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Yamaha Osaka Cup

The world's first longitudinal cross-Pacific yacht race



With the Dec. 31st deadline approaching 51 teams have already filed applications for the Yamaha Osaka Cup race. Pictured here is the 15.5meter sloop "VALKYRIE", whose owner/skipper is Mr. Gerry Humphreys (left) of Queensland, Australia, and co-skipper is Mr. Greg Brown also of Queensland.

(Photos by MIKE KENYON PHOTO)



Yacht racing as an international sport has a long and illustrious history. Now it appears that yet another important page in that history will be written on coming March 21st. That is the day that the "Yamaha Osaka Cup" Race (Melbourne/Osaka Double-Handed Yacht Race 1987) will start. The Yamaha Osaka Cup is an international race planned by the City of Osaka as part of the commemorative events for the celebration of the 120th anniversary of the opening of Osaka Harbor, and is organized by the Nippon Ocean Racing Club (NORC) with Yamaha Motor as its title sponsor. In the glamorous world of yacht racing, such big titles as the America's Cup, the Admiral's Cup, the Southern Cross Cup and the Sardinia Cup are famous for their unique and challenging demands on yacht and crew, and now the Yamaha Osaka Cup is about to take its place among the world's unique sailing challenges. The north-south course from Melbourne, Australia to Osaka, Japan covers a distance of 10,200km, or nearly one-fourth the distance around the world, and it is the fact that this course must

be traversed by a crew limited to two people that has made it the talk of the yachting world. As a manufacturer of yachts, boats and a wide range of marine sporting goods, Yamaha has long made the fulfill-

ment of those precious dreams of adventure and romance that all true sea lovers hold its number one goal. As one more fulfillment of the sailor's dream, Yamaha is devoting itself to the success of this memorable international race.

World typical yacht races

Race	Race Waters	Profile
America's Cup	Australia	To be held next in Australia after a full century at Newport, RI, USA. A race contested between nations using high-tech-12meter yachts. After a full century of successful cup defense by the USA, the cup was finally taken away by Australia in 1983 to the surprise of the entire yachting world. This race was first held in 1851.
Admiral's Cup	Great Britain	The traditional leader in offshore yacht racing series. This race is contested between national teams made up of three boats each. Of the series races the long distance "Fastnet Race" is the most famous.
Southern Cross Cup	Australia	Contested in the height of the Australian summer, this series is famous for its Sydney-Hobart (Tasmania Island) long-distance race.
Royal Hawaiian Cup	USA (Hawaii)	In Hawaii the trade winds blow invitingly even in the middle of summer. The tropical mood attracts top racers from around the world.
Sardinia Cup	Italy (Sardinia)	The Sardinia Cup is a special challenge trophy between national teams of three boats each, which takes place on even-numbered years. The departures and arrivals of the series will be at Porto Cervo, Sardinia, Italy.
Trans Pac	USA (Los Angeles-Hawaii)	As the name implies, this is a cross-Pacific race from the west coast of the USA to the mid-Pacific paradise of Hawaii.

CAMI and Yamaha become partners in the manufacture of FRP boats



From the right are: President Roger Hyde, YMC Director, Tim Hasegawa, and Secretary to the Mayor of Calgary, Mr. Ralph Klein.

On September 24th Yamaha Motor signed a technical assistance agreement with the Canadian boat maker, Canadian Aero Marine Industries Inc. (abbreviated CAMI, president; Roger S. Hyde, location; Calgary, Alberta) to become partners in the production of Yamaha-design FRP pleasure boats in Canada.

In keeping with the program of Alberta Province's government for the development of new industries outside of oil and agriculture, this new joint venture is expected to contribute to the local economy by creating new employment opportunities while also providing new stimulus to the Canadian marine pleasure market in the form of high-quality FRP boats produced and sold in Canada. Plans call for the start of production of Yamaha-designed 15ft. and 17ft. outboard powered family-type pleasure boats at CAMI's Calgary factory this November. Initial plans call for a first-year output of 200 boats. With a 19ft. model scheduled to be added to the line-up in 1988, production will gradually brought into full swing. By the way, the recent agreement is the second joint venture company established in Canada this year, following the March signing of a contract for the establishment of Cree-Yamaha Motor Enterprises Ltd. for the production of 23ft. and 25ft. FRP boats in Quebec Province.

'86 US Dealers Meeting



For a three-day period beginning on Oct. 13th, Yamaha Motor Corp., USA held its grand nation-wide dealers meeting in Las Vegas, Nevada. The highlight of the meeting, of course, was the introduction of the new '87 model motorcycles for the American market. This year's meeting was put on in a spacious hall with music, mini races and cotton candy booths along with more formal presentations, seminars, demonstrations and dealers gatherings, giving the show a uniquely enjoyable atmosphere. There were 81 demonstration models on hand to give the dealers a chance to not only see, but to actually ride and experience for themselves the outstanding qualities of the '87 models. These special preparations caused most of the dealers to leave the meeting with comments like; "The best ever!", "No comparison" or "You did a great job".

Joint venture company established in Taiwan for production and marketing of motorcycles

Yamaha Motor Taiwan Co., Ltd.

For some time Yamaha Motor has been involved in preparations for the establishment of a joint venture company to engage in the manufacture and marketing of motorcycles in Taiwan. Now all the paper work has been completed and the joint venture company, "Yamaha Motor Taiwan Co., Ltd.," was established officially in November to begin domestic production and marketing of Yamaha motorcycles. The new company was established with a starting capital investment, 51% and 49% of

which were invested by Yamaha Motor and the Kung Hsue She Co., Ltd., respectively. Kung Hsue She is the company presently holding a technical assistance contract with Yamaha. The company has been manufacturing motorcycles in Taiwan since 1966 under a technical assistance agreement with Yamaha Motor. Under the new contract the facilities and employees of Kung Hsue She will become part of the new joint venture just as they are. The purposes behind the estab-

lishment of the new joint venture are;

1. To extend technical instruction to subsidiary companies, such as parts manufacturers, in order to improve overall product quality.
2. To re-vitalize the motorcycle market in Taiwan through more complete marketing activities including the programs of more aggressive promotional and after sale service activities.
3. To direct product development more closely to actual

TAIWAN

needs of the domestic market. Toward these goals, the new company will be organized to carry out the jobs of management, production, marketing and all other aspects of corporate activities including technical instruction of subsidiary companies, in the most efficient way possible. First-year plans call for the manufacture and marketing of a line of motorcycles ranging from 50cc to 135cc models with a production goal of 60,000 units.



'87 YZ models meet the European press

HOLLAND From October 21st to the 25th, Yamaha Motor Europe N.V. invited Europe's leading motor journalists to Sevilla in southern Spain along with Yamaha importers to test ride the new '87 YZ models. A combination of good weather, good food and good entertainment contributed to the success of this important event, but, in the end, it was the 18 beautifully prepared YZ models (YZ80/125/250/490) that stole the event. The test rides went off with no problems, as each day importers from two or three countries came along with 10 to 15 journalists each for a full day of testing on the track. The unanimous response from the journalists was one of excitement about the performance and improvements of the '87 bikes. From the look of things at this year's press introduction in Sevilla, it is going to be a very good sales season for Yamaha in '87.

New water vehicles enjoy a big response

At the 28th annual IMTEC (International Marine Trade Exhibit and Convention) Show held from September 25th to 28th in Chicago, Yamaha Motor Corporation USA put together a spectacular booth with Yamaha outboards, boats, water vehicles and other products to become one of the big attractions of the show. Among the many quality Yamaha products on display, however, it was the new water vehicles "WaveRunner" and "WaveJammer", to be released on the U.S. market in January '87, that drew an especially big response from the many marine dealers visiting the show as a product that is expected to open up an entirely new marine sports market.

Prior to the IMTEC show, YMUS also invited a total of 130 leading motorcycle dealerships to test ride the new products. To the delight and surprise of the organizers, all 130 shops expressed an interest in handling the new water vehicles. It looks as though the response for these new marine sports vehicles will be bigger than anyone imagined.



Dealers everywhere are interested in the new Yamaha water vehicle.

A backstage worker at the Vancouver Expo '86

CANADA During its 165-day run from May 2nd to Oct 13th, the Vancouver Expo '86 gathered crowds of visitors from far and wide to see exhibits of participants from over 50 countries. Many of these visitors surely saw the various golfcars and snowmobiles on display, but they probably saw the golfcars that served as the actual workhorses around the Expo grounds.

The Vancouver Expo was spread out over an expansive area that totalled 660 square kilometers, and cablecars and monorails worked full time transporting visitors around the grounds. These facilities were barely enough to handle the Expo visitors alone, so for other transportation purposes such as security, transport of machinery, and emergencies, the organizers used a total of 30 Yamaha golfcars secured from YMCA. Although they were seldom seen on the actual Expo grounds, they were busily at work everyday on the service roads that ran behind the pavilions. It was a sight that suited perfectly with the theme of the transportation Expo, "World in motion, world in touch". It was also a great sight to see Yamaha snowmobiles on display in the Northwest Territories (N.W.T.) pavilion as an example of one of that Province's principal forms of transportation. Although there are Canadian companies which make snowmobiles, the fact that Yamaha were chosen for the exhibit must be a statement about the high regard in which Canadians hold the Yamaha products.

A big anniversary donation

U.S.A. Yamaha's Thai importer, Siam Yamaha is now celebrating the 20th anniversary of its founding. As one of the many commemorative events and services conducted by the company this year, it recently made a generous donation of a gymnasium valued at 5,474,000 Baht (approx. \$200,000) to the Province of Samutprakarn.



From the left; Mr. Kasem, Khunying Phornthip Narongdej, Mr. Pisal Mulasatsathorn, Dr. Thaworn Phornprapha and Governor of Samutprakarn Province.

THAILAND

The donation was given to the Governor of Samutprakarn Province at a presentation ceremony presided over by the Assistant Secretary of the Interior Ministry, Mr. Pisal Mulasatsathorn, at the Samutprakarn stadium on September 30th. Representing Siam Yamaha Co., Ltd. at the ceremony were the company's chairman, Dr. Thaworn Phornprapha, President, Mr. Kasem and Vice President, Khunying Phornthip Narongdej.



The donated gymnasium

Thanks for all your letters. We're receiving wonderful letters with interesting topics for Yamaha News from all over the world and every letter we get helps us bring you a more informative and more useful Yamaha News.

So, please keep the letters coming.



Golfcars at work behind the scenes at Expo '86. The cars served in the transport of machinery, escorts, security officers, and in emergencies.



Users begin to gather around a dealer's shop front as YBS campaign preparation are finished. (Malaysia)



Self-maintenance instruction by a local instructor. (Singapore)

Motorcycles ever growing in India



INDIA

Ajay Bafna on his YZ125 (No. 75) fights to stay ahead of teammate Firdaus Chindhy - Yamaha IT175 (No. 25). Firdaus won overall while Ajay was second (1st Baroda Motocross Meet) Photo by AUTOWORLD

Everything is A-O.K. with YBS activities

As we reported in this year's issue No. 4 of Yamaha News exactly, the Yamaha Overseas Service Dept. began a YBS (Yamaha Before Service) program last year. In a word, the goals of the Yamaha Before-Service program are: (1) to develop trouble-prevention service activities, and (2) to improve the reputation of Yamaha motorcycles. Trouble-repair type service activities

are already out of date. After-sale service is still important but Before-Service can help the customer enjoy a trouble-free Yamaha motorcycle life even more effectively. By receiving Before-Service, Yamaha motorcycles can provide better performance at lower running cost than other brands. This brings the customer greater satisfaction and wins higher customer trust for Yamaha. So, we

consider Before-Service to be a very effective sales promotion strategy for the future.

In keeping with this philosophy, this program is now being actively promoted in an effective way all around the world. Recently we received reports of the YBS training programs that are being promoted in Southeast Asia. Here is a list of those activities.

YBS Campaigns by Country

Country	Organizer	Scale of participation	Contents of program
Singapore	Hong Leong Corporation, Ltd., Yamaha Division	<ul style="list-style-type: none"> Prospective YBS dealer participants: 1 shop (Motorcycle Service Center) Participants in YBS user instruction: 255 users 	A YBS campaign was held on July 21-27. A self-maintenance school was held to teach them the periodic maintenance checks they can perform themselves, and they were also asked to fill out a YBS questionnaire. The highly useful self-maintenance instruction was especially well received by the users.
Malaysia	Hong Leong Yamaha Distributors, SDN, BHD.	<ul style="list-style-type: none"> Prospective YBS dealer participants: 9 shops Participants in YBS user instruction: 560 users Questionnaires of product evaluation completed: 230 users 	From August 5-23 a YBS campaign was held in 9 locations in northwest Malaysia. Each campaign began with a clean-up of the local dealer's shop and explanation to the dealers of the advantages of YBS. Users were given self-maintenance instruction. Video presentation and other attractions were used to gather users, a service which was greatly appreciated by the dealers and users alike.
Thailand	Siam Yamaha Co., Ltd.	<ul style="list-style-type: none"> Prospective YBS dealer participants: 24 shops Participants in YBS user instruction: 5800 users Questionnaires of product evaluation completed: 650 users 	From May 4 to July 28 the YBS campaign was held every month in locations around the country. Featuring free-check service, explanation of the merits of Yamaha's unique YBS program to dealers, self-maintenance instruction for users, the program was very well received. A direct mailing was sent out to help attract users and an average 100 users a day turned out. Also information was gathered from users during the campaign to help plan for future models.
Indonesia	P.T. Harapan Motor Sakti Industri Co.	<ul style="list-style-type: none"> Prospective YBS dealer participants: 30 shops Participants in YBS user instruction: 4500 users Questionnaires of product evaluation completed: 350 users 	From August 27 to October 22 two teams of staff travelled through the eastern Java conducting YBS campaign. Local campaign and response from users was excellent. As a part of the campaign instruction was also given to users in the proper handling of a motorcycle.
Taiwan	Kung Hsue She Co., Ltd.	<ul style="list-style-type: none"> Prospective YBS dealer participants: 10 shops Participants in YBS user instruction: 169 users 	From May 22 to 31 delivery inspection and YBS campaigns were held throughout Taiwan. YBS explanation material was translated and published in Chinese to aid in user and dealer instruction. The self-maintenance school program was also very popular here in Taiwan, reflecting the desire on the part of owners to take good care of their motorcycles.

On last October 20th, Yamaha Motor da Amazonia Ltda. held a celebration to commemorate the line-off of their first RD350. The Brazilian-made RD350 had long been awaited by Yamaha employees and Brazilian motorcycle lovers since the domestic production project was announced at the First Two Wheels Fair in 1984. The ceremony was held at the Manaus Factory and attended by VIPs from the State Government, representatives of partner companies, and representatives from YMDB and YMC. With about 350 employees, Yamaha of Manaus will produce about two thousand RD350s by the end of this year.

From the left; Senior Director Morinaga, Managing Director Shuin, Mr. Paulo Freire Silva (Vice Director General, Administration Agent of the Free Zone of Manaus), Mr. Francisco De Assis Mourão (Secretary General, Commerce and Industry Bureau, Amazonas State), President Tanaka of YMDB, Mr. José dos Santos da Silva Azevedo (President of TV-Lar, joint venture partner,) and Mr. Reynoldo Sales Cha (Manaus Office Head, SUDAM).

RD350 lines off in Brazil



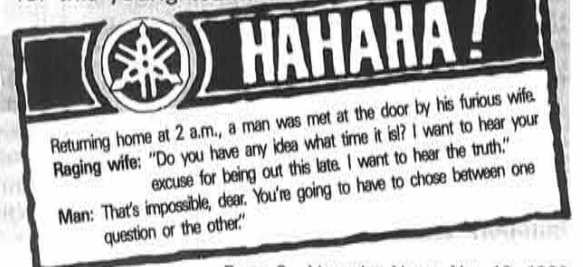
The other day we received a letter from Vitta Mazda Ltd. of India. According to the letter, the growing interest in motorcycles and scooters in India has led to the call for an Indian motorcycle magazine aimed specifically at these new bike fans. As a result, Vitta Mazda's Publication Division decided to put out a magazine of their own entitled "Autoworld", and they announce that the first issue is due for release in January of '87. In addition to its essentially Indian background, the publishers plan to give the magazine an international flavor by way of news items, new model introductions, descriptions of interesting models and competition results from important events around the world. According to a market survey conducted by the company, because Yamaha enthusiasts outnumber those of the other Japanese manufacturers, they plan to make their magazine especially interesting for these fans.

"Racecrafters" win on Yamahas

The staff of "Autoworld" sent us a copy of an article they prepared for us concerning the present motocross scene in India with the above title; "With the advent of big events in India, motocross has seen a tremendous growth in the country. This growth has seen the world famous Yamaha motorcycles set the pace in the hands of such well known names as Ajay Bafna, Firdaus Chindhy and Arif Shaikh. In the 1st Bombay Motocross Meet at the Brabourne Stadium, Ajay Bafna astride a Yamaha YZ125 scored a crushing victory over Racecrafters teammate Firdaus Chindhy riding a Yamaha IT175. Firdaus next went to the Bangalore Motocross Meet and won the prestigious Open Class on his IT175. On the same machine he next took second spot in the Open Grand Prix at the 1st Maharashtra Dirt Track Race Meet in Poona.

The 1st Baroda Motocross saw Ajay Bafna on his YZ125 and Firdaus on the IT175 fight it out for top honours in the open class. Each scored a win and a second place apiece with Firdaus taking the overall honours. In this same meet, rising teenager Arif Shaikh won the Sixteeners Class on the Yamaha YZ125. In the 1st Poona Grand Prix Motocross, Arif Shaikh showed his potential by taking third spot overall in the open class on the Racecrafters Yamaha YZ80, in the process beating top flight competitors on much bigger capacity racing machines! He next followed this up with two scintillating second spots in the 10 lap Sprint and the 25 lap Grand Prix of the 2nd Maharashtra Dirt Track Race Meet in Poona on the same YZ80 beating the same national stars!

Racecrafters has also done well in competition with the newly introduced Yamaha RX100. Ajay Bafna won the 110cc Grand Prix on a stock bike at the IARC Grass Track Race Meet in Bombay while his teammate Atul Chordia won the 110cc & 185cc classes in the 1st Poona Grand Prix Motocross. The Racecrafters team Yamahas are tuned by Ashraf Shaikh of Ashemoto Racing who is the country's most successful race tuner. With top management skills of Racecrafters boss Adil Jal Darukhanawala and the tremendous support of local Yamaha dealers Ampere Corporation success is assured for this young team.



1987 YAMAHA NEW PRODUCTS

Greater utility and pleasure

'87 OUTBOARD LINE-UP

While the pleasure-use outboard market is rapidly growing, commercial-use outboards are still widely used by fishermen and other commercial boaters all over the world. Introduced for '87 is a strengthened full line-up ranging from 2hp to 225hp, including 3 new models, the 225hp and 50hp models (North America only) and the 30hp model (USA and Australasia).

V6 Excel (North America/Australasia)/ 225A (Europe)

The new V6 Excel/225A which will soon make its debut on the world market has been developed with the intent of extending the sphere of outboard uses from the high-speed inland water sports including waterskiing and bassfishing to heavy-duty offshore activities.

The new model now has a **negative trim** (the tucked-in position) of 4 degrees and a positive trim of 16 degrees off vertical. The negative trim will get boat on plane quicker and aid in rough water handling. Another new remarkable feature is a priming bulb on the fuel hose that'll maintain its prime up to an entire season.

The **Micro Computer Ignition** monitors throttle position, engine speed, and combustion stability in order to precisely adjust ignition timing under all conditions for optimum performance, economy, and durability. This system is unique in the industry! The **high-performance gearcase** has been streamlined for less water resistance, and extended for better stability.

A **1.8 gear ratio** helps deliver exciting acceleration. The water intakes and speedometer Pitot have been lowered to allow



V6 Excel

high motor mounting for top performance. The Precision Blend® System eliminated the need to mix fuel and oil, for greater convenience; it provides economy, clean burning, and superb performance.

The Pro 50 and the 30 are the only 3-cylinder models available in their respective classes for smooth, quiet operation, exceptional economy and excellent acceleration.



14 tickets to fun in the snow

THE '87 SNOWMOBILE LINE-UP

Yamaha is the leading snowmobile manufacturer in the world. The major market for this products are North America and Europe. In these markets, the use of snowmobiles is divided into two major groups, pleasure and utility. The pleasure market includes a variety of uses from adventure-some trail riding, hunting and fishing to a simple visit to a neighborhood friend, especially in the North American market. In Europe, on the other hand, a large percentage of the market is dominated by various commercial uses in the Laplands of Sweden, Norway and Finland.

To answer these various user needs as specifically as possible Yamaha is introducing the following 14 snowmobile models for '87:

Exciter (North America/Europe), Inviter (N.A./Europe), Phazer Deluxe (N.A./Europe), Phazer (N.A./Europe), XLV (N.A./Europe), SRV (N.A./Europe), V-Max (N.A.), Excel III (N.A.), Enticer 340 (N.A./Europe), Enticer 340T (N.A./Europe), En-

ticer 340TR (N.A./Europe), Bravo (N.A.), Bravo T (N.A./Europe), Bravo TS (N.A.)



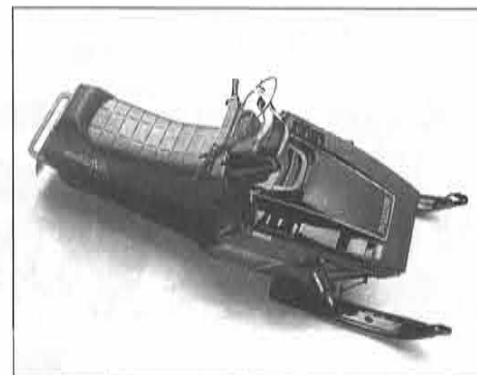
EXCITER

•569cc liquid-cooled, two-stroke engine
•Yamaha exclusive Telescopic Strut Suspension
•Fully-adjustable Pro-Action Link rear suspension
•Extra wide skis and 36.2-inch ski stance
•Unique fairing with integrated headlight
•449 pounds for excellent power-to-weight ratio



INVITER

•Quiet and reliable 293cc liquid-cooled, two-stroke engine
•Unique sit-in seating
•Spring-foam seat design with adjustable padded backrest
•Aircraft-style steering yoke with handlebar warmers
•Electric starting
•Yamaha exclusive Telescopic Strut Suspension
•New external dual shock, long travel rear suspension

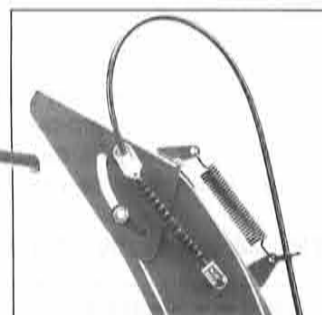
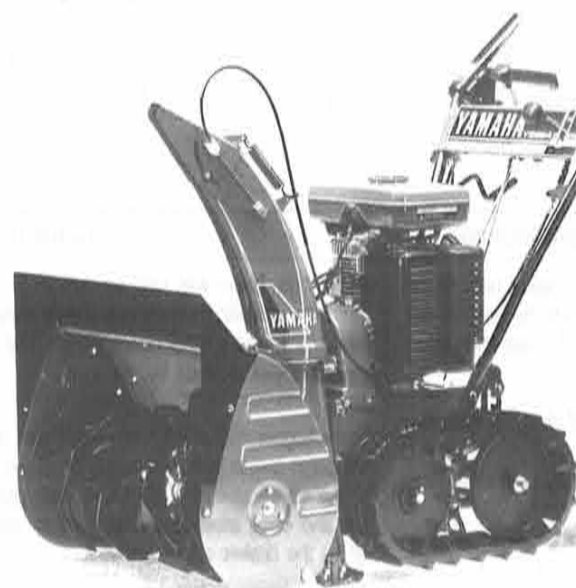


PHAZER DELUXE

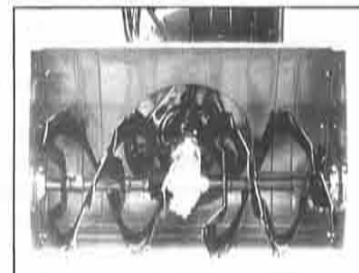
•485cc air-cooled, two-stroke engine
•Excellent power-to-weight ratio
•Yamaha exclusive Telescopic Strut Suspension
•Anti-seay bar
•Modified Pro-Action Link rear suspension
•Unique fairing with integrated headlight
•Electric starting
•Handlebar warmers
•Plush two-tone seat
•Special paint and graphics.

YAMAHA SNOW BLOWER

YS624



Chute and deflector controls



The saw blade-type auger

The Yamaha YS624 has taken on a new look and new power for the '87 season. With the capacity to clear 35 tons of snow per hour, the new YS624 can throw an arch of snow 46 feet (approx. 14 meters)! Here are the features that have been added to the '87 edition of the YS624:

1. Track/wheel drive system

The new model features two drive systems; an all-rubber track type for hard-packed snow, and a wheel type for smooth riding over soft, loose-packed snow.

2. Panel-mounted chute and deflector control

The easily adjustable discharge chute throws snow up to 14 meters over 220° throwing angle that is controlled by simple chute handle manipulations.

3. 4-step auger tilt pedal

A simple pedal action allows you to adjust

the auger angle over a four-level range to accommodate for different road surfaces.

4. 5-speed transmission

Three forward and two reverse gears give you the flexibility you need to throw snow, switch locations and change directions with equal ease. Durable friction-disc clutch system permits continuous operation during shifting.

5. Advanced auger design

Double threaded, ribbon screw-type auger with saw blade slices through even hard-packed snow. Blade design also boosts intake and prevents wagging in thick snow. Special auger brake provides total and safe auger control.

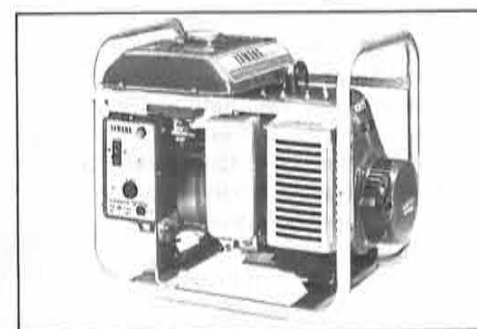
In addition to the YS624, three new '87 models; the YSM560/E, YT875 and YT1090 are scheduled for release on the Japanese market this season.

PORTABLE GENERATORS

For a brighter, more productive life-style

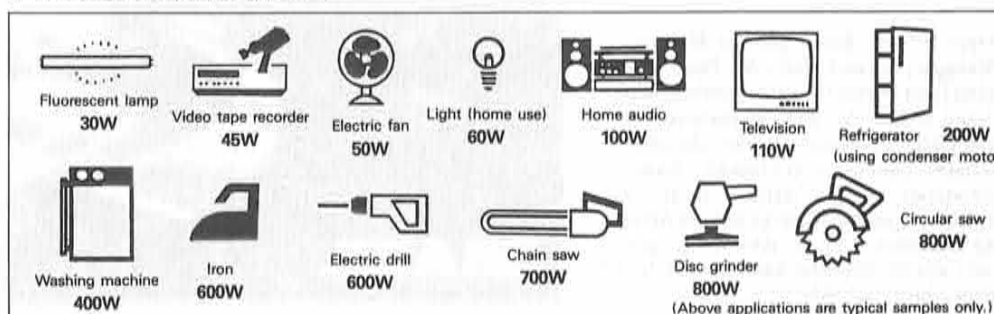
ET600A/EF1400H EF2000H/EF2800H

These '87 models are very light and compact, easy to carry and use anywhere you wish. An AC protector is also featured on all units. Sophisticated features like these and Yamaha's devotion to quality make EFH generators the perfect choice for a wide range of applications.



EF2800H

TYPICAL APPLICATIONS



1987 models for the Japanese boat market

Two meetings were held to introduce the new '87 Yamaha boat models for the Japanese market recently, one in Eastern Japan (Sept. 26-28) and one in Western Japan (Oct. 10-12).

The new models introduced at these meetings included sailboats, power boats and fishing boats for a total of seven new models in 17 variations. In January another 3 variations of a new 25-foot sailboat are also scheduled for release.

SAILBOAT

THE YAMAHA 30 Cruiser/Racer

The spacious cabin of this cruiser/racer, the largest possible for a 30-foot class sailboat, disregarding International Offshore Racing



Rules, provides the ultimate in living comfort and sailing enjoyment.

SPECIFICATIONS

•LOA: 8.96m •Breadth: 3.25m •Draft: 1.85m
•Hull weight: 3,250kg •Sail area: 42.1m²
•Auxiliary engine power: 18ps

POWERBOAT

LC950 Super Sedan/ Active Sedan

Designed with cruising pleasure in mind, the Super Sedan's main cabin is laid out to provide optimum visibility of the scenery outside. The Active Sedan, on the other hand, is designed with the sport fisherman in mind, and features fold-away sofas and other features to provide a larger multipurpose space in the main cabin.

SPECIFICATIONS

•LOA: 9.42m •Breadth: 3.26m •Depth: 1.01m
•Hull weight: 3,572kg (Super Sedan) •Recommended max power: 210 x 2ps •Fuel tank capacity: 750 lit. •Crew: 12



Star Ace V (five)/V (five) S

This model features longitudinal steps running from bow to stern on V-type hull for improved wave-cutting performance. Featuring the widest hull design ever on a 17-footer, this model achieves a more spacious and comfortable cabin area. Rolling stability is also greatly improved, making this perfect model suitable for even beginning boaters to enjoy all the fun of sports cruising.

SPECIFICATIONS

•LOA: 4.98m •Breadth: 2.17m •Depth: 1.02m
•Hull weight: 360kg •Recommended max. power: 60ps •Fuel tank capacity: 24 lit. (VS model: 65 lit.) •Crew: 6



FISHING BOAT

FR27

This model has a V-type hull with longitudinal steps for superior seaworthiness. The breadth is a bit increased for better overall stability.

SPECIFICATIONS

•LOA: 7.96m •Breadth: 2.80m •Depth: 1.40m
•Hull weight: 1750kg. (planned figure) •Recommended max. power: 160ps •Fuel tank capacity: 270 lit. •Crew: 10



FISH 23(O/B), (O/B, HT), (O/B, HTDX), (I/O)

This model available in 4 different versions is a stylish boat that provides greater fun and comfort for a wide range of fishing and boating fans including families, women and groups.

SPECIFICATIONS

•LOA: 6.87m •Breadth: 2.30m •Depth: 1.15m
•Hull weight: 809kg (845kg) •Recommended max. power: 115ps (117ps) •Fuel tank capacity: 24 lit. (O/B), (O/B, HT), 110 lit. (O/B, HTDX), (I/O) •Crew: 10, 8 (I/O)



FISH-17III

While this model also features a V-type hull with longitudinal steps, the bottom has a flat portion for easier landing on beaches.

SPECIFICATIONS

•LOA: 4.97m •Breadth: 2.10m •Depth: 0.80m
•Hull weight: 370kg •Recommended max. power: 50ps •Fuel tank capacity: 24 lit. •Crew: 6



Tsurikko Taro 80/G

This model weighs only 25kg about 30% lighter than a conventional 8-foot boat for easier operation.

SPECIFICATIONS

•LOA: 2.30m •Breadth: 1.30m •Depth: 0.40m
•Hull weight: 25kg (27kg) •Recommended max. power: 2ps •Crew: 2



YAMAHA OSAKA CUP

Race Topics

• Already entry applications from 51 teams

As the "Yamaha Osaka Cup Melbourne - Osaka Double-Handed Yacht Race 1987" nears its entry application deadline of December 31, 1986, interest is growing rapidly among domestic and foreign yachtsmen alike. As of November 11, entry applications have already been received from 14 Japanese teams, 15 Australian, 7 New Zealand, 5 American, 4 French, 3 British, one West German, one Danish and one Canadian team, bringing the total to 51 teams from 9 nations. This means that 102 daring yachtsmen have committed themselves to the Osaka Cup Challenge, and that number is expected to increase before the deadline.

• Why Melbourne as the starting point?

As has already been mentioned on the front page, this race will be held for the first time this coming spring to celebrate both the 120th anniversary of the opening of Osaka Harbor and the completion of the new city-authorized North Harbor yacht facility, and the reason that Melbourne was chosen as the race's starting point is that, each being one of the largest container freight receiving harbor in

its respective country. Melbourne and Osaka became Sister Ports in 1974 and four years later this led to the establishment of a Sister City relationship between the two cities.

In fact the tremendous cooperation received by the Melbourne Port Authority, the City of Melbourne and the race's host club, the Sandringham Yacht Club, have been the important factor in the success of the race organization so far.

• The largest scale race in the Pacific

The history of offshore yacht racing traces its beginning back to a cross-Atlantic race contested by three American yachts in the winter of 1866. The trends in offshore yacht racing in recent years have been from full-member, classic type long-distance offshore races to the development of series races based on these, and, since 1960, with the establishment of the Trans Atlantic Single-Handed Race and others like it, there has been a growing popularity single-handed or double-handed offshore long-distance yacht races. In terms of both course and distance, the Yamaha Osaka Cup will be the largest-scaled short handed yacht race ever held in the Pacific, and Yamaha is supporting this race wholeheartedly in the hopes that it will prove to be an equally

large opportunity for international cultural exchange between yacht lovers of the world.

• A Victory Cup on the theme of "Wind"

The Winners Trophy for next year's "Yamaha Osaka Cup" has recently been completed.

The 45cm tall, 7.2 kilogram Victory Cup portrays a spinnaker billowing out before the wind. The Cup will be presented to the winners of the A & B Racer Classes and the Cruiser Class. In addition, a 60cm tall, 5.6 kilogram First Home Trophy has been prepared for the first yacht to cross the finish line in Osaka Bay. This trophy portrays two sea-goddesses smiling into the wind.



1987 Yamaha American Mode

Appearance of Yamaha motorcycles and ATVs shown here may vary according to requirements and conditions and are subject to change without notice. Rear-view mirror(s) standard equipment for street

XV535



The XV535 is an entirely new model that is destined to become the next king of the middleweight V-twins. This light, air-cooled, 4-stroke, SOHC V-twin gives that special smooth, torquey power that makes the V-twin such an essential riding experience. Here is a cruiser with a truly American feel, that is at home anywhere from the city streets to the open highway.

FZR750R



FZ700

If the FZR750R is a model for the race-minded rider, the FZ700 is a super-sports machine that feels just as at home on the streets. Like the FZR1000 and FZR750R, the engine adopts a 45° forward-inclined four-stroke, liquid-cooled, DOHC, 5-valve, parallel 4 cylinder design, with newly designed full fairing and side covers. The exhaust is a 4-into-1 system. This is the machine for the rider who is looking for the sportiest street ride around ever.



This model is a thoroughbred supersports model designed, like the FZR750R, on the "Genesis" concept for the race-oriented rider. It is a machine that comes race-ready for the fast-growing Superbike race arena with a 5-valve parallel 4 cylinder engine. The FZR750R is an even stronger competitor than the '86 FZR750 with its 5-valve parallel 4 cylinder engine at big events like the Daytona 200 and the Castrol 6-Hour Endurance Race. *The Genesis concept is that the truly quality machine should allow the rider to enjoy the pleasure of riding to the fullest, beyond statistical specifications.

YFP350 Terrapro



Among the many features of the YFP350, the most attractive of all is the oil-pressure driven Power Take Off (PTO) unit. Power accessories, such as lawn mowers, fertilizers or pesticide sprayers, can be driven from the independently powered PTO system without the need to stop or adjust the speed of the Terrapro itself. The ideal worker for farm, ranch and plantation chores or irrigation operation, the versatile Terrapro can also be unharnessed and taken on a leisurely fishing or hunting trip, as well. The front suspension is a 3.15-inch travel independent type McPherson strut, and the rear features a 2.99-inch travel swingarm system.

YFM100 Champ



As the popularity of ATVs grows, there also grows a need for a wider range of models to fit the needs of different types of users. The YFM100 Champ is not too small for the adult rider and easier to store than larger models. The suspension consists of a 2.36-inch travel leading arm on the front only. With a reasonable price tag and features to match the 125cc ATVs, the Champ will be a perfect pleasure and utility model.



Line-up

legal models.

In a mature market like the American motorcycle market, the job of the manufacturer becomes a clear one: to produce products which will help create demand among new users, and, in order to avoid unnecessary competition, to create models of different and distinctive characters that are guaranteed to find a solid market and ensure profit for its dealers. The '87 American models are a line-up of highly refined machines which fulfill these goals by catering to the specific needs of a diversified range of users.



YSR50



Conceived as a new demand-creating model for the young market, the YSR50 was introduced last May on the Japanese market. Since its debut, this model has won growing popularity as a unique racer-feel bike styled after the famous YZR500. Despite its 50cc displacement, it gives the rider a real taste of sports performance. A recently established YSR50 production race series is drawing a large number of enthusiasts, too. One more area of popularity is as an enjoyable second bike for the big bike owner.

Razz & Jog

The scooter has earned itself the reputation as an extremely convenient type of 2-wheeler for the city dweller. It gets you where you want to go in town with ease. It is simple to operate, reasonable in its price, and you never have to worry about finding a parking spot. In Japan, the Jog is a best seller that sold an amazing 650,000 units between March of '83 and July of '86. This year, the more female-oriented model "Razz" has been added to Yamaha's scooter line-up.



SRX250

Although today's motorcycle market seems to be running full speed in the direction of high-tech, high performance machines, there are still many who long for an ideal "simple motorcycle". The SRX600 introduced last year seemed to answer this need perfectly, receiving high praise from the press and users alike. This year the SRX250 has been added to the successful SRX line. It features a 4-stroke, air-cooled, DOHC single cylinder engine with a beautifully simple design that gives light and responsive handling, for smooth riding at a reasonable price. This is a bike that is so easy to ride that it will surely find a large market among beginners and female riders.

YZR1000 recently released in Europe, that will allow the privateer to be minimal investment in modification. which swept to big titles last season ce Race. er to taste



YFM350FW Big Bear

The "Big Bear" is a true heavy-duty ATV suitable for both utility and pleasure uses. It is one of the three 4WD type ATV models available on the market. While it can be favorably compared with the others in terms of practical features it is sold in a competitive price range. The front suspension features a 3.94-inch travel independent double wishbone, while the rear is fitted with a 4.33-inch travel swingarm with monoshock. The starting system includes both electric and recoil-type functions.



TW200

Yamaha has added a street legal version to its popular Big Wheels line. The well-received '86 off road model BW200 has been given a touch of "streetability" to become the '87 TW200. Featuring both electric and kick starting systems, a front suspension with 6.3-inch travel telescopic forks, and a 5.9-inch travel swingarm with monoshock in the rear for super handling response. This is a new type of outdoor family leisure bike that is sure to be loved by both men and women riders over a wide age group range.



YFZ350 Banshee

Built around a powerful RZ350 engine, the Banshee is a sports ATV model that will leave the competition eating dust. This is the first 4-wheeled ATV to feature a 2-stroke, liquid-cooled, piston reed valve type 350cc twin engine. The suspension features long, 8.66-inch travel shocks front and rear. The brake system includes a pair of hydraulic discs in the front and one in the rear. In the hands of an experienced rider, this machine has the performance potential for versatile pleasure uses. This is the model that will have all the competitors just trying to catch up.



BW350

This is the largest off-road pleasure model in the BW series. While many are looking for sophisticated high-performance in an off-road machine, there are others who are looking for a simpler and easier to operate play bike. It is for this large group of leisure users that the BW350 has been tailored. Like the TW200, this model features both electric and kick starting, a 6.3-inch travel telescopic fork suspension in the front and a 6.3-inch travel swingarm with monoshock in the rear.

A YAMAHA LONG SELLER STORY

RD

2-stroke twin sports

PART II

The bikes that have played a vital role in building up Yamaha's corporate identity/history, making the brand reputation unshakable in the international racing world.....

In our last article we traced the evolution of Yamaha's 2-stroke sports models up to the appearance of the first 2-stroke 350cc model. In this issue we will follow the unification of the TD (250cc) and TR (350cc) under the single name, TZ, due to the adoption of a liquid-cooling system and their evolution into the '86 models, and follow the similar unification of the 250cc model DS7 (DX250 in Japan) and the 350cc model R5 (RX350 in Japan) under the name RD and their development up to the present. In the process, we will be looking at the interrelated course of development that has occurred between the TZ and RD models.

R5, a fresh debut with renewed styling and technology

Entering the '70's all of Yamaha's sports models underwent a complete renewal in styling. The R5 (released as the RX350 in Japan) made a sensation among motorcycle journalists worldwide when it appeared with the same sharp, light styling feel as the DS7 (DX250 in Japan).

The re-designed fuel tank stressed a slimmer line that combined with the straighter, more angular lines of the side cover, chaincase and the cylinder and crankcase cover to give a completely new and original styling sense to the model. In addition, the engine's heat-resistant black coating gave the bike a strong, distinctive new flair. The black coating has now become an accepted and even commonplace look for motorcycles, but at the time it was considered quite revolutionary.

In terms of mechanics, the R5 featured a 349cc, 5-port, aluminum cylinder engine and a 5-speed transmission with a device to prevent gear-shift jumps. The carbure-



R5(RX350)-1972

tor had an aluminum body and a one-touch-starter system. The frame was a full-fledged double-cradel type that was a feedback from the TD & TR models.

The front suspension was an inner tube spring type using an aluminum outer tube and styled to match the slim profile of the model as a whole, while the rear suspension featured a 3-step adjustable shock absorber with a built-in oil damper. All this new technology combined with a sharp and reliable riding feel to win the R5 the praises of motorcycle journalists everywhere.

In April of 1972 a new opposed piston type disc brake was added to the front wheel of the R5 to give it unparalleled braking power. It was then released in Japan with the name, "RX350 Pro".

From the R5 to the RD350

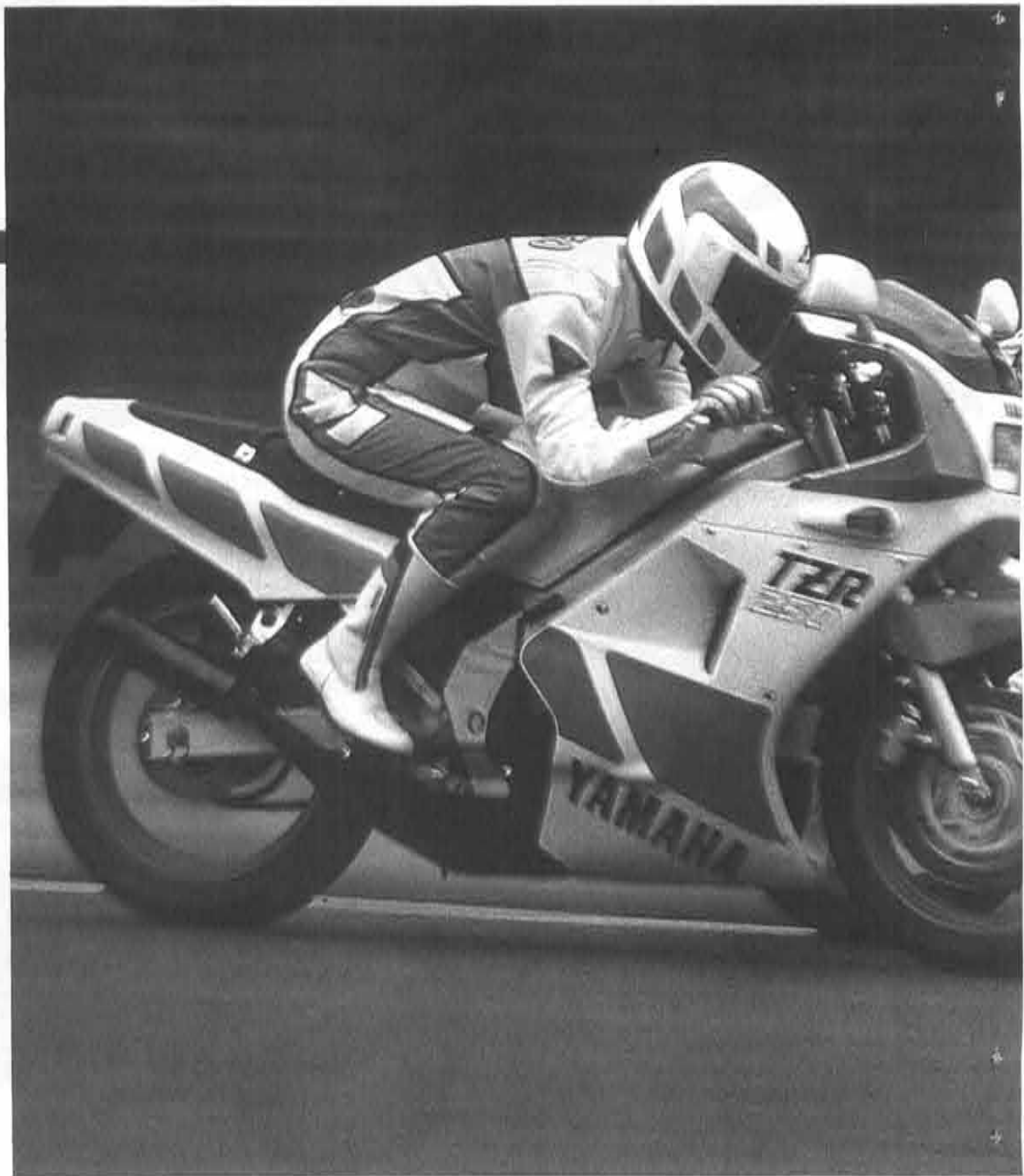
It was at the end of 1973 that the name of the "R5" was born. Then the 250cc model being sold in Japan as the "DX250" was also changed to RD as well, and a policy of adding other displacement models under the same "RD" name was adopted. For example, in addition to the 350 and 250, the RD125 and RD90 were to be added.



RD350-1973

Although the new RD350 resembled the R5 quite closely in form, mechanically it was vastly improved machine with an even more refined ride in mind. At the heart of the improvements was the change from a 5-port system to a newly developed 7-port Torque Induction system engine. This was a system that used a seven-way multi-porting layout along with a piston reed valve for choosing port timing, creating a low compression ratio that allowed for high power output with minimum load on the engine.

In the over 30 years since its founding, Yamaha Motor has sought to read the needs of the times and direct its technological development, market research and product planning toward unending job of creating new and more enjoyable and more useful products for all types of users.



This resulted in a dramatic improvement in engine durability, while also relieving the problem of poor low-speed handling inherent in 2-stroke models. Motorcycle magazines praised the new RD350 as a model that successfully combined good low-end torque with strong mid-range acceleration as never before.

Increasing its horsepower from 35 to 39ps while adopting a 6-speed transmission, the RD350 became an unrivalled sprinter that was to win the hearts of 2-stroke motorcycle fans in a big way.

Yamaha's racer image reaching new heights with the TZ name

At the same time that the RD was undergoing these dramatic changes and emerging as a powerful new presence on the motorcycle market, it was the Yamaha racers that were carrying Yamaha into the winning circle as an international competitor.

Changing their names from "TD" and "TR", these racers became the TZ250 and TZ350 with a new engine that represented the ultimate in high-technology suggested by its "Z" designation, and made even stronger by the adoption of a liquid-cooling system.

With these models the Yamaha racers raised their already formidable image to a new height.

In the World GP, Dieter Braun was to capture the riders crown aboard a TZ250 while Yamaha claimed the manufacturers championship in the same class. Yamaha had proved its excellence in both name and deed. Then in 1974 the TZ350 became the championship winning machine in the hands of G. Agostini, while Yamaha again took the manufacturers title.

With championships in both the 250cc and 350cc classes firmly in hand, Yamaha had established itself in the hearts and minds of racing fans everywhere as the supplier of incomparable production racers which is

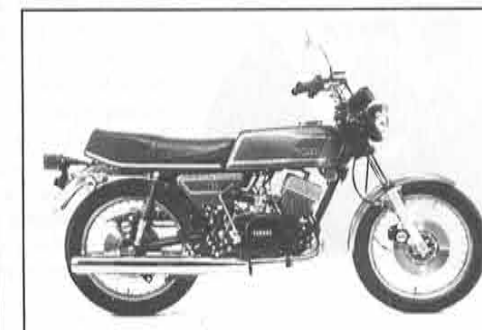
heavily committed to the sound growth of motorcycle sports.



TZ350-1973

Raising displacement to 400cc

It was in April of 1976 that the RD350 made the jump in displacement capacity to 400cc. Where as the RD350 and RD250 had shared the same stroke dimension, the RD400 featured an engine re-designed to achieve a higher degree of performance flexibility. The size of the cylinder fins was also increased for a superior cooling effect. Regarding the vibration and noise level of the engine, a new large-sized air filter (1.8 liter to 3.8 liters) was added to reduce intake noise, while a new rubber-fitted engine mount and a more rigid crankcase construction reduced vibration. Changes in the chassis were highlighted by the addition of a disc brake to the rear wheel as well as the front. With excellent anti-fade qualities and the grab to handle any riding conditions, the front-and-rear brake system on this model won the highest acclaim from



RD400-1976

These efforts have won Yamaha products many a devoted fan, and have led to a number of model series so superior in quality that their popularity has stood the test of time. The RD motorcycle series is just an example.

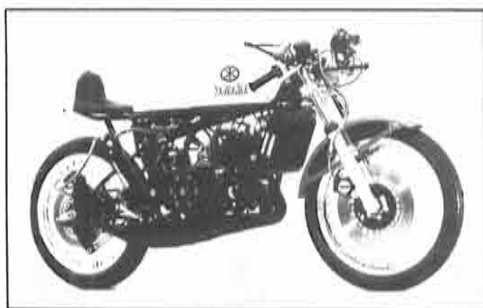
Yamaha RD Cup Race, since the first running was organized in 1981 for the purpose of helping promote the spread of sound motorcycle sports, has gained popularity as a good stepstone for young riders who wish to be professional riders. It is presently organized in 11 countries across the world.



Track-bred bikes for the road



motorcycle journalists of the day. The engine for the new RD proved superior in the low-speed range, with an increase in torque from 3.8kg-m to 3.9kg-m. This meant an increase in torque at lower rpm. Meanwhile, in 1976 the TZ racers were to adopt the same rear disc brake system as the RD. The suspension was the innovative new Monocross type, designed to help bring out all the potential power of the machine. And, it was the Monocross know-how gained from the TZ that was to play an important part in the development of the RD350LC in 1980. By the way, at this point the same calipers were being used for the front and rear brakes of both the TZ and RD models.



TZ350II-1976

Dominating the 500cc World Championship for 3 years in a row

To achieve a new level of styling and improved chassis function, the RD underwent a remodeling in 1978. As styling changes, a new tail cowl was added to give the model a unified line running from the fuel tank all the way back to the rearview. Also a larger tail lamp with a wider horizontal dimension was added. Even the rearview mirror was changed to a cannon ball type to stress a feel of streamlined speed. In the road race world the TZ was winning devotees not only in the World GP but in national level races, as well. Its amazing race record had succeeded in making the

name "TZ" synonymous with racing. By the way, 1974 marked the year of Yamaha's first serious participation in 500cc class of World Championship Road Racing and in 1978, Kenny Roberts who rode his 2-stroke YZR500 to a hands-down victory, captured the riders championship and manufacturers title for Yamaha in his very first attempt.

It goes without saying that this spectacular victory was a result of the years of racing know-how gained with the RD350 and 250. As everyone knows, Kenny was to go on to achieve an amazing three consecutive world championships from 1978 to 1980.

This was the period in which the image of the unbeatable 2-stroke Yamahas, and therefore, the technologically superior Yamahas, was implanted firmly in the minds of motorcycle fans everywhere. In 1979, the RD400 was to evolve even further. The power output was increased from 38ps to 40ps without taking anything away from the bike's excellent handling characteristics. As with the change to a CDI ignition system, the new RD400 featured a number of important improvements not visible at first glance. Styling also changed from the previous angular line to a new rounded line with a smoother, more streamlined look.

The wheels were also changed from spoke to cast-type. The American market model had a name change, as well, taking the



RD400-1979

name from the famous road race Mecca, "Daytona".

Debut of the long-awaited liquid-cooled RD350

The year 1980 marked another dramatic change. Once again the RD400 returned to a 350cc displacement and was coupled with a new liquid-cooling system in pursuit of the type of ultimate engine implied by the "Z" designation of the TZ name. In Japan the new models were released as the RZ250 and RZ350. For overseas markets they were designated either the RZ or RD350LC/250LC.

With a styling that epitomized the throbbing power of a thoroughbred, design emphasis was placed on the strong lines of the front of the fuel tank, giving the impression that at any minute the machine would go speeding down the road with a determined rider in a prone riding posture. With its trademark black-coated engine and its distinctive muffler assembly that tapered toward the rear, the line swept back and then turned up sharply at the very end for an added touch of dynamic flair.

Fed liberally with know-how gained from the TZ350/250, the RD350 reached a remarkable power output of 45ps/8500rpm, making it a true high-performance machine. In Japan the RZ250 made its debut at 35ps and immediately won the hearts of so many young riders that all at once Yamaha was followed with orders. For almost a year customers had to wait several months for the delivery of their new RZ250 due to a back-up of orders. This type of phenomenon was previously unheard of in the motorcycle industry, and will long be remembered by many.



RD(RZ)350-1980

Pushing on relentlessly toward a new generation of RD's

The weight of the RD350 at the time was an amazingly light 134kg for the export model and 143kg for the domestic. Knowing the lightness was one of the most crucial factors of the motorcycle, Yamaha made this one of their major development goals.

And the resultant RD was to be the leader of a new generation of 2-stroke machines. The addition of the patented "Monocross" suspension was also one of the strong selling points of this model.

A short two years after the debut of the first liquid-cooled RD model, the new YPVS equipped RD (RZ350R) appeared on the market.

A wide-pipe type frame developed originally for road racing machines was also adopted. The rear suspension was a link-type Monocross system. Maximum power output was raised, once again, to a startling 55ps/9000rpm. But, in spite of the high power output, the adoption of the highly-

perfected YPVS mechanism for the first time on the RD made its handling even better than previous models. Its established reputation for excellent riding stability was also refined one step further, winning words of praise as an outstanding 2-stroke sports model from the world's motorcycle journalists that are still fresh in our memories today.



RZ350R-1984

Even the demanding Kenny Roberts agreed to give his personal signature to a special version of this RD350LC machine. From someone who demands as much from a regular sports model as he does on the race track, this was proof of the unequalled potential of this model.

By 1984 the RD was a firmly established best seller and continued long-seller. But, that didn't stop Yamaha from looking toward the next step. To achieve an even better ride, the swingarm was changed to a more rigid box-section type. Full-fairing was added to give the RD a comfortable ride even at high-speed cruising.

Then came the autumn of 1985, and with it the debut of the TZR250 in the Japanese market, full of technology fed-back from the YZR500 factory racer that was proving itself on the World GP circuit. As with the YZR500 and the '86 TZ250, intake system was a crankcase reed valve type. Main chassis features include a YZR500-styled delta-box aluminum frame and floating mount 4-pot caliper type front 320mm diameter disc brake.

These features once again won words of praise from motorcycle journalists; claiming the ride had been improved to an entirely new level and giving proof that this long-seller is still going to be around for a long time to come.

Standing now at the pinnacle of 2-stroke sports in the Japanese market, the TZR250 is a machine that can be taken to the race track just as it is. And, at another pinnacle, atop the herd of basic sports models, stands the incomparable RD250.

Both of these models epitomize Yamaha's untiring quest for the ultimate answer to the fundamentals of motion; "running, turning and stopping". And from here on, these answers will be the stepping stones to yet another challenge in Yamaha's continuing quest.



TZR250-1986

* All the specifications shown here are for domestic models.

Make that 5, not 3, World Championships for Yamaha

Formura II World Championship

In our issue No. 8 of Yamaha News we ran the headline "Three World Titles", but now we want to correct that to "Five World Titles." We want to make this change to acknowledge two more hard-earned world championship titles won by great riders on great Yamaha machines, the Formula II World Title and the Sidecar Road Racing World Title.

It was Britain's Brian Reid who took his second straight Formula II World Championship this season riding for Len Manchester Motorcycles Ltd.

Up until 1985, the Formula II World Championship had been dominated first by Honda and then, more recently, by works 600cc Ducatis. It was only when Len Manchester Motorcycles, a main U.K. Yamaha dealer and parts distributor, decided to develop the 4L0 350LC engine for



B. Reid (The photo was reproduced from FIM ANNUAIRE '86)

racing purposes, that the tide was turned in favour of Yamaha.

In fact, so successful has the Manchester Yamaha FII engine become, that it is able to compete in all the open 350 class races against real production racers like the TZ350 and still come out the winner!

This championship is one of the closest fought battles on the world sports calendar and is run over the

most demanding circuits imaginable, including the famous Isle of Man T.T. course. The riders who compete on these circuits, where lesser men fear to tread, surely deserve recognition and Brian's record lap of 111.75mph, on a modified 350LC engine without YPVS, is a great feat on the part of Brian and Len Manchester Ltd.

1986 Isle of Man T.T. FII Results

1. B. Reid Manchester Yamaha (New lap record 111.75 mph)
2. J. Weedon Manchester Yamaha
3. N. Tuxworth Manchester Yamaha
4. R. Swann Kawasaki
5. E. Laycock Manchester Yamaha
6. S. Hislop Manchester Yamaha

1986 Formula II world championship final positions

1. B. Reid (Manchester Yamaha) 32 pts.
2. E. Laycock (Manchester Yamaha) 26 pts.
3. G. McGregor (Bimota Ducati) 18 pts.
4. J. Weedon (Manchester Yamaha) 17 pts.
5. S. Hislop (Manchester Yamaha) 15 pts.
6. D. Barry (Manchester Yamaha) 12 pts.

Sidecar Road Racing World Championship



In World Championship Sidecar Road Racing it was the team of Ebert Streuer/Bernard Schnieders on a Yamaha powered machine who tallied up a total of 75 series points and won 5 individual races to take the title over the team of A. Michel/J-M Fresc (Krauser) who earned 75 points with only one series win.

Because a large number of sidecar class competitors use Yamaha powered machines, this is a class where rider skill, rather than machine superiority, is the biggest factor in determining the winner. This fact makes the third straight world title for this team especially impressive. Results: see our No. 9 issue for final positions.

Tracks of glory in the Egyptian desert

The 5th Pharaons Rally



Picco and his modified XT600Z Ténéré Special.

For ten action-packed days from October 12th to the 21st the deserts of Egypt were alive with the competition of the 5th Pharaons Rally. When the racing was over the winner of the motorcycle division was Franco Picco (Italy) and his modified Yamaha XT600Z Ténéré Special, and in second on another Ténéré Special was Carlos Mass (Spain).

The winner of the rally for the past two years, Gaston Rahier (Belgium) on his BMW 1040 had to settle for third place this year.

The Pharaons Rally starts near the pyramids of Giza and crosses the expanses of the Egyptian desert in a wide circle from west to south-east and finally north to Cairo for a total of 4,500km.

On his way to winning the motorcycle division, Picco won an impressive total of five special stages, finishing the rally with an outstanding cumulative time of 31 hours 19 min. 30 sec. By contrast, his rival, Rahier, was unable to capture even one of the special stage victories. Picco (31) is the

team rider for Yamaha Italian importer Belgarda, who won the Italian Motocross Championships

in '76 and '78. He has also distinguished himself in the famous Paris-Dakar Rally, finishing 3rd behind J.C. Olivier in '85 and 10th in '86.

Here is what Picco had to say after his Pharaons Rally victory. "My first participation in any of the African rallies was the '84 Pharaons Rally. So I am especially happy to have won it this year. This year's Pharaons Rally was the best ever. It was extremely well organized and the course offered a lot of variations. I am planning to try my luck again at next year's Paris-Dakar riding a Yamaha bike, and I feel this Pharaons victory was a good test for me."

RESULTS

1. F. Picco 31h 19m 30s
Yamaha Mod. XT600Z Ténéré
2. C. Mass 31h 42m 34s
Yamaha Mod. XT600Z Ténéré
3. G. Rahier 31h 58m 57s
BMW
4. Loiseaux 36h 25m 36s
BMW
5. Costamagna 37h 02m 51s
Honda

Castrol 6-Hour Endurance Race

Dowson/Magee (FZ750) take a big win

Yamaha also wins for the 3rd straight year

The Oran Park Circuit in New South Wales, Australia was the site of the Castrol Six-Hour Endurance Production Race, on October 12th. The race was full of tough competition from start to finish, with the victory going to the team of Michael Dowson/Kevin Magee riding a Yamaha FZ750. This year's victory made it the third straight win at Castrol for Yamaha riders.

The Castrol Six-Hour Endurance Race which is annually held on the 2.62-km Oran Park Circuit near Sydney is a world-renowned production race event sanctioned by the Auto Cycle Council of Australia (ACCA), an affiliate of the Fédération Internationale Motorcycliste (FIM).

This year's event saw the participation of 32 teams from Yamaha,

Honda, Suzuki, Kawasaki and Moto Guzzi, including the race-favorite M. Dowson/K. Magee team (Marlboro Yamaha FZ750) and the R. Scott/R. Cox team (Match Racing FZ750).

Of 32 teams participating this year only 22 were able to finish the race. Among the starters were 12 Yamaha FZ750's and 3 Yamaha RZ350's all of which but one team were able to finish the race for an outstanding finishing rate of 93%. This year's winning team of Dowson and Magee is an up and coming international class team

which turned in a fine 2nd place performance at the Suzuka 8-hour race of the World Endurance Championship series.

RESULTS

1. M. Dowson/K. Magee
Marlboro Yamaha FZ750 270 laps
2. R. Holden/B. Jones
Action Suzuki GSXR750 270 laps
3. R. Scott/R. Cox
Match Racing FZ750 269 laps
4. J. Pace/B. Middlemiss
Match Racing FZ750 268 laps
5. R. Heyes/T. Hamilton
Kawasaki Dealer GSX750 266 laps
6. J. Felice/J. Kocinski
Marlboro Yamaha FZ750 266 laps

Four Canadian National Titles to One Rider

In Canada, Ross Pederson, racing for Yamaha Motor Canada, accomplished the amazingly feat of winning the Championships in the Canadian Motocross Association's motocross series 125cc (YZ125), 250cc (YZ250) and 500cc (YZ500) classes as well as the supercross (YZ250).

What is more, all four of his championship machines were YZ production models. Ross also participated in several US events, including the Minneapolis Arenacross where he outraced such riders as



Bob Hannah and Rick Ryan. Certainly he is a rider who promises to show us big results again in 1987.

The OX66 engine takes the title in only the 2nd year on the circuit

—G. Lees wins Fuji GC Championship Car Race Series

The fourth and final race of the '86 GC Championship Car Race Series, the Fuji Masters Speed Races Final, was held on Oct. 19th at the FISCO (Fuji International Speedway)

The pole position was taken by Geoff Lees for the fourth straight time in this year's series. In the final race Lees took the lead position from the start and proceeded to open up a formidable gap over the competition. About the middle of this 45-lap race Lees maneuvered an effective tire change pit stop to accommodate a sudden change in the weather, and went on to finish the race nearly one lap ahead of second place finisher, Kenji Takahashi (Yamaha).

This win, Lees' second of the 4-race series moved him into first place in the point standings to make him the 16th winner of the GP Championship title. Finishing second in overall points was another Yamaha driver K. Matsumoto.

With these finishers, Yamaha's amazing OX66 racing engine has managed to become the leader of its class in only the second year after its debut on the circuit.

RESULTS

- 1. G. Lees March Yamaha
- 2. K. Takahashi March Yamaha
- 3. K. Matsumoto March Yamaha
- 4. O. Nakako March BMW
- 5. K. Yorino March Mazda

Championship positions

- 1. G. Lees March Yamaha 46 pts.
- 2. K. Matsumoto March Yamaha 44 pts.
- 3. O. Nakako March Yamaha 38 pts.
- 4. K. Hoshino March Honda 35 pts.
- 5. T. Wada March Yamaha 29 pts.



Festive International Event at Sugo

—14th Annual TBC Big Road Race—

The annual TBC Big Road Race got underway on October 5th this year at the Yamaha leisure sports facility, Sportsland Sugo in North-east Japan. In its 14th running this year, the event featured such top international GP riders as World Champion Eddie Lawson, Randy Mamola, Mike Baldwin, Christian Sarron and Tadahiko Taira, as well as rising Australian star Kevin Magee who had teamed with Michael Dowson this year to capture 2nd place in the Suzuka 8-Hour Endurance Race.

Seldom do Japanese race fans have an opportunity to see such a line-up of international stars in one race, and as a result, a tremendous crowd of 40 thousand turned out to see the action in an atmosphere of festive celebration.

Also, because this same track will be the site next year of the first TT Formula One World Championship Race ever held in Japan, this race was an important chance for the organizers to iron out any remaining bugs in their race organization.

The main race of the event, the 500cc GP class, turned out to be a neck and neck dog fight between the former Japanese Champ, Taira (YZR500),

and the World Champ, Lawson (YZR500). On the last lap, the second place Taira stole the lead from Lawson on the hair-pin curve. Lawson fought back to pull up almost even as the two entered the final straight. It was an all-out dash for the flag with Taira winning by one wheel-length!

In the post-race interview Taira said, "I couldn't even hear the crowds as I crossed the finish line. I planned from the beginning of the race to make my move in the last lap, and I was lucky to have pulled it off like I did. It's a very satisfying win for me."

The gallant loser Lawson, came over to shake hands with Taira after the race and say, "I did my best to pass you right up to the line, but

YZR500 works machines this year for the first time on the World GP circuits, Randy Mamola and Mike Baldwin, while 5th place went to Yamaha veteran, Hiroyuki Kawasaki.

By the way, Randy Mamola, who rode a Yamaha YZR for the first time this season, had these words to say about the machine; "This is the best bike I've ridden since I began racing for factory teams. I've ridden factory machines for 6 years now and this bike is so good that Honda is having a very hard time keeping up with us."

Mike Baldwin commented "The bike performed perfectly for me, all season. It was a very reliable machine, very easy for me to adapt to. If I'm riding for Yamaha next season again, I'll have more confidence and will be able to go faster from the start."

In the TT Formula One class race held before the GP500cc class it was Sarron (YZF750) who recorded an easy victory in true veteran form. Second went to Magee (YZF750) and third to S. Miyazaki (Suzuki GSX-R750).

you were just too fast this time." Finishing in third and fourth were the two members of the Lucky Strike-Roberts Team who rode



K. Roberts (Lucky Strike-Roberts Team Owner): "Next year we plan a longer racing season than this year. I want to spread out into other areas. It's possible that I'll ride once or twice myself next season, but I can't say yet which races they will be."



G. Agostini (Marlboro Yamaha Team Owner): Next season, in addition to the GP series I hope we will participate in 2 or 3 international races like Daytona. I would like to come to Sugo again, too."



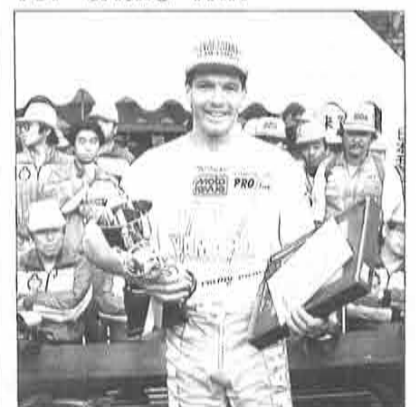
TBC Big Road Results

- 1. T. Taira Yamaha
- 2. E. Lawson Yamaha
- 3. R. Mamola Yamaha
- 4. M. Baldwin Yamaha
- 5. H. Kawasaki Yamaha
- 6. N. Iobe Honda

TT F-1 class

- 1. C. Sarron Yamaha
- 2. K. Magee Yamaha
- 3. S. Miyazaki Suzuki
- 4. S. Ueno Yamaha
- 5. S. Shimada Suzuki
- 6. Y. Oshima Suzuki

Schreiber clears 27 sections for trials win



The Miyagase Trials Park in the suburbs of Tokyo was the stage for the 14th Annual Japan Grand Prix Trials Competition on November 2nd. The day went to Berni Schreiber (Yamaha TY250R) of the U.S., who accumulated only 25 penalty points on the first lap, 12 on the second and 10 on the third while clearing a total 27 sections on his way to victory. In second was Masaya Yamamoto (Honda), and third went to Atsushi Ito (Yamaha TY250R).

Schreiber was the World Trials Champion in 1979, and this year he rode his modified TY250R to credible 7th place in the World Championships.

'86 International Final



Poised for the start.



A briefing session for all the riders.

As we mentioned in our last issue, RD Cup Racing got its start in Europe in 1981 shortly after the arrival of the RD250/350LC models in the European market.

But, in fact, Yamaha Cup races actually had begun to be held as early as 1979. At that time cup races were held in Germany using the XS400 model which had become the best seller in the German market. Because they were not RD models it cannot be strictly said that this was the beginning of RD Cup Racing, but the races at that time were being held for exactly the same purposes as the later RD Cup races.

Namely;

1. to promote sales of Yamaha motorcycles
2. to build the Yamaha brand image
3. to help develop future champion riders
4. to encourage Yamaha distributors to become involved in racing promotion
5. to offer young riders an economically viable step on the ladder to big-time racing
6. to give young riders experience in a professionally run series with good P.R. and press exposure.

And now, as we also mentioned in our last article, the series has been received spectacularly, and has already spread to 16 countries on four continents. In all countries holding RD Cup series the same technical regulations are used, keeping the machine as near to standard trim as possible. The only changes permitted on the performance side are changes to the main jet and the final drive sprockets, depending on track conditions. In the interest of safety, both stands are removed and the mounting lugs ground off and all lighting equipment either be removed or taped up. Any further alteration to the machine can result in disqualification following machine inspection prior to the race.

The format for running the races is basically the same in all countries. Riders or dealers own the machines and transport them to the circuit. Practice is held and qualifying times decide grid positions for each race. The races adopt clutch starts and points are awarded to the first 10 - 20 finishers, depending on a scoring system applied thereto. All points scored count toward the championship.



The winners; from the left, Pelletant, Protat and Gimeno

All countries award prizes for the races in varying amounts, some only for the actual races, some for both individual races and final points standing.

With the growth of popularity internationally, an international championship was finally scheduled.

So that now each country is invited to send the highest points scorers in their competition to the annual RD INTERNATIONAL CUP FINAL of the year. The first international final was held in 1982 at Brands Hatch, Great Britain and was a great success among the riders, sponsors, press, T.V. and all others present.

In 1983 the final was held in Hockenheim, West Germany in conjunction with the Eu-

ropean Championship round on September 25th.

For the 1984 final it was decided to go to the Carole Circuit, near Paris, France, where the last race of the French series was also held. In 1985 the race moved to Zandvoort in Holland, where a Barclay weekend was organised with several other national races. And, this year, the International Final was held at Nogaro, France on October 5th. The final race was contested by a total of 30 international riders from sixteen countries; 3 from France, 2 each from German, Holland, Australia, Denmark, Sweden, Switzerland, Belgium, Finland, Austria, Italy, Spain and Brazil, and one each from Canada, Great Britain and Portugal. All the riders compet-

RD CUP RACE

ed with Yamaha RD350LC machines fitted with Yokohama tires.

Of the 30 qualifiers, only one failed to start the final race due to a crash in the timed practice, and of the 29 starters 21 eventually finished the race. One of the surprises of this year's final was the fact that two countries which held RD Cup series for the first time this year managed to place finishers in the top 5; Spain with a third place and Brazil with 4th and 5th.

As long as young riders continue to aspire to the challenge and excitement of higher-level international racing, this International Final will continue to be held each year with a growing number of participating nations.

Results

1. Frédéric Protat France
2. Thierry Pelletant France
3. Jorge Gimeno Garcia Spain
4. Hertz Antunes Brazil
5. Renato Muniz Brazil
6. Udo Mark West Germany
7. Heinz Luthi Switzerland
8. Ian Saunders Australia
9. Graeme Morris Australia
10. Stephan Jongetjes Holland

Olé! Spanish version of the RD Cup is a great success in its first season

As we wrote briefly in our last issue, in addition to Brazil and Canada, an RD Cup Race series was also held in Spain for the first time this year. A total of four races were held in Spain in June, July and September at the Jerez de la Frontera Circuit near Sevilla, the Calapat Circuit near Barcelona and twice at the Jarama Circuit near Madrid.

A total of 90 young riders filed entries for the series and competed valiantly for the coveted national championship.

The average lap times for the winners were 118km/h at Jerez, 115km/h at Calafat and 116km/h at Jarama. One look at these outstanding records will show not only the extremely high level of the competitors but



The staff of Yamaha's Spanish importer, Sems, which organized and ran the RD Cup series.

also the remarkably high reliability quality and performance levels of the RD350 machines they used.

The overall standings at the end of the series were;

- 1st Jorge Gimeno
- 2nd Jm. Lopez Mella
- 3rd C. Munoz Martinez

Of these three the top two eventually went to the International Final in France, where

Gimeno turned in a magnificent performance in capturing 3rd place.

The sponsors for this year's Spanish series included such top companies as Pirelli, Motol, Galfer, TCP, NGK, Tsubaki and Garibaldi.

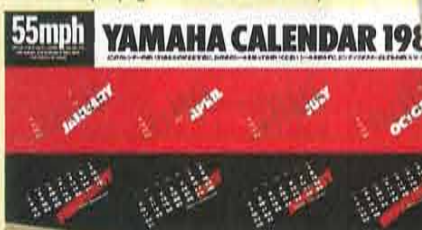
Everyone involved agreed that the first holding of the RD Cup series in Spain was a stunning success that bodes well for the future of the series.



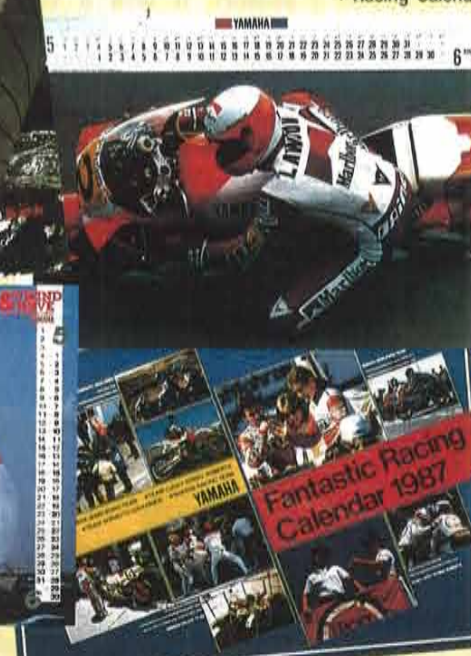
Lining up at the start everyone is a potential winner.

55 mph Calendar

This is a poster-type calendar, meaning you can apply the accompanying date stickers on each poster.



Racing Calendar



YAMAHA CALENDARS FOR 1987

Yamaha has just released three sorts of calendars for 1987. They are a fantastic "Racing Calendar", a beautiful "55 mph Calendar" and an exciting "Wind & Wave Calendar".

These handsomely designed calendars are made to fit a variety of uses;

1. as a tool for interior and exterior shop decoration
2. as a giveaway item for customers who attend open shows, roadshows and other sales or service promotion events.
3. as an item to be sold to the public at a reasonable price. We hope that you will also find other imaginative ways to make effective use of these calendars in your business.

For information contact:
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