held in wet weather. Following its win in the series opener, this made two victories in a row for Yamaha.

Held at the Fuji Speedway (FISCO) in Shizuoka Prefecture, the practice of the second round of the series on April



19th saw S. Nakajima (March/Honda) hit the fastest lap time at 1'35"38. Eje Elgh (March/Yamaha) clocked second fastest at 1'36"37 followed by K. Hoshino in 1'36"91, and Y. Tachi (March/Yamaha) in 1'37"02.

The final race held on the 20th, began amid an off-and-on drizzle and saw K. Hoshino get off to a big lead in the first lap. But the day was to go to Geoff Lees who, starting in fifth position, gradually worked his way up through the field, passing first Nakajima and finally Hoshino on the 29th lap of the 35-lap race.

After taking the lead, Lees still had to put up with stiff competition from Nakajima, but superior straight speed and corner negotiation of the Yamaha OX-66 over the Honda machine was enough to get him to the checkered flag first.

## JACKY HAS A COMFORTABLE LEAD



At the second round of the Motocross World Championship 250cc Series held at Schwanenstadt, Austria, Jacky Vimond of the Sonauto-Yamaha team from France took first place in both the 1st and 2nd races to give himself an 18-point lead over second place P. Hansson (Husqvarna). The race was held under very cold weather conditions with snow falling from time to time, and as melt water softened the Schwanenstadt grass course, the muddy conditions became a measure factor in the race.

In the 1st race, after a great start Vimond began to widen his lead over the rest of the field by about 10 seconds with every

lap. Eventually lapping all but three of the other riders, he finished with a big 3 minute 30 second margin over second place.

In the second race it was G-J van Doorn who got out to the early lead with Vimond following in 4th position. But, it only took Vimond until the second corner to catch and pass the leader, and by the 3rd lap he had already established a 30 second-lead over the 2nd place rider.

Increasing his lead, gradually over the second half of the race, he cruised to an easy 2nd win.

Following his overall victory in the first round of the series, Jacky already has a comfortable lead in the series standings with 69 points.

(See page 7 for results and points status.)

# A GRAND MOTORCYCLE SHOWROOM MALAYSIA

## Hong Leong Yamaha opens a new headquarters



▲ An overall view of Wisma Hong Leong Yamaha. In celebration of its opening, free motorcycle service and a 10% discount on spare parts were given here.

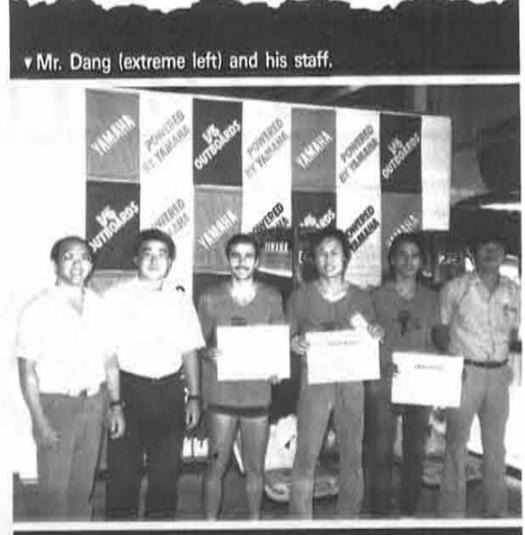


▲ From left to right: Mr. Hashbudin Bin Hashim, Tan Sri Dato' Jamil Bin Mohd Jan (President of HICOM), Mr. Quek Leng Chan, YBM Tengku Razaleigh Hamzah, Mr. Eguchi, YB Senator Kee Yong Wee (Deputy Minister of Trade and Industry) and Mr. Roger Tan Kim Hock.



New company nameplate

On March 15th Yamaha's Malaysian importer, Hong Leong Yamaha Distributor SDN BHD celebrated the opening of its new corporate headquarters, Wisma Hong Leong Yamaha. The ceremony, hosted by Mr. Quek Leng Chan, Chairman of the Hong Leong Group, Mr. Roger Tan Kim Hock, Managing Director of Hong Leong Industries and Mr. Liew FC, Director/General Manager of Hong Leong Yamaha Distributors was attended by a number of foreign and domestic VIP's, including the Malaysian Minister of Trade and Industry, Tengku Razaleigh Hamzah, and from Yamaha, President Eguchi and General Manager Deguchi. The new Wisma Hong Leong Yamaha facility contains the largest showroom, service workshop and parts center in the country, and the workshop will also serve as a training center for trainees just out of school. The training center will offer both theoretical and practical training courses for people who want to seek employment in the field of motorcycle maintenance. Hong Leong first began operating under a joint venture agreement with Yamaha in 1979. That year its sales totalled 8,000 units for a market share of 11.5%. Since then Hong Leong Yamaha grew at a very fast rate, becoming the market leader by 1982. In 1985 its sales reached 80,000 units, and its market share was 43.4%. The opening of the Wisma Hong Leong Yamaha headquarters symbolizes the company's commitment to furthering its sales activities and, at the same time, its after-sale-service capacity.



▼ Mr. Dang (extreme left) and his staff.

## NEW CALEDONIA

### MULTI-TALENTED DEALER

With its attractive South European type charm that has earned it the nickname "Little France", the South Pacific island of New Caledonia attracts tourists all year round. In the capital city, Noumea, can be found a shop called Royal Motors which handles all kinds of Yamaha brand goods, from outboards and motorcycles to generators, electones and guitars, and its owner, Mr. Dang, is one who enjoys not only selling Yamaha products, but also using them himself. An all-round sportsman, Mr. Dang is a former motocross racer who, in 1979, discovered the sport of jetskiing. Using his mid-day break for practice time every day from 11 a.m. to 2 p.m., he has won both the New Caledonian and Australian Championships in 1983. His business philosophy is to sell products which he knows and uses himself, and can, therefore, recommend with confidence. With creative projects like the promotion of a rental water-ski service for tourists through a tie-up with travel agencies, he shows his talent for entrepreneurship as well.

Thanks for all your letters. We're receiving wonderful letters with interesting topics for Yamaha News from all over the world and the more you send, the happier you make us!

## GUINEA CONAKRY-JAPAN FISHERY TECHNOLOGY PROJECT

Recently, three technical instructors of Guinea Conakry returned home after a 4-month study course in Japan. As a form of assistance to the government's program for the encouragement of small-scale fishery development, the Japan International Cooperation Agency (JICA) has made a gift of 450 outboards to Guinea along with other types of economic assistance. In order to make the best use of these outboards, the Ministry of Rural Development of Guinea Conakry sent Mr. Amadou Kamara, Mr. Mathieu Rolie and Mr. Yabirou Sylla to Japan to study outboard maintenance technology and management know-how for outboard motor workshops. They received training at Yamaha's Training Center for about 2 months, after which they visited three fishing villages to gain on-the-job experience in actual coastal fishery operations for another 2 months.



GUINEA CONAKRY



B. Schreiber explains how to ride on large steps. Riders prepare to practice what they have just been taught.

## TRY TRIALS

Trials riders of the Sonauto Yamaha Team, Bernie Schreiber and Gilles Burgat, recently held a one day trials school in Surrey. Surrey, incidentally, is the county in England where motocross was born. The school was attended by almost 50 enthusiastic riders. Bernie and Gilles instructed the riders in machine control and then demonstrated their techniques to the eager students. Japanese factory rider Atsushi Ito also took part, impressing the students with his ability on a giant concrete step. At the end of the course, the students all agreed that the school had taught them important new techniques.

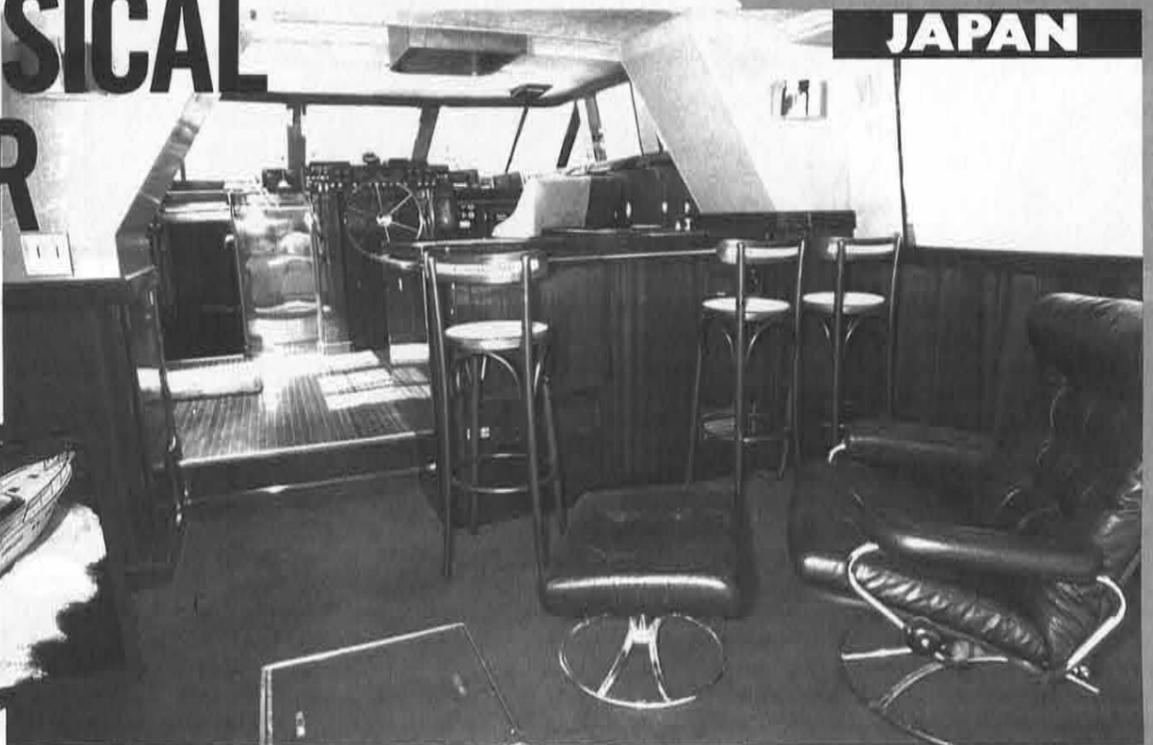
# A MODERN CLASSICAL CUSTOM CRUISER

Recently, Yamaha celebrated the launching of a new 50 ft. custom cruiser. With the new MY-50 #2, designer S. Kono sought to give an advanced new line to the concept of the extravagant passenger cruiser of the good old days.

The exterior features a large rear deck area for trolling and diving activities, and as much space as possible is also given to the flying bridge. Curved glass sections give a soft line to the silhouette that accents the beautifully refined styling. The coloring is also refined and simple, in keeping with the classic image.

As for the interior, the choicest interior paneling in mahogany and bird's-eye maple are combined with the highest quality glossy wall paints and furnishings, and sensitive color coordination and lighting finish off the mood of luxurious elegance. The upper cabin is a comfortable party space layed out around an L-shaped counter containing TV, video and galley furnishings. Going downstairs one enters the private space. The owner's room features a king-sized bed, refrigerator, sofa and table in a functional lay-out. The toilet room includes a full-sized bathtub, and for the ladies of the boat a luxury appointed dressing room is also included.

All of this function and elegance is housed in a beautiful, all-



white, 15.1m hull that, from its appearance, would never suggest the exceptional power and cruising performance that lie within. There is not even a hint of a hump as the MY-50 climbs smoothly to its top speed of 33 knots. When it reaches cruising speed, suddenly, any image of luxury and elegance gives way to an impression of pure and irrepressible running power.

The saloon is a comfortable party space.

#### MY50 SPECIFICATIONS:

- L.O.A.: 15.10m •Beam: 4.80m
- Draft: 2.40m •Tonnage: 19.00GT
- Main engine: 6V-92TA x 2
- Maximum running power output: 385ps/2,170rpm
- Recommended navigation speed: 30KT
- Fuel tank capacity: 2,000 liter
- Loading capacity: 15 persons



## US SCOOTER DEALERS VISIT JAPAN

**U.S.A.**

Recently, a group of Yamaha Motor Corp. USA staff and dealers who recorded

outstanding sales results over the past season were invited to Japan.

The tour, totaling 68 people, arrived at the Narita International Airport on March 23rd, and after visiting Yamaha dealerships in Tokyo, moved on to Iwata to tour Yamaha's Main Factory and see car engine production and the motorcycle assembly line. In addition, the group also visited the Sanshin Industries where Yamaha outboards are made, and the Nippon Gakki Factory which produces Yamaha

musical instruments. After a business meeting and introduction of the new models at Yamaha's "Tsumagoi" recreational facility complex, the group relaxed at a welcoming party attended by President Eguchi. Then, from the 27th until the group left Japan on the 31st everyone enjoyed sightseeing in such famed tourist spots in Western Japan as Toba, Kyoto and Nara.



To her son who arrived home from school huffing and puffing:  
 Mother: "Why are you so out of breath?"  
 Son: "Today I didn't take the bus, I ran behind it the whole way home and saved 160 yen!"  
 Mother: "Foolish boy! You could have run behind a taxi and saved 480 yen!"

## LIVELY INTERNATIONAL COOPERATION ACTIVITIES

Last year, the Japan Overseas Cooperation Volunteers Association celebrated the 20th anniversary of its founding. The mission of the JOCV is to cooperate in the "new nation-building" process in the developing nations while working side-by-side with the people of these countries in their jobs and daily lives. The period of service is 730 days, or nearly two years. In its 20-year history about 6,000 volunteers have served in the JOCV.

Yamaha has always been deeply involved in the JOCV activities. The first JOCV veteran entered YMC in 1971, and today a total of 39 ex-JOCV volunteers are employed by Yamaha both domestically and abroad. Because most Japanese companies prefer to hire new employees directly out of school, only two other companies in Japan can boast as many returned JOCV volunteers among its employees. For this reason Yamaha was presented with a Certificate of Distinguished Service by the Department of International Cooperation in 1982. And this year, President Eguchi was invited, along with various cabinet ministers and representatives of concerned government organizations to a ceremony of recognition for distinguished service at the Crown Prince's Residence.

This year, for the first time, a Yamaha employee was also granted a two year leave of employment to serve as a JOCV volunteer in Maldivé.



Once every year former JOCV volunteers now employed by Yamaha and their families get together for a reunion party.



Perhaps a little tense at a simplified Japanese tea ceremony.



On the factory study tour.

New model presentation at Tsumagoi

President Eguchi presents mementoes to the dealers.

## Yamaha Two-Stroke Twins by Colin MacKellar



**UK**

Recently, a new book has been written by Colin MacKellar and published by Osprey Publishing of London. The book tells the story of the development of all the Yamaha two-stroke twins, from the YD1 of 1957, up to the 250 and 350LC models of 1984. This includes the famous YAS, YCS, YDS and YR series of the '60s and the RD series of the '70s. A lot of attention is paid to the TD and TZ production racers, that have been ridden by every successful road racer of the last 20 years.

The book describes the technical details of each model and provides complete specifications in the appendix. With more than 150 photographs, many of these fantastic motorcycles can be seen in all their glory. The forward has been written by Phil Read, who won five world championships on Yamaha racers. It is a book that will surely interest Yamaha enthusiasts throughout the world.

# A YAMAHA LONG SELLER STORY

In the over 30 years since its founding, Yamaha Motor has sought development, market research and product planning toward unmet products for all types of users. These efforts have won Yamaha products many a devoted fan, and that their popularity has stood the test of time. The XT motorcycle

# XT

BIG SINGLE DUALPURPOSE MODEL



J-C Olivier of Sonauto Yamaha has been involved in XT600 development from the very beginning. He, himself, is a regular Paris-Dakar runner and placed second with an XT600 Ténéré in the '85 event.

## Attempting a comeback

In Japanese there is an expression "Ten long years ago", and it happens that this story also began "ten long years ago" or, to be exact ten years and 8 months ago. The Tokyo Motor Show held in the fall of 1975, partly because it was the first show in two years, caused a great sensation in the Japanese motor world, with 981,400 people attending the show during its 11-day run at the Harumi Exhibition Center.

Coming just at the time of the largest motorcycle boom in history, between 1972-74, the motorcycle exhibits were crowded with people everyday. The Yamaha display, organized under the theme "A new life with a motorcycle" was without a doubt the most popular of all. Featuring as its main model the DOHC inline 3-cylinder "GX750" with a new shaft drive system, the DOHC two-cylinder 8-valve engine powered "cafe racer" type on-road model "GX500", and the "RD250/RD400" with front and rear hydraulic disc brakes and an entirely new riding feel, the new models signalled the arrival of a new DOHC, multi-cylinder supersports age.

There was, however, one entirely different model which also attracted an unusual amount of attention. Amidst all these on-road models, an SOHC 2-valve engine equipped on/off road dualpurpose model, the XT500, also proved immensely popular. The reason for all this attention was not merely the fact that the XT500 represented the largest 4-cycle big-single of the time. In the midst of this turning point in motorcycle history when most thought that the

big-single was about to disappear from the market, here was Yamaha attempting to stage a big-single comeback. Users, dealers and journalists alike were full of interest about this announcement of a "Yamaha big-single comeback" in an era when all the movement in the motorcycle world seemed to be toward a new age of DOHC and multi-cylinders.

## With a vision of an all-new dualpurpose bike

This comeback announcement which Yamaha made with the release of the XT500 was, of course, no mere designer's whim. In the development of the XT500, Yamaha had a very clear aim in mind.

The XT500 development project got its start in the autumn of 1974. The design group which was already involved mainly in 4-cycle engine development got started on the design of an entirely new engine. The fact that the XT500 is also referred to as the "Enduro" is a result of the fact that from the very beginning, the XT500 was designed with a consciousness of the popular enduro races that were being held in the wide open spaces of the American Continent. However, this expression is not exactly fitting to the original situation.

In fact, an enduro model to be called the TT500, aimed at the American market was being developed under the code number "043" while the dualpurpose model XT500 was being developed separately under the code number "043-A" at the same time. In either case, however, what was demanded for an enduro bike that would race in a straight line across the wilds and deserts was an engine with strong torque charac-

teristics.

A light and yet rigid frame was also necessary. It was a frame that could handle the vibration produced by a single engine and the shocks encountered in off-road riding. To put all of these elements together in one light package became the common goal of the design group.

## The merit of the XT500, durability

As it happened, though, during the course of the development the design team became sharply divided into two factions, those favoring a bike with "super-dynamic performance" and those favoring "reliability over speed". Despite endless discussions the gap could not be bridged and no compromise could be reached. Finally, it was decided to build a sand-type prototype machine and send it to America for actual testing in the presence of the Yamaha Motor U.S.A. staff. (It is a very rare case that a prototype is made up simply for the purpose of resolving a disagreement within the design team.)

Believing that nothing could replace valuable test data gathered in actual desert conditions, tests were conducted with the cooperation of the U.S. staff. As a result, it was decided that both qualities, speed and durability, were necessary.

As for the U.S. staff, they insisted that the XT500 must be able to dash like a bullet but also be able to maintain a steady canter, like a mustang, and not be just a steadily plodding donkey. In the end the project goal became the development of a fast, responsive power unit with greatly increased reliability and durability standards. For example, the target durability limit of



French "Moto Journal" and German "Motorrad" devoting much space to introducing the 10th year of the XT500's birth.

the engine at full throttle was set at 2.5 times that of existing standards. The search for a lightweight responsive engine with these rigid durability standards resulted in a good number of broken crank shafts, pistons and crankcases during the development process. But, in the end, all the parts of the puzzle came together and a new type of power unit was born for the XT500 that far exceeded previous standards of reliability and durability.

Later, this new power unit, born of the dual goals and repeated tests of this XT500 design group, was to become the basic power unit for the popular SR500/400 on-road models as well.

Now let's take a look at the chassis design, and how it has evolved. To achieve a slim body profile, a single downtube, cradle-type frame was chosen, the main tube and

... to read the needs of the times and direct its technological  
... ing job of creating new and more enjoyable and more useful

... ad have led to a number of model series so superior in quality  
... le series is just an example.

1976 XT500



1986 XT500



# The roots still holding strong

this, the design team had to admit that the test machines often stalled on the roads, especially during stop-and-go city traffic. This fact, in addition to the red license plate, made it easy for anyone to recognize that these were new machines being tested by a manufacturer.

Episodes like this aside, the initial 500cc test machines also proved quite difficult to kick-start, even for an experienced biker. But, by the use of a decompressor device and a ratchet system that released the kick gear in the kicked down position, Yamaha was able to give even this 8.3:1 compression ratio engine a stable and effective kick-start function.

When the completed XT500 made its debut the next year in 1976, its exciting ride, the kind that only a big single can offer, made it an immediate big hit on the market. Being an enduro model, the engine was given a smooth and flat character that, when you started running, offered a unique spice that no twin or multi could match, and this became the reason for its popularity.

The next year, 1977, as was reported in issue No.3 of Yamaha News this year, 17 riders rode XT500's in the Cote d'Ivoire - Cote d'Azur Rally and proved its reliability dramatically, as only two of the 17 machines were forced to retire due to mechanical troubles. The XT500 especially found itself a steady market among French and Italian riders who took part in beach rallies or small scale desert rallies in North Africa.

## Toward a second generation XT

With the steady growth of enthusiasm for desert rallies in Africa, the first real large-scale rally, the "Oasis Rally", was held in 1979. In response to this movement in the market, Yamaha enlisted the cooperative of Yamaha Motor NV, and formed a Rally Observation Team. And soon, within the company, plans were begun for the development of a new type of on/off dual-purpose machine.

In other words, plans were laid for the creation of a second generation XT500. Debate began among the planners. Should the product concept be strictly a machine for the African Rallies? What should the actual performance standards be? And, at what level should they be? What would be the actual usage category from the customers' standpoint?

In spite of the intense debate that was carried on within the company concerning the product concepts, no consensus could be reached, and finally the new product development project was abandoned in favor of "concentrating on the improvement of the existing XT500".

Looking back on this failed project, however, it is easy to see that, from the beginning, it was probably too much to hope that the whole company could agree on the development of a new model based on the image of a desert in Africa, 20,000 kilometers away on the other side of the world. This "Oasis Rally", held in 1979, was actually the first running of what now, in its eighth holding, has come to be known as the famous "Paris-Dakar Rally". In this rally, riders participating independently on XT500's with the support of Sonauto-Yamaha managed to place high in the standings, prompting the Yamaha NV staff

to begin concentrated research into a new kind of machine.

## Birth of the XT600

In 1982, a new SOHC, 4-valve engine mounted on a diamond-shaped frame made its debut as the XT550. The XT550 was the export model, and a bored-down XT400 model was released for the Japanese market.

Then in '83, a new model, based on the XT550 and built with what has now come to be known as the world's toughest enduro rally, the Paris-Dakar, in mind, the XT600Z Ténéré made its market debut.

This new on/off model was a result, initially, of the concentrated research of the Yamaha NV staff, and then, the agreement of the opinions of the Yamaha planners and Mr. J-C Olivier of Sonauto Yamaha, the most well-known figure in the European motorcycle industry.

Of course, the XT600Z Ténéré was not merely a bored-up version of the XT550. Although it shared the same 84mm stroke, big changes were made, especially in the chassis parts, which gave the XT600Z Ténéré a distinctive character of its own. Perhaps more than anything, the gigantic 30-liter capacity fuel tank speaks most clearly about the unique character of this machine.

But there is much more. While the XT500 has a conventional rear suspension, the XT600Z Ténéré was given a rising-rate Monocross type suspension. This fact affected the position of the air filter box, the induction from the air filter and the layout of the exhaust pipes, all of which problems had to be solved by Yamaha technology. As with the XT500/550, the XT600Z Ténéré adopted a dry-sump type lubrication system, but, instead of the in-frame oil tank, the XT600Z Ténéré was given a separate oil tank, with a more direct connection to the oil-cooler.

In addition to a front hydraulic disc brake,

all kinds of new features were included, like an extra rigid 41mm diameter front inner tube, rising-rate Monocross rear suspension, and to match it, an aluminum box-section swing arm for ideal cushioning.

## 220,000 XT bikes all over the world

As everyone knows, the XT600Z Ténéré also features a single shaft balancer that revolves in the opposite direction from the crankshaft to dramatically reduce engine vibration. Also, the engine adopts the YDIS (Yamaha Duo Intake System), a system which uses separate carburetors for each of the two intake ports, which was developed originally for the XT550.

As the accelerator is opened, first the primary side carburetor comes into action, and then as the throttle opening increases, the secondary side carburetor begins to work. Therefore, at a large throttle opening the combined function is the same as that of a large-diameter carburetor, resulting in the combined benefits of reduced fuel consumption and sharper response. This year the XT600Z has received several improvements that make the new '86 version an even more refined and sophisticated machine.

It is now exactly ten years since the XT500 made its debut in 1976. Up until now, the combined worldwide sales of the XT series, including the XT500, TT500, XT550, XT600, XT600Z and the TT600, total more than 220,000 bikes. The "X" in the XT designation stands for a Yamaha 4-cycle engine, while the "T" stands for trail.

Whether it be on the wilds of America or the deserts of Africa the desire for an engine with durability and reliability that you can trust on a light frame with a ride that offers all the thrill and spice one could ask for —

10 years ago or day the love for a machine that is the "real thing" never changes. And Yamaha knows this better than anyone.

down tube of which were also used for an in-frame type oil tank. This slim frame design was made possible by advances in Yamaha's engine design technology and by the fact that the 87mm x 84mm short-stroke engine used on this model produced far less vibration than existing long-stroke type big single engines.

Also, the rear arm bearing used on this model was on the level of those used in motocrossers of the day, while for the drive chain an endless-type was used.

## A great rally partner

When testing a new model during the development process, it is not really possible to make use of public roads for testing. The development of the XT500 was no exception. In Japan, when testing a new model it is required to attach a special red-rimmed license plate. This 16cm x 34cm plate is the same size as those used on automobiles in Japan. A plate of this size easily stood out when mounted on a motorcycle. Besides

## Ténéré fans in Switzerland



A couple of years ago, Swiss Ténéré owners formed a club for the purpose of arranging get-together meetings and short trips from time to time. Designed and built to be a powerful and reliable dirt/road performer, the XT600Z

Ténéré meets the sophisticated demands of today's off-road riding fans like no other machine.

Based on the machines that battled for victory in the famous Paris-Dakar Rally, the XT600Z takes its name from the Ténéré, one of the roughest and most desolate regions of the whole North African desert.

# FZ750's coming away with a one-two victory

—Arai 500 Endurance Race in Australia—

Following Eddie Lawson's magnificent Daytona 200 victory achieved early in March, the Yamaha FZ750 team that was given sponsorship of Marlboro for the first time in Australia proved unbeatable once again! Two of the FZ750 superbike racers entered in the recent Arai 500 Endurance Race in Australia scored a sensational one-two victory. The race, one of the most important events in the Australian national sports calendar, took place on March 29, at the Mountain Panorama Circuit (6.172 km), Bathurst about 200km west of Sydney, N.S.W. The race is open to all types of machines, provided that they meet capacity requirements: 2-stroke 450 to 1000cc and 4-stroke 600 to 1000cc. At 09:15 a.m. 75 machines started with the lead being taken by last year's winner R. Freeth (Mod. GSX 1000) closely followed by Marlboro Yamaha Dealer Team members M. Dowson and K. Magee (both on Mod. FZ750 machines), M. Campbell (Mod. VFR750), I. Pero (Mod. VF750) and G. Taylor (GSXR750 Yoshimura). A battle royal continued until the 3rd lap when

Dowson forged ahead of the others. During the 10th lap Campbell snatched the lead but Dowson recaptured it 3 laps later. Campbell took a 17th lap pit-in and failed to restart as the cylinder head was found cracked. While Dowson was consolidating his lead, another Yamaha Team rider Magee was hotly competing with Honda and Suzuki riders for 2nd spot just behind his team mate. On the 31st lap Dowson made his first pit-stop, yielding top position to his team-mate. Magee held the lead until the 36th lap when he took a pit-in for refuelling. Now the Suzuki rider was out front, making the race a white-hot 3-man battle. Several laps later Dowson took the lead once again when the Suzuki rider made his first and final refuelling stop. From then on, the race developed into a 2-Marlboro-colored Yamaha battle. During the final stage of the race Magee pulled ahead of Dowson. With about 10 laps from the finish the tough Suzuki rider was sidelined with machine trouble, leaving 3rd spot to I. Pero (Mod. VF750), who made a fierce final-



stage spurt to take a fling at a Yamaha domination, but in vain, eventually. A dramatic one-two victory was accomplished by Magee and Dowson both on Yamaha FZ750 machines.

**Results:**

1. K. Magee .Marlboro Yamaha .81 laps
  2. M. Dowson Marlboro Yamaha 81 laps
  3. I. Pero . . .Honda Australia . . .81 laps
  4. G. Taylor . . .Action Suzuki . . .80 laps
  5. R. Cox .2MMM Mentor M/C .79 laps
- Winner's average speed: 159km/h  
Winner's average lap time: About 1' 20"

the start and took the lead on the eighth lap, after which he pulled away to finish 22 seconds ahead of Chili, with M. Messere (Honda) and F. Biliotti (Honda) battling for 3rd and 4th respectively. After the race McElnea commented, "It's a great feeling. It's fantastic to be able to speed past the opposition on the straights".

**Another newcomer wins the 250**

Another newcomer to the Yamaha-Marlboro team this year, West German Martin Wimmer, won the tough 250cc class race.



Racing on a new V-twin Yamaha Wimmer waited until the final quarter of the race to steal the lead from Italy's Fausto Ricci (Honda) and hold on for a close 1.3 second victory. Pierre Bolle finished close in third on a disc valve Parisienne. Eleven seconds back in fourth was S. Caracchi on an Aprilia, followed by Japan's T. Taira, who rides the full season in Europe this year for the first time on a YZR 250. Absent from the race was top contender Carlos Lavado of the Venemotos team, whose lap record fell by half a second when Wimmer reeled in the leaders on the 16th lap.

**Results:**

- 500cc class**
1. R. McElnea . . . . . Yamaha
  2. F. Chili . . . . . Suzuki
  3. M. Messere . . . . . Honda
  4. F. Biliotti . . . . . Honda
  5. S. von Muralt . . . . . Suzuki
- 250cc class**
1. M. Wimmer . . . . . Yamaha
  2. F. Ricci . . . . . Honda
  3. P. Bolle . . . . . Parisienne
  4. S. Caracchi . . . . . Aprilia
  5. T. Taira . . . . . Yamaha

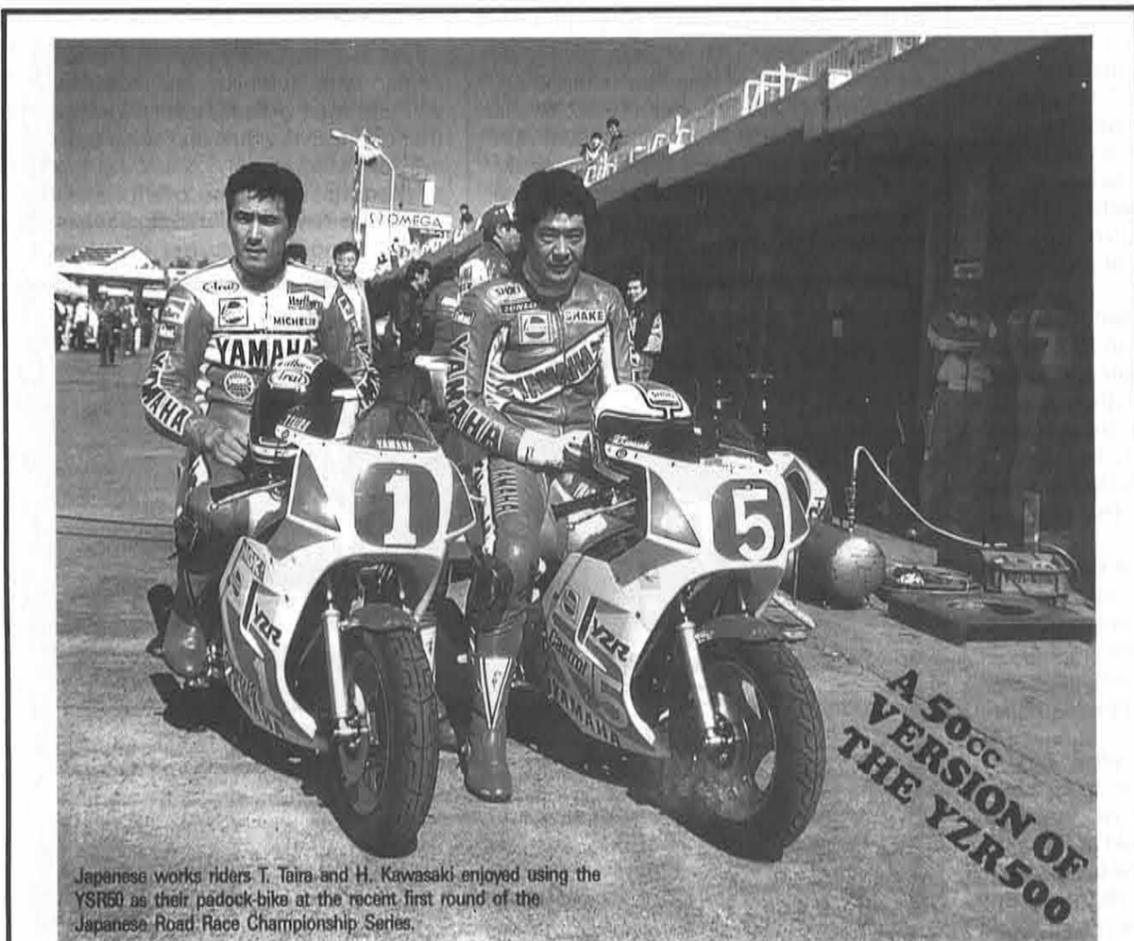
## Victory goes to two bright new stars —The Imora 500 & 250 classes—

Just preceding the start of the World Championship Road Race Series, Yamaha-Marlboro team riders entered the Imola 500cc & 250cc races in Misano, Italy and won both races, with Rob McElnea taking the 500cc and Martin Wimmer the 250cc classes. Being his debut race as a Yamaha works rider, McElnea wanted the victory very much. Picking up the pace over the second half of the race, he pulled away from new

Gallina-Suzuki rider, F. Chili, to win and in doing so score a lap time that was just one second under Eddie Lawson's track 500cc record.



Racing for the first time on the Yamaha V-4 500 machine, McElnea got away in eighth position at



Japanese works riders T. Taira and H. Kawasaki enjoyed using the YZR50 as their padock-bike at the recent first round of the Japanese Road Race Championship Series.

**A 50cc VERSION OF THE YZR500**

On May 10th an ultra-small sports YSR50 was released on the Japanese domestic market. The new YSR50 is called a tiny replica of the famous YZR500 racer that is seen on road race circuits all around the world today. In spite of the 50cc displacement this bike has a surprising amount of real sports performance and feel. The engine is a highly responsive air-cooled 2-stroke-model.

It comes in either the bright red and white Yamaha works machine colors or the colors of the Sonauto-Gauloises team racing machines. For Japanese motorcycle fans, who will never have a chance to see an actual World Championship GP race in Europe, this bike will be their chance to at least emulate their hero's like Lawson and Sarron in some way.

## Roberts' team's shining debut

—Malaysian GP in Selangor—

The Kenny Roberts' Lucky Strike team made its big debut, on April 5th-6th, by scoring a perfect 1-2 victory at the Malaysian G.P. Twenty-six thousand fans crowded the Shah Alam track outside of Kuala Lumpur to watch the Lucky Strike team rider Randy Mamola

and Mike Baldwin race to one win apiece in the two-heat race, with Mamola recording the overall victory by a mere two seconds, despite having lost the first heat due to a failure in his rear shock absorber. Baldwin who beat Mamola in the





The third and fourth places went to Australia's Peter Radford and Geoff McNaughton, both racing on Honda RS500's.

By the way, the next weekend, April 12 and 13, The JOHOR GP celebrating the opening of the JOHOR Circuit was held in Johor Baru, and Randy took 1st place while Mike placed 2nd in both heats.

- 1st heat:
1. R. Mamola ..... Yamaha
  2. M. Baldwin ..... Yamaha
  3. G. MacNaughton ..... Honda
  4. P. Radford ..... Honda
  5. F. Looi ..... Yamaha
  6. S. Tay ..... Yamaha

- 2nd heat:
1. M. Baldwin ..... Yamaha
  2. R. Mamola ..... Yamaha
  3. P. Radford ..... Honda
  4. G. MacNaughton ..... Honda
  5. F. Looi ..... Yamaha
  6. G. Vogt ..... Suzuki

3. P. Vehkonen ..... Cagiva
4. P. Dirckx ..... Honda
5. M. Kouki ..... Yamaha

- 2nd race
1. D. Stribos ..... Cagiva
  2. J. van den Berk ..... Yamaha
  3. P. Venkonen ..... Cagiva
  4. M. Kouki ..... Yamaha
  5. A. van Aston ..... Kawasaki

### World championship positions after 2 rounds

1. P. Vehkonen ..... Cagiva .70 pts.
2. A. Pantilla ..... KTM .52 pts.
3. M. Kouki ..... Yamaha .50 pts.
4. J. van den Berk ..... Yamaha .43 pts.
5. I. Vehkonen ..... Honda .43 pts.

### 250cc class

#### 2nd round - Austria - April 13

- 1st race:
1. J. Vimond ..... Yamaha
  2. G. J. van Doorn ..... Honda
  3. M. Rinaldi ..... Suzuki
  4. A. Drechsel ..... KTM
  5. K. Ljungqvist ..... Yamaha

1. J. Vimond ..... Yamaha
2. P. Hansson ..... Husqvarna
3. M. Rinaldi ..... Suzuki
4. G. J. van Doorn ..... Honda
5. P. Johansson ..... Honda

### World championship positions after 2 rounds

1. J. Vimond ..... Yamaha .69 pts.
2. P. Hansson ..... Husqvarna .51 pts.
3. G. J. van Doorn ..... Honda .50 pts.
4. M. Rinaldi ..... Suzuki .43 pts.
5. D. Watson ..... Honda .35 pts.



## YAMAHA CUP LADIES GOLF TOURNAMENT

The second Yamaha Cup Ladies Open Golf Tournament was held from April 11th to 13th at the Katsuragi Golf Club in Shizuoka Pref., Japan under the sponsorship of the Yamaha Group including Nippon Gakki, Yamaha Motor and Yamaha Recreation.

The final day of competition was blessed with especially fine weather and both competitors and gallery enjoyed a great day of golf.

As for the tournament, the final day of play ended with the two leaders tied at an even par 216. In the resulting playoff, Taiwan's Tu A-yu sank a 2.5-meter birdie putt on the second extra playoff hole to beat Japanese Y. Kitano and win the ¥5 million first prize. The total prize money this year was ¥30 million.

In addition to prize money, Yamaha products such as a 19 ft.-sailboat and a piano were also presented.

## '86 WORLD CHAMPIONSHIP MOTOCROSS

### 125cc class

#### 1st round - France - April 6

## M. Kouki keeps 3rd position

P. Vehkonen (Cagiva) led a pack of Finnish riders who piled up points in the World MX125cc Championship Series.

At the French GP held near Toulouse, Vehkonen won both races with A. Pantilla (KTM) in second. Close on their heels in both races, as well as, in the overall point standings were two more Finns, Mika Kouki, a rider for Yamaha's Finnish importer, Arwidson and I. Vehkonen (Honda). About 7 thousand fans watched the 1st round races in a pouring rain.

#### 2nd round - Holland - April 13

## J van den Berk places 2nd place

In the 2nd round held at Mill in Holland, John van den Berk who rode for Yamaha Motor BV, Holland, took two 2nd places in both races. He led the first race until final three laps when a mistake let Stribos through. Mika Kouki (Yamaha) placed 5th in the first race and 4th in the 2nd race respectively to keep 3rd position in the point ranking.

### Results

#### 125cc class

##### 1st round-France-April 6

- 1st race
1. P. Vehkonen ..... Cagiva

2. A. Pantilla ..... KTM
3. D. Lacher ..... KTM
4. I. Vehkonen ..... Honda
5. M. Kouki ..... Yamaha

- 2nd race
1. P. Vehkonen ..... Cagiva
  2. A. Pantilla ..... KTM
  3. M. Kouki ..... Yamaha
  4. I. Vehkonen ..... Honda
  5. J. M. Bayle

#### 2nd round-France-April 13

- 1st race
1. D. Stribos ..... Cagiva
  2. J. van den Berk ..... Yamaha

## '86 JAPANESE NATIONAL CHAMPIONSHIP

### Road Racing - 250cc class

## YZR250 dominates in debut race



Y. Hasegawa

The third round of the motorcycle Japanese National Championship series was held on April 5th and 6th at the Sugo Road Race Course.

In this race the Yamaha works

machine YZR250 made its long-awaited debut and lived up to expectations in grand style by recording a 1-2 victory.

At the start it was Honda's O. Hiwatashi and H. Nishigawara

who raced to an early lead, followed by three Yamaha TZ250's. The YZR250's, meanwhile, were caught in the middle of a large second group.

By the 9th lap Y. Hasegawa (YZR250) had managed to work his way up to 4th position, but his fellow YZR works rider, S. Katayama was still far back around 10th place. It wasn't until the 13th lap that Hasegawa caught and passed S. Kita (Honda), who had taken over the lead from Hiwatashi. Once in the lead he held on to it to the finish despite a close pur-

suit by Kita right up until the last lap. Meanwhile his teammate Katayama worked his way steadily through the pack to 5th position by the 11th lap and 3rd by the 13 lap. Then, when Kita took a fall on the last lap Katayama moved into second to give the YZR250's a 1-2 finish.

### Results:

1. Y. Hasegawa ..... Yamaha
2. S. Katayama ..... Yamaha
3. H. Nishigawara ..... Honda
4. H. Takemura ..... Honda
5. T. Izumi ..... Yamaha

### Motocross - 250cc class

#### Round 2 - April 6

## Mitsuyasu fights to first places



T. Mitsuyasu

It was T. Fukumoto (Honda) who jumped into the lead at the start of the first race, but before the end of the first lap T. Mitsuyasu (Yamaha) passed him to take the lead. Fifteen minutes into the race Mitsuyasu was passed by A. Okabe (Kawasaki) and the race became a battle between these two until the last 5 minutes when Mitsuyasu began to pull ahead to victory.

Six minutes into the second race Mitsuyasu caught early leader R. Kinder (Honda) and took the lead once again. It was no easy ride to victory from there on, however, as

Y. Tofukuji (Honda) pulled up to fight a fierce see-saw battle right down to the final curve (corner), where Mitsuyasu slid past his rival and held on to the finish line.

### Results:

- 1st race
1. T. Mitsuyasu ..... Yamaha
  2. A. Okabe ..... Kawasaki
  3. Y. Tofukuji ..... Honda
  4. Y. Baba ..... Honda
  5. S. Martin ..... Honda

- 2nd race
1. T. Mitsuyasu ..... Yamaha
  2. Y. Tofukuji ..... Honda
  3. A. Okabe ..... Kawasaki
  4. S. Martin ..... Honda
  5. E. Karasawa ..... Honda

## Go! Go-Boating Team



Taking the lead is Jeff Brown's

In Sydney, Australia Jeff Brown of the "Driclad Leisure Industries, Team Wingboat, Go-Boating Yamaha" team has been racing with a 25HP Yamaha in power boat competitions (20 kw. class) over the last two years, only being beaten once in 65 starts. Jeff and the team are provided with expert technical and service advice from their sponsor, a Sydney Yamaha dealer, Go-Boating Pty. Ltd.

Jeff's placing are:

- 1st - 1984 N.S.W. Outboard Titles
- 1st - 1985 N.S.W. Outboard Titles
- 1st - 1984 Bridge to Bridge Classic (record)
- 1st - 1985 Bridge to Bridge Classic (record)
- 1st - 1984 Sydney Outboard Club Championships
- 1st - 1985 Sydney Outboard Club Championships
- 2nd - 1985 Australian Outboard Championships.

Jeff holds the N.S.W. speed record for 20kw. mono hulls, 53.3 mph. He has also placed:

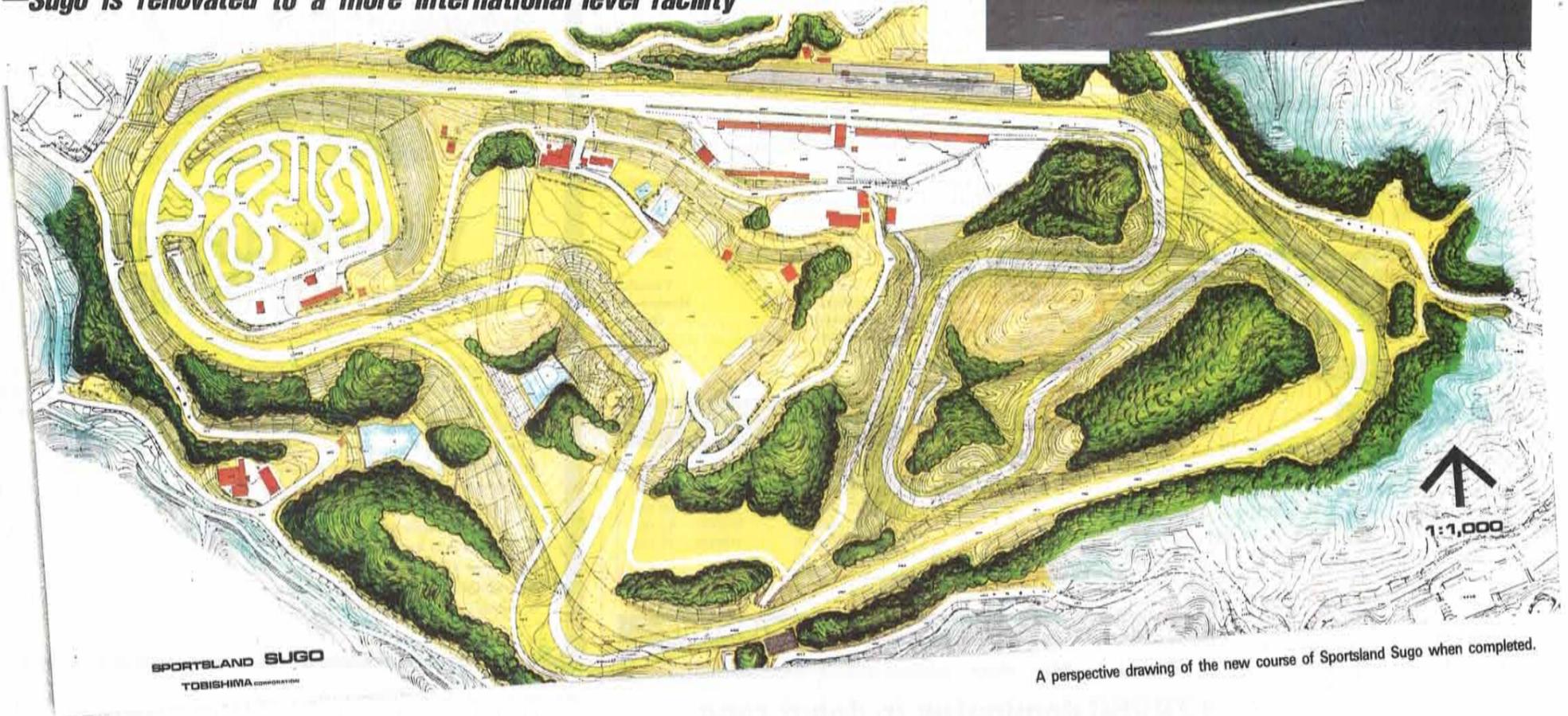
- 3rd - N.S.W. 800 cc mono class (65 hp) (two years in a row)
- 2nd - N.S.W. 550 cc Super Sports Class (Open)

# TT-F1 Sugo is set for 1987

—Sugo is renovated to a more international level facility



Isle of Man TT-F1 race in 1985



A perspective drawing of the new course of Sportsland Sugo when completed.

At the Spring Meeting of the FIM, held recently in Geneva, official approval was given for the holding of the Japanese round of the TT Formula One World Championship Series at the Sportsland Sugo.

The expected dates of this round to be organized jointly by Sportsland Sugo and the Motorcycle Federation of Japan will be August 29th and 30th, 1987. As one of the world's top race series

for production models, the TT Formula World Championship Series is gaining popularity every year. Consisting of 7 meetings in 1985 and 9 meetings in 1986, the applicants for the rights to hold 1987 series events has grown to a total of 12 nations.

Compared to the "GP Formula Series", which has no restrictions on type or manufacture of the machines participating, the "TT Formula Series" is

divided, according to FIM regulations, into four classes, F1, F2, F3 and F4, depending on displacement capacity, and the present World Championship Series is contested only in the F1 and F2 categories.

F3 and F4 class races are sponsored independently on the international or national level.

The restrictions on displacement capacity for machines taking part in the F1

class race to be held at Sugo next year are 601 - 750cc for 4-cycle and 351 - 500cc for 2-cycle engines. Taking this coming event as an opportunity to make a more international level racing facility, Sportsland Sugo is now undertaking a large-scale re-construction project that, by next April, will change Sugo into a technically advanced course with a total length of 3.7km and a seating capacity of 50,000.

バイクとマリンスポーツの総合情報TV番組

YAMAHA PRESENTS

ON and OFF

4月4日 TV新番組「オン・オフ」スタート

美しいビジュアルで、君の気分を刺激する。

●テレビ東京・テレビ愛知・テレビ大阪・テレビせとらち  
毎週金曜日 11:30P.M.~11:45P.M.  
●静岡放送:毎週日曜日 5:15P.M.~5:30P.M.  
●提供:ヤマハ発動機株式会社

## Promotion Program for TV

Starting on April 4th of this year, a new television program sponsored exclusively by Yamaha Motor Company, entitled "ON and OFF", is being shown throughout Japan every Friday night from 11:30 to 11:45 p.m. (and on Sunday from 5:15 to 5:30 in the Shizuoka area).

This program, while making an appeal for the Yamaha's corporate image as a whole, presents people with enjoyable hobby suggestions. Divided into a motorcycle version and a marine version, the motorcycle version, changing viewpoint every week with subjects like "The bike and outdoor life", "The local racing team" and "Biking through Europe", presents the expanded world of motorcycle enjoyment, the people, and the dreams they pursue, while the marine version appeals to the interests and aspirations of marine leisure seekers and sea-lovers with themes such as "The attraction of the sea-fishing, diving" and "Luxury yachts of the South Pacific."