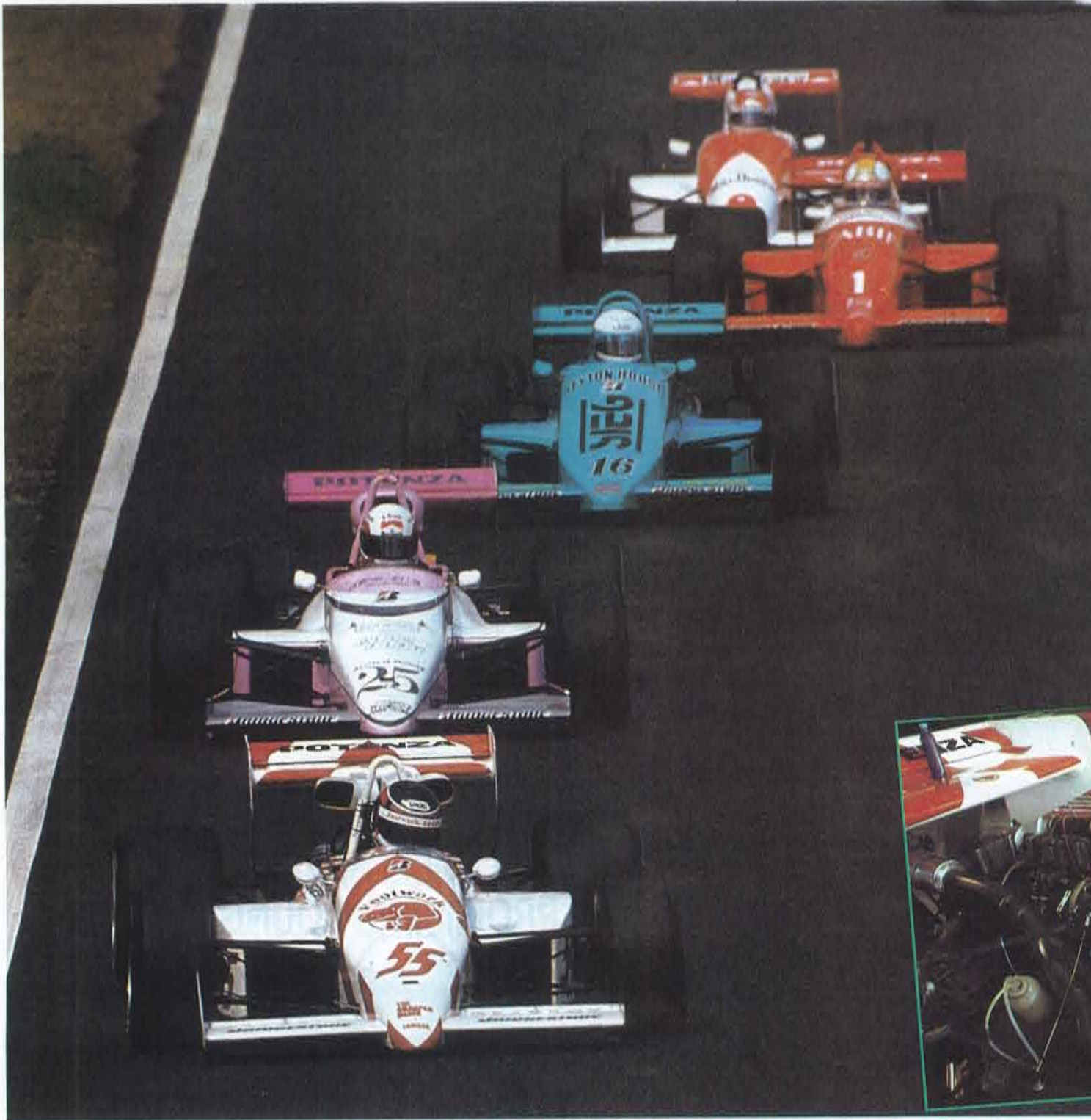




Yamaha Motor Co., Ltd. PUBLIC RELATIONS DIVISION., 2500 Shingai, Iwata-shi, Shizuoka-ken, Japan Tel: 05383 (2) 1145 Telex: Iwata 4263-751 Yamaha J Fax:05383 (7) 4250

# Yamaha OX77 proves its tremendous potential

### WINS 5 OF 7 RACES SINCE ITS DEBUT

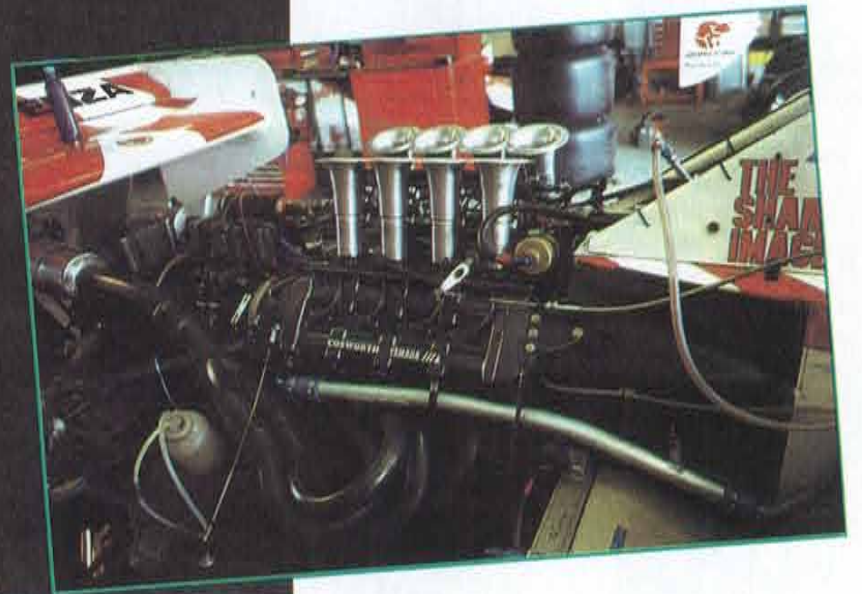


Since its debut last July in Japanese Formula 3000 auto racing, the Yamaha OX77 engine has chalked up a tremendous performance record.

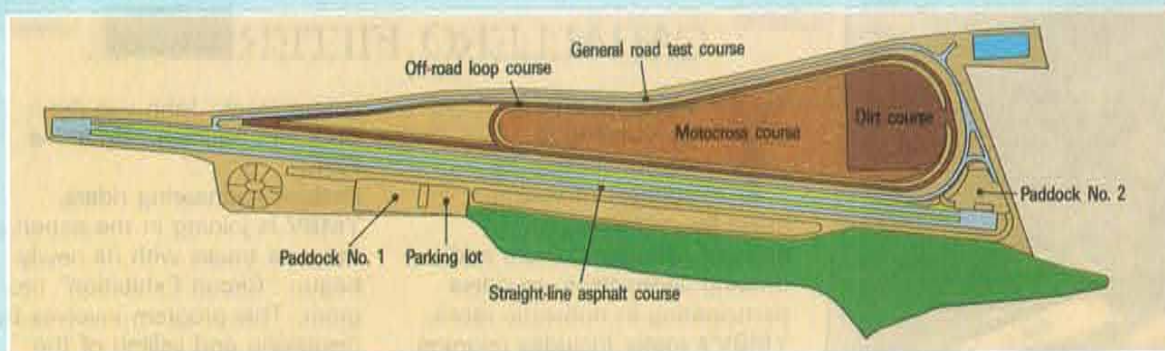
After its first appearance in the 6th round of last year's F3000 series, the OX77 notched up three successive victories in the 7th, 8th and 9th rounds.

In the 1st round of the 1988 series, it came from last position to finish an amazing second, passing 16 machines in the process. In the 2nd round at Fuji International Speedway on April 17, Aguri Suzuki drove a perfect pole-to-finish victory. In the 3rd round held on May 8 at the Nishi Nihon Circuit, Suzuki pushed his Cosworth/Yamaha OX77-powered March machine past front-runner E. Pirro in the middle stage of the race and steadily increased his lead to a massive 17-second win by the finish line.

This win brings the OX77's record to a very impressive 5 out of 7 wins and provides further evidence of this engine's outstanding performance potential.



## Yamaha Hamaoka Test Course completed



Yamaha Motor Company recently completed construction on a new test course, and a tape-cutting ceremony to celebrate it was held on May 12. The Yamaha Hamaoka Test Course was built for comprehensive testing of the performance and durability of motorcycles and ATVs. This new facility located in the town of Hamaoka, near YMC's Head Office, will supplement the existing Yamaha Test Course in Fukuroi and "Trailland" in Hamakita, and was built to accommodate an even wider

variety of tests including standardized tests specified by the JIS (Japan Industrial Standards) for motorcycles. The facility covers an area of some 160,000 square meters in Hamaoka township and features a 1 kilometer straight-line asphalt course, a motocross course (1 kilometer), an off-road loop course (1.3 kilometers), a dirt course and a General road test course (2.3 kilometers).



YMC's Director, Mr. K. Morinaga (extreme left) and Senior Managing Director, Mr. T. Arata (2nd from the right) take part in the tape cutting ceremony together with local dignitaries.



# CKD PRODUCTION BEGINS IN BURKINA FASO

Contributing to local industrial development

Minister of Economic Promotion, Captain Henri Zongo, has done his best to bring CKD industry to Burkina Faso.

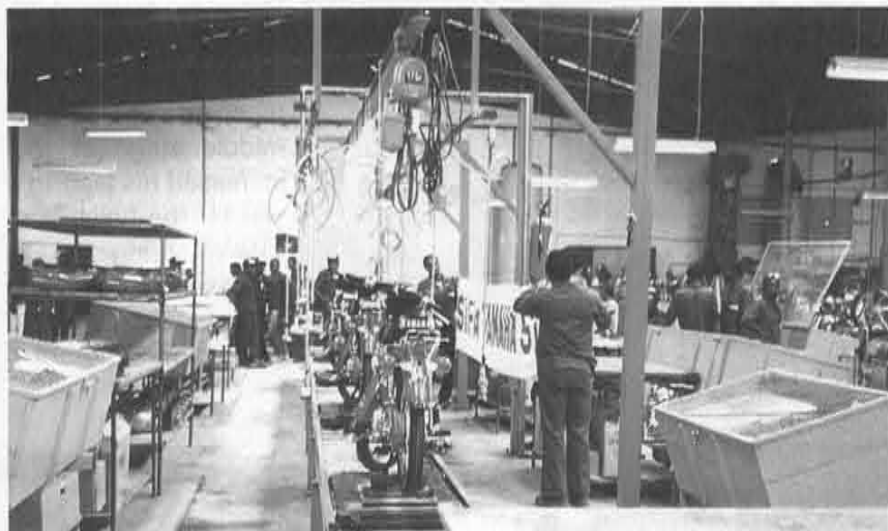
**O**n February 19, a ceremony was held to celebrate the line-off of the first CKD (Complete Knock-Down) Yamaha V80 motorcycles in the West African country of Burkina Faso. About 50 made-in-Burkina Yamahas were unveiled in the ceremony at the SIFA (Société Industrielle du Faso) factory in Bobo Dioulasso before a group of distinguished guests including the representative of the Ministry of Economic Promotion, Mr. Somda, and numerous government and financial sector officials. Three engineers sent by Yamaha Motor were also on hand. This project was initiated by the Burkina Faso Minister of Economic Promotion, Captain Henri Zongo, to help stimulate industrial growth in this country, and it involved about one year of preparation, including technological exchange between YMC and SIFA, the setting-up of



the factory, and training of employees. In their training, these employees actually painted, welded and as-

sembled a number of sample units and proved their workmanship and quality control standards to be equal to those of factories in Japan, to the great satisfaction of all parties involved.

The bikes produced at this factory will be sold by the sales company, CODIAM in the capital, Ouagadougou. At present Burkina Faso is the most active motorcycle market on the African Continent, where the people are extremely fond of their motorcycles as means of daily and commercial transportation. So, the outlook for the future of this new enterprise is very bright.



The commemorative celebration at SIFA. Mr. Somda is speaking on behalf of the Economic Promotion Minister, Captain Henri Zongo.

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

So, please keep the letters coming.

## HELPFUL TOOLS FOR WATER VEHICLE DEALERS

**S**ince their introduction in September, 1986, a rapidly growing number of marine sports fans are discovering the fun and excitement of Yamaha Water Vehicles. These vehicles are an entirely new breed of sports machine that offer a whole different world of marine fun once you master the basic handling and riding techniques.

Now, Yamaha Motor has prepared three instructional video tapes to help our importers and dealers and their customers make the fullest use of these exciting new products. They include:

### Learn to Ride (WR500 & WJ500)

Provided in this tape are proper handling and riding methods for these vehicles, introduced in such a way that novice users can master the necessary techniques easily, step by step. Type: VHS or BETA Narration: English Price: @US\$60 (FOB)

### Factory Assembly (WR500)

The complete production process from hull molding to assembly. Type: VHS or BETA Narration: English Price: @US\$60 (FOB)

For information contact: Overseas Marine Operations, Yamaha Motor Co., Ltd.

### Set-up Procedures (WR500 & WJ500)

Water Vehicle set-up and delivery inspection procedures. Type: VHS or BETA Narration: English Price: @US\$60 (FOB)



## HOLLAND

### YMBV SUPPORTING PROMISING YOUNG RIDERS



### CABALLERO FILTER

**Y**MBV, an affiliate of YMENV, is demonstrating its support of young riders by organizing a national motocross team and offering sponsorship to riders participating in domestic races. YMBV's roster includes reigning 125cc World Champ, John van den Berk, who has moved up in capacity this year to make a run for the 250cc crown, and seven young local riders. Several of those young riders are expected to be battling for top positions in the World GP in a few years. YMBV has prepared an attractive poster of their exciting

young team. John van den Berk can be seen astride his FZR. Besides sponsoring riders, YMBV is joining in the action at the race tracks with its newly begun "Circuit Exhibition" program. This program involves the displaying and selling of the sponsors' products at major local racing events. By the way, in the 3rd round of 250cc World Championship Motocross held on May 1 in Italy, John van den Berk won both heats to surge to the top of the overall standings. The details will appear in our next issue.

## A PRESTIGIOUS WIN FOR THE YAMAHA R30II

JAPAN



**A** Yamaha R30II named the "Super Witch II" claimed victory at the "Middle Boat Japanese Championship '88", held from March 12 to 21 at the Nishinomiya Yacht Harbor in Hyogo Prefecture. The Yamaha R30II is a refined version of the Y-R30 released in 1984 and widely acclaimed for its excellent all-around performance as a custom sports cruiser. The Y-R30II further improved on these qualities of the Y-R30 while also featuring specific refinements to strengthen its performance as a serious racing yacht. The competition consisted of 5 races; four on an Olympic course and one overnight, long-course race, and the Yamaha R30II triumphed over the stiff competition of 20 of Japan's leading racing yachts and 5 open class entries to take home the championship cup.

## POPULAR "SPORTS MOPEDS" WIN 24-HOUR RACE

**T**he photo here shows the winners at a recent "24-Hour Mini Bike Race" held in Thailand. In this roughly 1,500Km race organized by "Championship Magazine" both first and second places went to Yamaha machines, the Yamaha Mate V100 and V100S. This 1-2 finish

delighted Siam Yamaha as another undeniable proof of the durability and efficiency of their products. In Thailand, the V100 and V100S are referred to as "sports mopeds" and they are enjoying an outstanding popularity, especially among young people, as one of the most stylish and fashionable bikes on the market.

THAILAND



## STUNNING LAWNMOWER DISPLAY AT PARIS LAWN & GARDEN SHOW

FRANCE

**A**t the Paris Lawn & Garden Show, the largest in Europe, Yamaha Marine France set up a stunning display of the new Yamaha lawnmower line-up. For this show, which ran from March 6 to 13, YMF also prepared another eye-catching display piece, the "world's largest lawnmower"! This inflatable replica stands 8 meters tall and is 4.6 meters in width.

The attractive Yamaha display with its new models was extremely popular among dealers and users alike. This lawnmower line-up will soon be touring shows in all parts of France as part of the promotional activities of Yamaha Espace Vert. Judging from their Paris reception, they are sure to be popular wherever they go.



The extra big replica of Yamaha lawnmower

## ANNUAL SERVICE CAMPAIGN IS TRADITION AT DAWOOD YAMAHA

PAKISTAN



**A** team of eight servicemen from Dawood Yamaha traveled over 7000Km to cover 30 cities from the end of January to the middle of March and offered free service to more than 2500 grateful motorcycle owners. They also took time for the education of mechanics and authorized shop servicemen. This large-scale service campaign is an annual tradition for Dawood Yamaha and the company's way of keeping its customers satisfied with their Yamaha products. Dawood knows from experience that this kind of satisfaction is also one of the best sales promotion tools a company can have.

## XT600Z COMES OFF THE LINE IN BRAZIL

**O**n March 2, the first XT600Z Ténéré came off line at Yamaha Motor da Amazonia in Brazil. The XT600Z Ténéré is a very popular model here too, and about 200 motor journalists gathered in São Paulo for its official unveiling. Motorcycle magazines praised the technical and performance qualities of the model, and even influential mass-market publications like "Playboy" devoted several pages to its introduction, saying that Yamaha Motor do Brazil was bringing another long awaited quality model to the market. As a follow-up to the successful RD350LC, which is now being exported to Spain and Italy, the XT600Z Ténéré is in a class of its own as the largest capacity off-road bike on the Brazilian market with no competition. Brazil has seen a real explosion in off-road and enduro model use in the past few years, with thousands of enthusiastic new users coming to the sport each year. The outlook for the new XT600Z is as big as the great Brazilian outdoors.



Photo: From left: Dr. Osiris Silva (Secretary of Commerce & Industry, Amazonas State), Mr. Hiroshi Tanaka (President of YMDA), Mr. Jadyr Magalhães (Superintendent of SUFRAMA) and Mr. Jose Azevedo (Director of YMDA).

# EPOCH-MAKING MODELS

Yamaha builds products and those products consequently build a broader-reaching Yamaha

# The top of the line 4-stroke models

HISTORY OF YAMAHA

THE 4TH GENERATION 1985 - 1987

GENERATION

MOTORCYCLE



'85:FZ750



'86:FZR400



'85:FZ250  
PHAZER

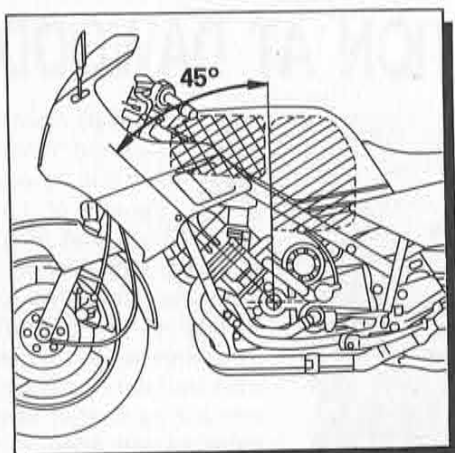


'86:V-MAX

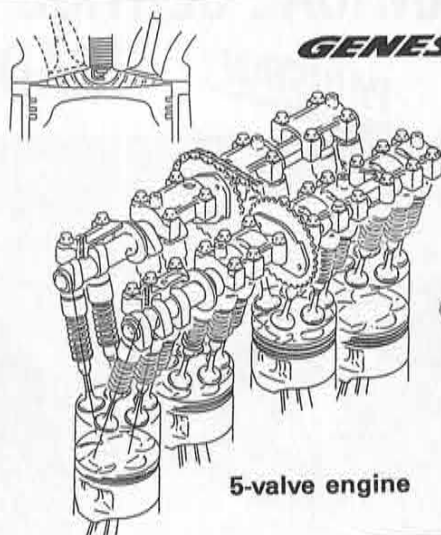


'86:FZR250

ENGINE & CHASSIS

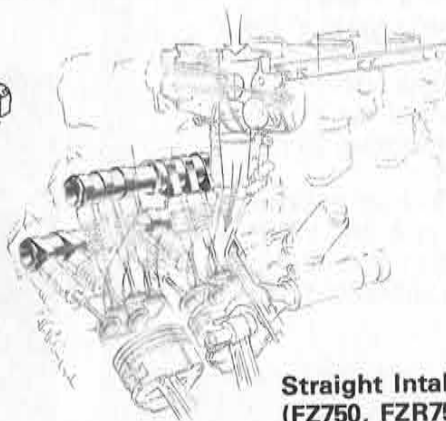


45° forward-inclined parallel 4

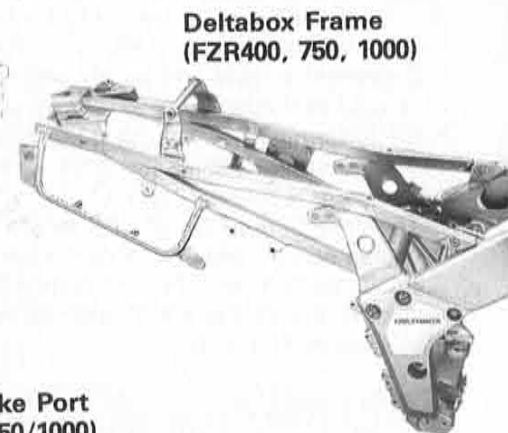


5-valve engine

GENESIS



Straight Intake Port  
(FZ750, FZR750/1000)



Deltabox Frame  
(FZR400, 750, 1000)

## THE FOURTH GENERATION 1985-the present

The FZR1000, which was the recipient of numerous "Bike of the Year" awards in '87, can be considered the culmination of 18 years of 4-stroke technology, but its direct roots can be traced back to the FZ750 released in 1985. The reason that this year is called the beginning of the 4th generation of Yamaha's 4-stroke engine technology is that it marks the point at which Yamaha took its third generation ideal of light-weight, slim and compact design one step further. In this new generation the engine layout itself became the key to achieving the right combination of higher power output and outstanding handling performance. This new ideal, born from the improvements in both engine performance and body handling characteristics offered by a 45° forward-inclined layout engine, was given the name "Genesis Concept". The first production model to incorporate this engine format was the FZ750, and the extension is the FZR1000, while the FZ250 PHAZER, FZR250, FZR400, FZR750 and FZ750 make up the meat of this 4th generation of Yamaha 4-strokes. If the 3rd generation can be called the period of development and filling out, then the 4th generation can be called the period in

which Yamaha's 4-stroke technology has reached true maturity.

### Big gains in intake efficiency with 5 valves

Beginning with the FZ750 and followed by the FZR750 and FZR1000, the models that embodied the Genesis Concept were the first production models in the world to use a sophisticated 5-valve per cylinder design. The 45° forward-inclined format of the DOHC parallel-4 engine adopted on the FZ750, made possible a straight induction system that produced a dramatic improvement in intake efficiency. The elimination of the valve guide protrusion on the inside of the intake port, the inclusion of a slender waist valve on the bottom of the system, a  $\phi 34$ mm large-diameter downdraft carburetor and the addition of one extra intake valve to make a total of three, all contributed to provide a big boost in the volume of effective intake.

In addition, an extra-large volume air filter (7.2 liters) provided both reduced intake resistance and improved silencing effect, while the use of a 100mm long air funnel succeeded in giving still another boost in intake efficiency.

Meanwhile, in terms of exhaust, going to a 45° forward-inclined format allowed for

less of a curve in the exhaust pipes. And, connecting the mufflers of the first and fourth cylinders and the second and third cylinders improved exhaust efficiency along with a stronger exhaust pulsation effect, and in doing so, contributed to flatter torque development characteristics. Also, a bell-mouthed duct was added to the inside of the mufflers to improve the silencing effect while keeping exhaust pressure to a minimum.

### Numerous merits in body structuring as well

In addition to improving engine efficiency with the 45° forward-inclined layout, the Genesis Concept also offered a number of merits in terms of body structuring. First of all, giving the engine a forward lean helped to improve the overall body weight balance (providing a more even front/rear weight distribution and lower center of gravity). Moving the fuel tank into the position previously occupied by the air filter and carburetors on conventional models meant not only that the fuel load would be positioned lower on the chassis, but also minimized changes in front/rear weight distribution resulting from changing fuel levels in the large 21-liter tank.

The 45° forward-inclined format also brought another important merit in terms

of body design. It removed the problem of the unavoidable space taken up by the four carburetors in a conventional parallel-4 engine by putting them above the cylinder, thus allowing for a slimmer profile in the important knee-grip area for a better riding position.

### Slimming and lightening the engine itself

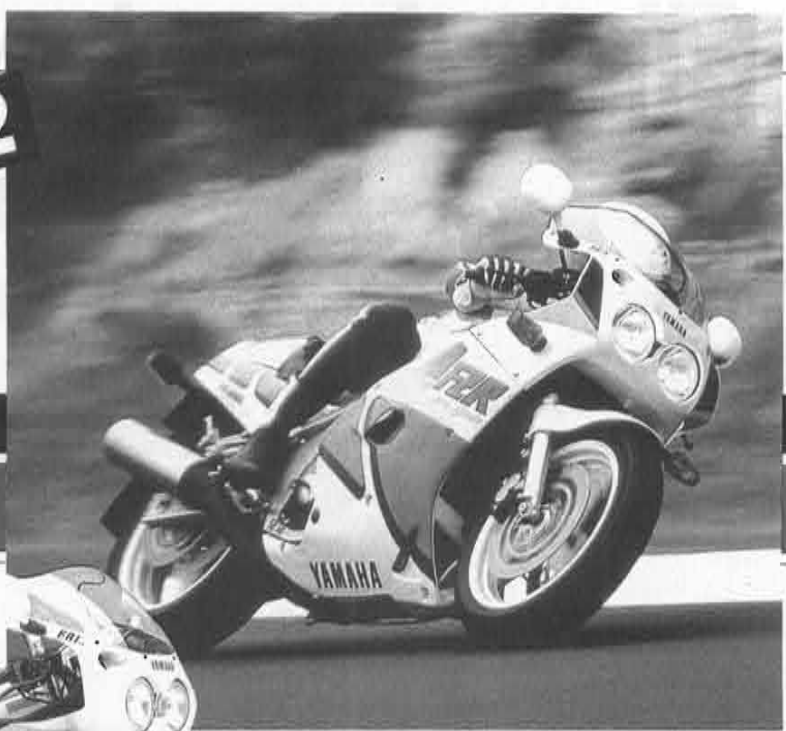
In this way, the switch to a 45° forward-inclined design resulted in significant benefits for the engine, the chassis and the rider's position on the machine. Aside from these gains, Yamaha engineers were also intent on applying their long-standing ideals of slimness and light weight to the design of the engine itself. One fruit of these efforts was the rear-positioned generator seen first on the XJ. But, by further adding a forced-air fan and by attaching the ignition pulser directly to one end of the crank shaft, the FZ750's engine width was reduced to an unbelievably narrow 415mm. The weight was also reduced by a full 10kg over the XJ750, down to a mere 69kg. In order to explain the drive qualities of the Genesis Concept machines specifically, it was necessary to understand the change from the shaft drive system seen on the XS750 (the 3-cylinder series also including the XS850) and the XJ750 (air-cooled

# el: FZR1000

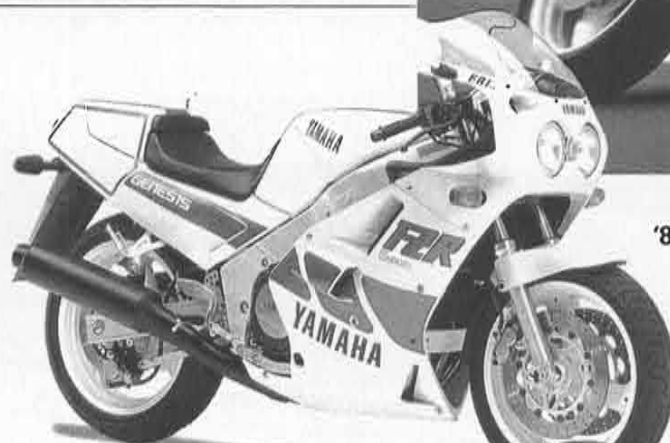
PART 2

## 4-STROKE MACHINES

the present (Development era)



'87:FZX750



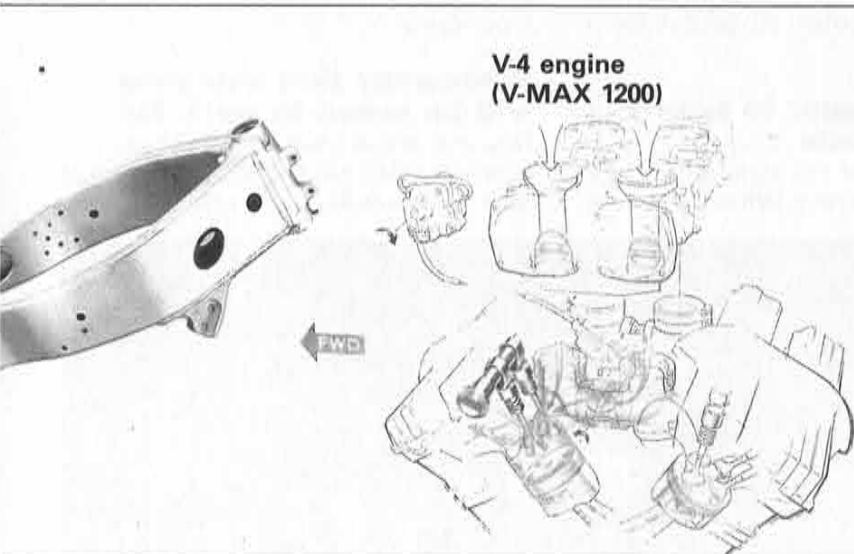
'88:FZR750R



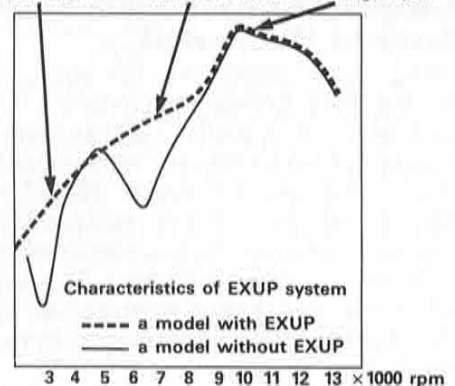
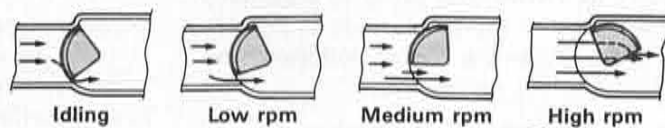
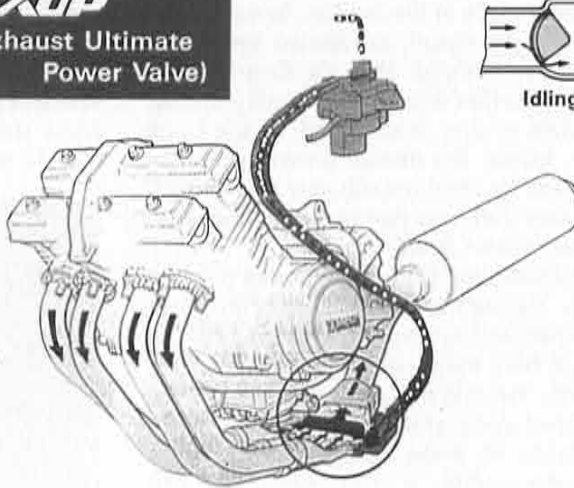
'87:FZR1000



'88:FZR400R



### EXUP (Exhaust Ultimate Power Valve)



4-cylinder series) to a sports-oriented chain-drive system.

Before long, Yamaha followed up its revolutionary FZ750 with two more Genesis Concept models, a 250cc and a 400cc. The first of these two was the FZ250. The 250cc engine on this model was an epoch-making piece of engineering in itself that could spin easily up to 16,000 rpm. Taking advantage of the layout possibilities opened up by the 45° forward-inclined format, the FZ250 featured a unique one-piece cowling that could be extended all the way to the front of the seat section because of the fact that the fuel tank section on a conventional layout could be replaced by a dummy. This model was literally a scaled-down version of the FZ750, with a lower center of gravity and higher power output than ever before, making this an exceptionally powerful 250cc model.

### FZR series reaches the market

The next extension of the Genesis Concept was a 400cc model, the FZR400, for the '86 Japanese market that won great popularity with its racer styling. But its basic layout was pure Genesis, with a 45° forward-inclined DOHC 4-cylinder engine and the same fundamental design as the FZ750. In the quest for even higher perfor-

mance potential, however, it adopted the same type of aluminum Deltabox frame used on the YZR500 works machines. This variation can also be considered another positive step in the quest to perfect the Genesis Concept.

With the engine and frame of the FZ250 as its base, the FZR250 was introduced later in '86 with a racier design image. The basic format of this model was the same as the FZR400, with the exception of a change in the intake system, called FAI (Fresh Air Intake), that sent cool air directly from the front cowling to the carburetors to achieve greater consistency in power output.

Entering 1987, a 750cc and 1000cc model were added to the FZR series. The FZR750 and 1000 combined an FZ750 based engine with the same type of aluminum Deltabox frame used on the FZR400. Having the same body design, the difference in the FZR750 and 1000 lay only in the engine, and the FZR1000 was a mere 1kg heavier than its 750 sister, at an extremely light 204kg. The ignition system of the FZR750/1000 represented a complete revision of the system used on the FZ750. It also featured a digital ignition system regulated by a micro-computer. This system maintained the proper ignition timing throughout the entire range of speeds by reading the engine rpm. The result was smoother and more powerful power development.

### Continuing the quest for greater design perfection

Yamaha's Genesis Concept, given form in the FZ and FZR series, represented a major step forward in 4-stroke technology. And, when the FZR1000, as the pinnacle of Yamaha's 4-stroke technology, was awarded "Bike of the Year" status by the world's major motorcycle publications, it was in fact a result of the steady accumulation of years of carefully proven technological developments. The history of this acclaimed Yamaha technology is characterized by a stubborn devotion to the policy of carrying innovative design ideas through to perfection.

One more important aspect of the FZR1000's development was Yamaha's dedication to the task of creating a frame that could tame the 135ps power of Yamaha's first water-cooled 4-cylinder engine in the over-750 class and make it into a easy-to-handle machine. Yamaha's concern was not only the perfection of a 4-stroke engine, but also the building of a body that could make the most of that power. This fact, perhaps more than anything else, was the reason behind the "Bike of the Year" awards this bike received last year. As the pinnacle of Yamaha's Genesis performance ideal, the FZR1000 stands as an extremely important landmark machine that has set

a new direction for the future of 4-stroke development.

And now, a whole new movement in 4-stroke machine development is, in fact, already beginning. Even as the FZR1000 was being highly acclaimed around the world, Yamaha had already turned its eyes to the next goal; a variable valve system called EXUP. The adoption of this new technology on the new FZR400 and 250 models for the Japanese market represented another solid step forward in 4-stroke performance.

EXUP stands for Exhaust Ultimate Power Valve. The system reads engine rpm by means of a micro-computer and uses that information to operate a variable valve at the gathering point of the exhaust pipes by means of a cable driven by a servo-motor. The valve operation changes the condition of the exhaust flow at the end of the pipes to always maintain the proper amount of pulsation pressure for a given engine speed, and thus provide excellent exhaust efficiency. This results in improved torque at low and middle speeds, stable idling and reduced noise and HC emissions.

In other words, it boosts performance while also making for a more socially and environmentally acceptable machine. And in this happy marriage we see yet another contribution of the latest stage of Yamaha's ongoing 4-stroke technology.

# First American Yamahas are born



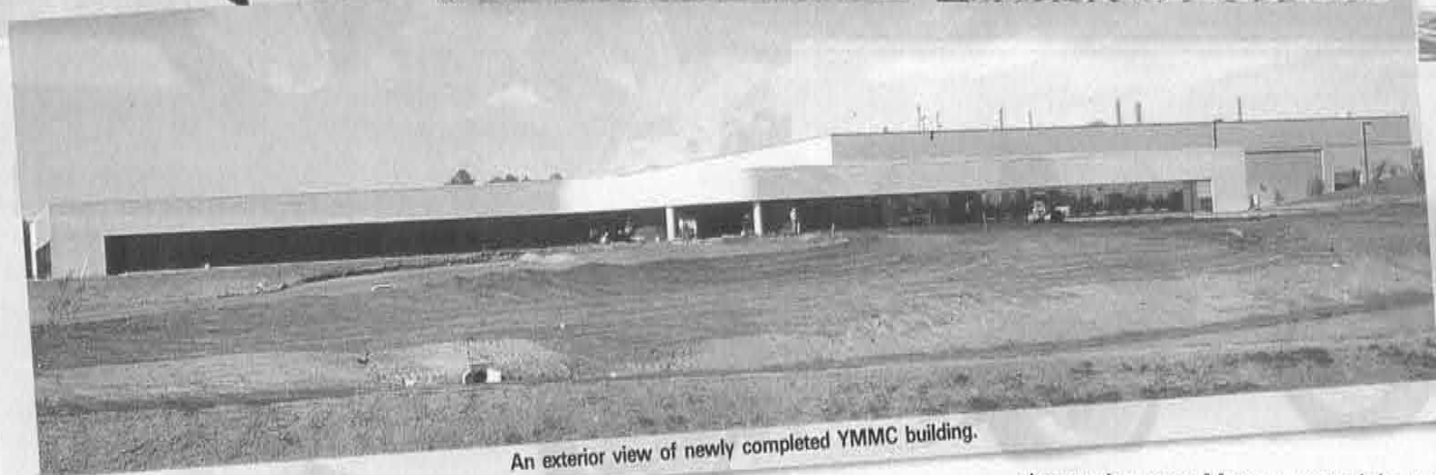
The Golfcars "G2"



Sun Classic



Water Vehicles



An exterior view of newly completed YMMC building.

Yamaha Motor Manufacturing Corp. of America (YMMC), which starts operation this June, is located in the town of Newnan, a suburb of Atlanta, Georgia. This area is familiar to many as the setting of Margaret Mitchell's novel and the movie masterpiece, "Gone with the Wind". Now this beautiful countryside is the birthplace of a masterpiece of a different sort, the first American Yamaha built at the YMMC factory, a Golfcar named the "G2". And this is only the start, as YMMC has plans to eventually market other products made in its U.S. factory, including Water Vehicles and other Golfcar models.

## Bringing the production base closer to the market

Taking various conditions into account, Yamaha Motor Company is promoting the globalization of production bases as means of creating a more effective manufacturing system. The establishment of YMMC in 1986 is one part of this globalization process. Until now, the greatest demand for Yamaha Golfcars has come from the U.S. market, and Golfcars manufactured by YMC in Japan had to be exported to the U.S. in large numbers since 1978. Before Yamaha began exporting its Golfcars, the U.S. market was dominated by battery-powered electric cars. The introduction of the Yamaha gasoline driven models, with their superior engines designed specifically for Golfcars with Yamaha's top engine technology, began to change peoples' minds. These engines were quiet and low in vibration, and offered acceleration and hill-climbing power that an electric model could not duplicate. The superior fuel economy and lower maintenance costs also helped them win a



Mr. Shimamoto, President of YMMC.

growing place in the market. In the future, in order to ensure continued growth in America, Yamaha Motor's Golfcars will have to further improve the quality of their gasoline engine models and, at the same time, exploit the market growth potential afforded by the competitively weaker battery cars that now dominate the market in the American Southeast.

With marketing circumstances as they are today, a system in which Golfcars are made in Japan and exported to the U.S. can no longer fully meet user demands. For this reason, Yamaha has embarked on a policy of developing and manufacturing these products in areas closer to the high-demand market, a move which will also facilitate more direct and effective response to changing market needs.

Georgia, which is sometimes referred to as the "Golf State", has numerous factories for golf-related industries, and is the most logical place for collecting vital data regarding trends in the industry.

## An efficiency and quality oriented facility

The new YMMC factory consists of a Distribution Center where parts and finished products are stocked, a plastic forming

shop using new Metton materials, a welding shop with 10 welding robots, a painting shop with electro-depositing painting lines, electrostatic painting lines and metton painting lines, an assembly shop with Golfcar and Water Vehicle assembly lines, a PM (Preventive Maintenance) shop and a QC center. All the hardware and plant facilities are designed and laid out for maximum efficiency and high quality production. The plant also features the latest factory management and production control systems incorporating an IBM System 38. These facilities and systems will certainly give YMMC excellent production capability.

## Local staff eager to supply quality products

More than 95% of the staff working for YMMC are U.S. citizens. When job recruit-

self-introduced makers and others which the company has cultivated on its own, they are working to consolidate domestic production of parts. Achieving this goal will require many manhours of work. And, to speed up the process, the skills of the technicians sent from Japan and the training of American technicians and buyers will be extremely important. And, throughout this process the people at YMMC are united in their dedication to "higher and higher quality", and to producing Yamaha Motor Golfcars that are in no way inferior to those made in Japan.

Indeed, the G2 Golfcar that YMMC is producing is different from the one made in Japan. Being a product of YMMC, the users as well as the dealers are expecting new touches, and the dealers have high expectations for the new sales qualities that the YMMC model will offer. While far-reaching design changes in the various components will have to wait for future new models, they have done their utmost to improve product quality as much as possible through small, but effective design improvements.

## A company that everyone will be proud to work for

Now that actual production has begun, of course, YMMC will encounter its share of trials and obstacles on the road to success.



Golfcars, born in America, await shipment to the market.

ing for the new factory began with the help of the State of Georgia, a total of 3,000 applications were received in the first 5 days. After a careful selection process that included a written test, an operating skills test and interviews, 160 qualified and eager employees were chosen. Last November and December, 18 previously selected foremen were brought to Japan to undergo a thorough training session for Golfcar production at YMC. The trainees impressed their Japanese hosts with statements like, "We are going to do our best to make YMMC a success with our newly acquired knowledge, and show the world that we can produce high quality Yamaha Golfcars in America, too."

This kind of spirit and dedication is sure to lead to the success of this new venture. Thanks in part to the strength of Yamaha's corporate image, YMMC received numerous unsolicited inquiries from parts makers in and around Georgia. With these

To establish itself a place in the market will require quality products, and to generate such quality requires sound and skillful management. YMMC is an American company, and to make it one where Americans will be proud to work and that pride will translate into quality products, Americans have been placed in the prime management positions, while the Japanese employees assume a supportive role in the technological fields. For example, the person in charge of setting the design goals will be an American who will be assisted by a Japanese engineer who possesses the essential technical knowledge to help make that goal a reality. The result of such integrated American/Japanese teamwork will hopefully be a new generation of Yamahas born in America that will be used and loved by a larger group of users than ever before. And in achieving this, YMMC will surely be a company that all of its employees will be proud to work for.



Foremen who finished the two-month training program at their course completion ceremony at YMC, Japan.

## Lawson leads standings by 12 points

### '88 WORLD CHAMPIONSHIP ROAD RACING

April 10 was a memorable day in World GP motorcycle racing. For the first time in more than 20 years a round of the 500cc World Championships was held on American soil, at the Laguna Seca Raceway in California. And fittingly, it was local hero and 2-time World Champ, Eddie Lawson, who took control of the 40-lap race just before the halfway point and staged an impressive run-away victory.



Lawson (3) and Gardner (U.S. GP)

Meanwhile, in the 250cc competition, J. Kocinski of Team Lucky



From left: Rainey, Lawson and Magee (Portugal GP)

Strike-Roberts finished 4th. In the Spain GP that followed on April 24, Kevin Magee and Lawson brought Yamaha a dramatic 1-2 victory in the 37-lap 500cc race. In the 31-lap 250cc race, Spain's Juan Garriga and Italian Luca Cadalora finished 2nd and 7th respectively. But it was the 4th round in Portugal on May 1 which delivered the most exciting racing. In the 500cc race, Wayne Rainey took an early lead followed by Magee, Lawson and Sarron. These four battled ag-

gressively until Lawson roared past Rainey in the 27th lap and sped to victory. The final result was a clean sweep for the Yamaha YZR, taking the top four places in the race. This win also boosted Lawson's lead over Honda's Gardner to 12 points in the overall standing. There was also excitement in the 250cc race as Garriga got the jump on the rest of the field from the very start. His victory made the Portuguese round a total Yamaha day.

### RESULTS

#### '88 WORLD CHAMPIONSHIP ROAD RACING

##### 2nd round - U.S.A. - April 10

###### 500cc class

- E. Lawson ..... Yamaha
- W. Gardner ..... Honda
- N. Mackenzie ..... Honda
- W. Rainey ..... Yamaha
- K. Schwantz ..... Suzuki
- C. Sarron ..... Yamaha

###### 250cc class

- J. Filice ..... Honda
- A. Pons ..... Honda
- D. Sarron ..... Honda
- J. Kocinski ..... Yamaha
- B. Schobert ..... Honda
- L. Cadalora ..... Yamaha

##### 3rd round - Spain - April 24

###### 500cc class

- K. Magee ..... Yamaha
- E. Lawson ..... Yamaha

- W. Gardner ..... Honda
- C. Sarron ..... Yamaha
- N. Mackenzie ..... Honda
- W. Rainey ..... Yamaha

###### 250cc class

- A. Pons ..... Honda
- J. Garriga ..... Yamaha
- J-P Ruggia ..... Yamaha
- J. Cornu ..... Honda
- M. Shimizu ..... Honda
- R. Roth ..... Honda

##### 4th round - Portugal - May 1

###### 500cc class

- E. Lawson ..... Yamaha
- W. Rainey ..... Yamaha
- K. Magee ..... Yamaha
- C. Sarron ..... Yamaha
- W. Gardner ..... Honda
- D. De Radigues ..... Yamaha

###### 250cc class

- J. Garriga ..... Yamaha

- M. Shimizu ..... Honda
- J. Cornu ..... Honda
- D. Sarron ..... Honda
- J-P Ruggia ..... Yamaha
- R. Roth ..... Honda

#### WORLD CHAMPIONSHIP POSITIONS AFTER 4 ROUNDS

##### 500cc class

- E. Lawson ..... Yamaha ..... 72 pts.
- W. Gardner ..... Honda ..... 60 pts.
- W. Rainey ..... Yamaha ..... 50 pts.
- N. Mackenzie ..... Honda ..... 48 pts.
- K. Magee ..... Yamaha ..... 44 pts.
- C. Sarron ..... Yamaha ..... 44 pts.

##### 250cc class

- A. Pons ..... Honda ..... 54 pts.
- J. Garriga ..... Yamaha ..... 53 pts.
- J. Cornu ..... Honda ..... 50 pts.
- J-P Ruggia ..... Yamaha ..... 38 pts.
- A. Mang ..... Honda ..... 37 pts.
- D. Sarron ..... Honda ..... 28 pts.

### '88 WORLD CHAMPIONSHIP MOTOCROSS

#### 125cc class

##### 1st round - Italy - April 3

###### 1st race

- J-M Bayle ..... Honda
- B. Moore ..... KTM
- M. Kouki ..... Yamaha
- D. Strijbos ..... Cagiva
- J. Nilsson ..... Yamaha
- C. Maddii ..... Honda

###### 2nd race

- J-M Bayle ..... Honda
- D. Strijbos ..... Cagiva
- A. Puzar ..... KTM
- B. Moore ..... KTM
- A. Panttila ..... KTM
- A. Lejeune ..... Honda

##### 2nd round - Belgium - April 10

###### 1st race

- D. Strijbos ..... Cagiva
- J-M Bayle ..... Honda
- P. Tragter ..... Honda
- B. Moore ..... KTM
- G. Jobe ..... Honda
- A. Puzar ..... KTM

###### 2nd race

- J-M Bayle ..... Honda
- D. Strijbos ..... Cagiva
- M. Bervoets ..... Yamaha
- P. Tragter ..... Honda
- G. Jobe ..... Honda
- B. Moore ..... KTM

##### 3rd round - Holland - April 17

###### 1st race

- D. Strijbos ..... Cagiva
- J-M Bayle ..... Honda
- G. Jobe ..... Honda
- P. Tragter ..... Honda
- M. Kouki ..... Yamaha
- K. Visser ..... Yamaha

###### 2nd race

- D. Strijbos ..... Cagiva
- P. Tragter ..... Honda
- J-M Bayle ..... Honda
- M. Bervoets ..... Yamaha
- K. Visser ..... Yamaha
- M. Kouki ..... Yamaha

#### WORLD CHAMPIONSHIP POSITIONS AFTER 6 ROUNDS

- J. M. Bayle ..... Honda ..... 203 pts.
- D. Strijbos ..... Cagiva ..... 198 pts.
- P. Tragter ..... Honda ..... 121 pts.
- M. Kouki ..... Yamaha ..... 92 pts.
- G. Jobe ..... Honda ..... 80 pts.
- M. Contini ..... Cagiva ..... 68 pts.

#### 250cc class

##### 1st round - France - April 17

###### 1st race

- J. Whatley ..... Suzuki
- Y. Kervella ..... Honda
- J. van den Berk ..... Yamaha
- P. Dirx ..... Honda
- S. Motensen ..... Kawasaki
- R. Diepold ..... Kawasaki

###### 2nd race

- G. Andreani ..... Honda
- R. Smith ..... Suzuki

- J. van den Berk ..... Yamaha
- J. Whatley ..... Suzuki
- G. J. van Doorn ..... Cagiva
- J. Nilsson ..... Cagiva

##### 2nd race - Spain - April 24

###### 1st race

- M. Fanton ..... Yamaha
- R. Smith ..... Suzuki
- J. Whatley ..... Suzuki
- R. Diepold ..... Kawasaki
- P. Dirx ..... Honda
- P. Vehkonen ..... Cagiva

###### 2nd race

- J. van den Berk ..... Yamaha
- R. Smith ..... Suzuki
- M. Fanton ..... Yamaha
- R. Diepold ..... Kawasaki
- J. Whatley ..... Suzuki
- P. Dirx ..... Honda

#### WORLD CHAMPIONSHIP POSITIONS AFTER 4 ROUNDS

- J. van den Berk ..... Yamaha ..... 122 pts.
- J. Whatley ..... Suzuki ..... 105 pts.
- R. Diepold ..... Kawasaki ..... 98 pts.
- R. Smith ..... Suzuki ..... 96 pts.
- P. Vehkonen ..... Cagiva ..... 57 pts.
- J. Nilsson ..... Cagiva ..... 54 pts.

#### 500cc class

##### 1st round - Austria - April 17

###### 1st race

- D. Thorpe ..... Honda
- K. Nicoll ..... Kawasaki
- M. Magarotto ..... Kawasaki
- A. Nicholls ..... Honda
- D. Geukens ..... Kawasaki
- F. Rossi ..... Kawasaki

###### 2nd race

- D. Thorpe ..... Honda
- H. Carlqvist ..... Kawasaki
- B. Liles ..... Kawasaki
- K. Nicoll ..... Kawasaki
- D. Geukens ..... Kawasaki
- E. Geboers ..... Honda

##### 2nd round - Switzerland - April 24

###### 1st race

- D. Thorpe ..... Honda
- J. Vimond ..... Yamaha
- D. Lacher ..... Honda
- K. Nicoll ..... Kawasaki
- E. Geboers ..... Honda
- M. Anstie ..... KTM

###### 2nd race

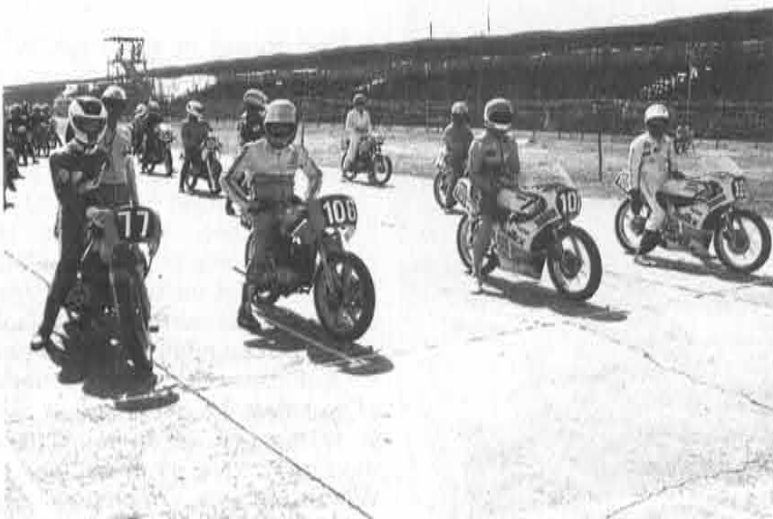
- K. Nicoll ..... Kawasaki
- K. van der Ven ..... KTM
- J. Vimond ..... Yamaha
- D. Thorpe ..... Honda
- D. Geukens ..... Kawasaki
- M. Dolce ..... Kawasaki

#### WORLD CHAMPIONSHIP POSITIONS AFTER 4 ROUNDS

- D. Thorpe ..... Honda ..... 125 pts.
- K. Nicoll ..... Kawasaki ..... 108 pts.
- E. Geboers ..... Honda ..... 103 pts.
- K. van der Ven ..... KTM ..... 72 pts.
- J. Vimond ..... Yamaha ..... 67 pts.
- K. Ljungqvist ..... Yamaha ..... 55 pts.

## RX100 Victorious in 4 classes

### Madras International Road Race, India



At the International Road Race (Mcdowell Grand Prix) competition held this past February 7 in Madras, India, Yamaha RX100 machines grabbed victories in 4 classes. This Madras International Road Race is an annual car and motorcycle race event that this year attracted over 35,000 enthusiastic spectators. In the Grand Prix class and Cut-

fast Rolling Trophy class, which are races for motorcycles up to 350cc, it was again Yamaha riders, Les Burgen (UK) and Craig Ryding (UK), who triumphed on their TZ350 machines. Before the race, the racing team of Yamaha's Indian partner, Escorts, gave tips on riding technique and other vital racing advice to a group of promising young riders. This small but important advice probably had a big

effect on the outcome of the races.

Needless to say, the dealers and Escorts associates who came to watch the competition were extremely pleased to see Yamaha RX100 machines win 4 classes.

### RESULTS

#### TVS-Suzuki Trophy (15 laps...Main race)

- Rajkumar ..... Yamaha RX100
- Gurminder ..... Suzuki AX100
- Bubash Chandra Bose ..... Yamaha RX100

#### TVS-Suzuki Trophy (4 laps...Sprint race)

- Rajkumar ..... Yamaha RX100
- Gurminder ..... Suzuki AX100
- Subash Chandra Bose ..... Yamaha RX100

#### Indrol Trophy

- Range ..... Yamaha RX100
- Muneert Kambhati ..... Yamaha RX100
- Niaz Ahmed ..... Yamaha RX100

#### API Trophy

- Lionel Moss ..... Yamaha RX100
- Gurminder Singh ..... Suzuki
- Ashok Raja ..... Bajaj

#### Grand Prix

- L. Burgen ..... Yamaha TZ350
- R. P. Jones ..... Yamaha TZ350
- B. Stanley ..... Yamaha TZ350

#### Cutfast Rolling Trophy

- C. Ryding ..... Yamaha TZ350
- L. Burgen ..... Yamaha TZ350
- R. Hutchinson ..... Yamaha TZ350

## Yamaha sweeps in all 5 classes

### Thai GP at the Pataya Circuit

Meanwhile, on the other side of the Indian Ocean near Pataya Beach in Thailand, Yamaha riders romped to victory in the Thai GP. Thailand is no exception to the growing worldwide road racing boom, with a six-round Thai GP series being held each year at the Pataya International Circuit. Five classes are contested in this series; four production model classes with limitations on machine modification, and one production racer class. Last year, Yamaha rocked the Thai racing world by sweeping all 5 classes in the GP competition held in December. Now, in '88

Yamaha is continuing its dominance of GP racing, winning the 4 production model classes at the first round in January and, in the second round on March 5 and 6, scoring another clean sweep, with VR150 machines winning the 4 production classes and a TZ250 winning the production racer class. And in the most recent 3rd round held on April 2 and 3, Yamaha again swept all 5 classes. These spectacular racing results are proving to be great image-building PR for the VR150 introduced here in Thailand last November.



# And the Fun Begins!

## The first **TDR** Fun Cup in France



The inaugural "TDR Fun Cup" race was held on April 16 and 17 at the Montlhéry circuit near Paris. As we mentioned in our last issue, the TDR Fun Cup is a competition organized by Sonauto Yamaha in conjunction with the French Superbiker Championship race series, and offers its winner a chance to participate in the following season's Superbiker series on a machine provided by Sonauto. But this is just one of the numerous prizes included in the TDR Fun Cup program. Other prizes, including a "Look Prize" for the bike with the best coloring and a "Brio Prize" for the most spectacular rider, will help create user interest in the exciting new TDR. Anyway, as you can see from the photos, the first round of the "Fun Cup" was a great first step toward implanting the image of the TDR as a real "fun machine".

A race was also held for children riding Pee Wee 50 bikes. Before long these children will be old enough to ride the TDR, too.

Candidates for the "Look Prize" (best coloring and decoration) of the 6-round-race series.

The Yamaha "Star Cup" race was held for representatives of all the major French media and other VIPs. Sonauto and its dealers provided the motorcycles and the organization for this event. Standing in the center is Sonauto Yamaha's Mr. J.C. Olivier.



## YAMAHA CUP 1988

### Big Yacht Race Commemorates Completion of Giant Bridge Project

For two days, on April 2 and 3, the "Yamaha Cup 1988" yacht race was held on the waters of the Seto Inland Sea between the islands of Honshu and Shikoku Japan. This was an event organized by the "Seto Ohashi Bridge Opening Commemorative Yacht Race Organizing Committee" to celebrate the completion of the 9.4km Seto Ohashi Bridge connecting Honshu and Shikoku. This mammoth expanse of bridge traverses 4 small islands to connect two of Japan's main islands for the first time and complete the land link of all four main islands. The bridge is a double-decker structure that carries car traffic on its upper level while trains

run on the lower level, and is the longest of its type in the world. The construction of this historic link took a full ten years, and now a number of large scale events are celebrating its completion. The "Yamaha Cup 1988" yacht race was equally grand in scale with 127 cruisers and 62 dinghy class yachts gathering for the competition, making it one of the biggest fleets ever assembled in Japanese yachting history. Besides its role as sponsor, YMC also provided support for the running of the event to provide yet another important publicity push for marine sports.



## Yamaha products as the organizer's helping hands

### First round of the PBA/WBA Boardsailing World Tour

From March 25 to April 4, the '88 Boardsailing World Tour organized and authorized by the Professional Boardsailing Association (PBA)/World Boardsailing Association (WBA) got under way at Omaezaki beach in Shizuoka Prefecture, Japan. As the first round of this year's World Tour, this event brought the top pro sailboarders from Europe, America and Oceania to vie for points toward the title of "No. 1" in the world. While the new Yamaha sailboards "GPR350 II" and "GPR270" joined in the competition out on the waves, other Yamahas were also playing a vital role in the running of the event. Throughout the competition, Yamaha Water Vehicles could be seen out on the water busily patrolling the course, while on land Yamaha's new scooter, BW'S, lightened the organization staff's footwork, scampering back and forth between the race site and staff headquarters. Even the rescue boats were powered by dependable Yamaha outboards.

