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Yamaha News
YAMAHA
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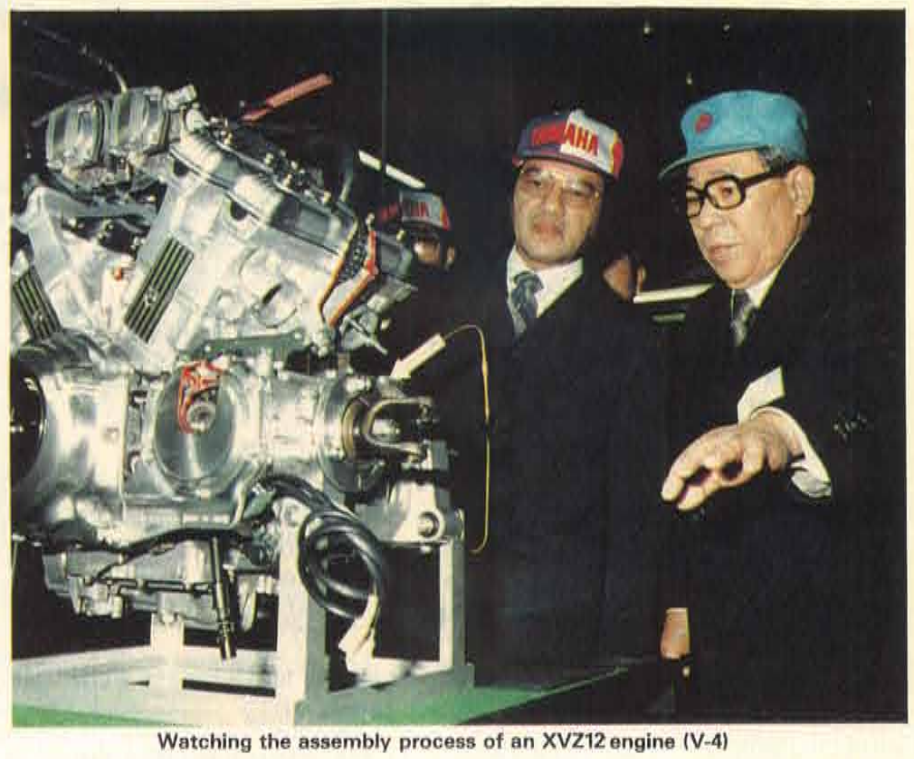
WELCOME

Prime Minister of Malaysia Visits Yamaha Motor at Iwata


Watching the assembly process of an XVZ12 engine (V-4)

H.E. Dato'Seri Dr. Mahathir Mohamad, Prime Minister of Malaysia, visited Yamaha Motor at Iwata on January 27, accompanied by other VIP's of the Malaysian Government, during his stay in Japan as the official guest of the Japanese Government.
The Prime Minister and his entourage made an inspection tour through the Main Plant of Yamaha and had a round-table conference with the chief executives of the company.
Yamaha Motor is formalizing plans for motorcycle engine production in Malaysia in the form of a joint venture with the Heavy Industries Corporation of Malaysia (HICOM).
The Prime Minister's visit to Yamaha Motor has helped greatly to promote friendly and cooperative relations between the Malaysian Government and the company.

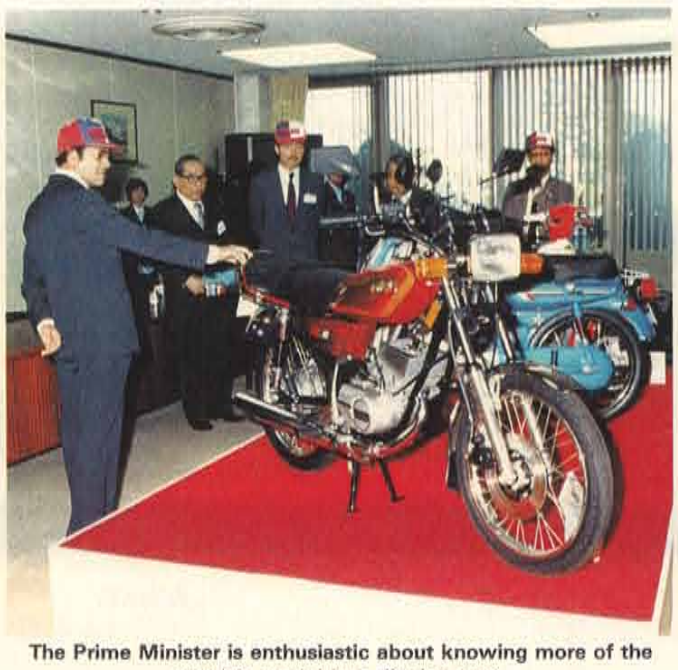
"Look East Policy"

The Malaysian Government is now implementing an active industrialization policy under the leadership of Prime Minister Mahathir, taking the case of Japan as a model. This policy is called "Look East Policy" and based on a principle that Malaysia, a country in East Asia, could learn more from Japan, also an Asian country which has set a very good example of economic success, while formerly it used to see only to European examples. The Prime Minister has a belief that Oriental virtues observed in Japan and Korea, such as discipline and courtesy, are most closely related to what Malaysia wants, and Japanese labor morals based on these virtues must have made great contributions to the success of Japan's industrialization policy.
The Prime Minister has a high opinion of Japanese labor morals because he considers them to be the source of enthusiasm and diligence for acquiring knowledge and technique, thus creating ideal mutual reliance between labor and management.
On this foundation, Japan, formerly a war-devastated agricultural country, has grown into the first highly industrialized country in Asia, as well as one of the greatest economic nations in the world, within just 30 years.
The Prime Minister is enthusiastic about taking the same path as Japan for Malaysia's industrialization and prosperity in the future, in view of the fact that the present Malaysia is similar in many respects to Japan.
Thus the Prime Minister made his visit to Japan for the purpose of knowing more about such Japanese labor morals, while at the same time promoting friendly and cooperative relations between Malaysia and Japan. He visited Yamaha Motor, in order to personally witness the Japanese labor morals at work.

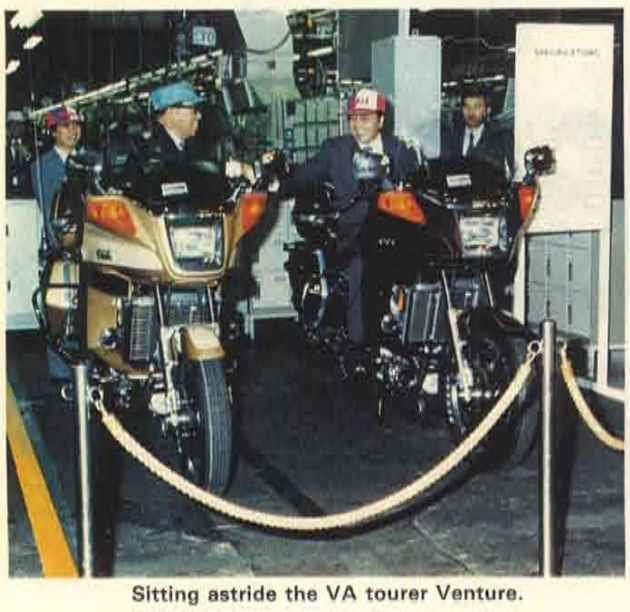
Increasing mutual reliance and international friendship

At 10:45, January 27, the Prime Minister and his entourage arrived at the headquarters of Yamaha Motor at Iwata. They were received by Mr. Hisao Koike, President of Yamaha Motor and a number of Yamaha people with the national flags of Malaysia and Japan in their hands.
The Prime Minister with a smile took a seat at a welcome reception held in the Yamaha Research and Development Center.
In return to President Koike's welcome message, the Prime Minister made the following speech:
"I am very happy to visit Yamaha Motor today. I am most grateful to you for your warm reception. In addition, I am very pleased to learn that the significance of our "Look East Policy" is well understood by you."
The Prime Minister and his entourage made an inspection tour through the Main Plant after having a brief introduction of the company by slides.
The Prime Minister showed keen interest in every work process of Passol II and large bike production, especially in an assembly line attended by just women, assembly robots, IPC activity by a small work group.
"Every workshop place is very neat and clean. This is one of the best manufacturing plants I have ever visited."
Then a police bike presentation took place at the lobby of the main office building. Prime Minister also had an interview with 9 Malaysian trainees who are studying the technical know-how and service trechniques of FRP fishing boats and outboards in Yamaha.
It was very impressive to see the Prime Minister encourage each of them with the words - "I hope all of you will learn these advanced Yamaha techniques as well as the excellent Japanese teamwork and understand the importance of your assignments."
We sincerely hope that Malaysia will successfully attain its goals under the leadership of Prime Minister Mahathir, a man of intelligence and vitality.


Prime Minister giving his address at a welcome reception.


The Prime Minister is enthusiastic about knowing more of the new RX model in a display area.


Encouraging 9 trainees from Malaysia.


Sitting astride the VA tourer Venture.

Police bike presentation


Two directors of Hong Leong Yamaha and President Koike, as well as a number of Yamaha people, see the Prime Minister off.

YAMAHA RACING PROGRAM '83

We at Yamaha Motor have aggressively taken part for many years in all major motorcycle sports both in Japan and overseas as an important part of our corporate activities.
For 1983 we have finalized our racing program as follows:

We have always placed a high priority on racing activities covering national and world championships plus AMA national championships of the United States, based on an established corporate principle that to us the race track is a running experiment laboratory, and a great store of valuable technical data accumulated there is tremendously important in the development of better production models, and at the same time, our enthusiastic race participation makes substantial contributions to the promotion of sound motorcycle sports at all levels.
Last year our racing team brought significant successes both here and overseas: Danny LaPorte, riding a powerful Yamaha works machine, won the hard-fought 250cc Motocross World Championship while our sidecar outfits dominated both Road Racing and Motocross World Championships. In Japan our riders placed second in both 125cc and 250cc Motocross National Championships.
1983 sees the creation of a new road racing team named "Yamaha Marlboro World Championship Team". The team which has been formed, based on an agreement with Marlboro, is led by many-time world champion Giacomo Agostini and "King" Kenny Roberts will ride a newly developed works YZR500 in all the rounds of the 500cc title battle. In addition America's up-and-coming rider Eddie Lawson who has gained a works ride this year, will team up with "King" Kenny, to make his first title challenge on another YZR500.
The motocross team consists of 6 Europen and American riders including reigning 250cc world champion Danny LaPorte, that is, a two-man squad will be entered in each of the three championship classes.
In the United States a powerful 4-man team will cover all the rounds of AMA National Motocross Championships and Super Cross Series.
In Japan our riders will be entered in the rounds of road racing and motocross, trials, kart racing championships. Last year we entered into a new contract with OHLINS (Sweden) and their proven technical know-how concerning racer suspension can be utilized to the fullest extent for our motocross machines used in all major events held overseas.

Line-up for Road Racing World Championship (500cc class)

Kenny Roberts (U.S.A.)
Eddie Lawson (U.S.A.)
Marc Fontan (France)
K. Roberts and E. Lawson have contracted with the Yamaha Marlboro World Championship Team, and M. Fontan is under contract with Sonauto Yamaha (France). Fontan will also have a works YZR500.

Line-up for Motocross World Championships

125cc class
Jim Gibson (U.S.A.)
Pekka Vehkonen (Finland)
250cc class
Danny LaPorte (U.S.A.)
Jo Martens (Belgium)
500cc class
Hakan Carlqvist (Sweden)
Jukka Sintonen (Finland)
The above 6 riders are all under contract with Yamaha Motor, Europe N.V.
In addition, Neil Hudson (Great Britain) and Dave Watson (Great Britain) under contract with Yamaha Motor Europe N.V., and Jacky Vimond (France) under contract with Sonauto Yamaha will also participate in GP racing.

Line-up for AMA National Motocross and Super Cross Championships in the U.S.A.

125cc class
Ron Lechien (U.S.A.)
250cc class and Super Cross
Mike Bell (U.S.A.)
Rick Johnson (U.S.A.)
500cc class and Super Cross
Broc Glover (U.S.A.)
The above 4 riders are all under contract with Yamaha Motor Corporation, USA.

Line-up National Road Racing Championships in Japan

Hiroyuki Kawasaki
Sadao Asami
Keiji Kinoshita
Tadahiko Taira

Line-up for National Motocross Championships in Japan

Hidenobu Toh
Tetsumi Mitsuyasu
Satoru Shoji

Line-up for National Trials Championship in Japan

Fumihiro Kato

'83 Factory Machines

YZR500 and YZR Daytona

Introduced here are our new factory road racers for 1983, the YZR500 and the YZR Daytona.
The design format of the new YZR500 engine is based on that of the 1982 model but a number of significant technical improvements and modifications have given the new engine more power and more racing performance.
The new engine is mounted on a rigid, lightweight aluminum semi-monocoque type frame which has been developed, based on precise computer-analyzed design data. The compact, lightweight fairing is as narrow as that of a 250cc class machine, thus increasing positive aerodynamic effect to a maximum.
The YZR Daytona, as its name indicates, has been developed specifically for the Daytona-200 in the United States. The YZR Daytona is also compact and lightweight, delivering plenty of power. In addition, this machine is durable enough to match up to all the possible punishments of the long-distance American Classic.
Both machines feature more of Yamaha's leading racer technology to claim more wins than any other machines.

YZM500/YZM250/YZM125

For 1983 YZM works motocrossers come with substantially increased racing performance. Developed from their 1982 versions and featuring new improvements of Yamaha's advanced motocrosser technology, these machines have become much more competitive, thus aiming at all championships.
The race-bread 2-stroke engine system, YPVS (Yamaha Power Valve System) is even further improved in its performance for use in all models. The system helps greatly to keep the engine's performance much more reliable in the entire speed range.
In addition, the YZM125 engine employs a rotary disc valve induction system, so that racing performance is further increased.
Specific design emphasis is given to the improvement of frame construction as well, with better machine control on a bumpy motocross track in mind.
In particular, both front and rear suspension systems have been redesigned to this end. The Monocross rear suspension with a link system has greatly improved the handling characteristics of a machine against all types of ups and downs on a competition track.

Biographical information

ROAD RACING

Kenny Roberts

Nationality: American
Date of birth: December 31, 1951 (31 years)
Hobbies: Trial riding, fishing, golf, racquetball, horseback riding, snow skiing, water skiing, photography, etc.
Race career:
1965: Began amateur motorcycle racing at the age of 13.
1969: Won Oregon 100cc Road Race Championship.
1970: Won AMA Novice Class Championship.
1971: Won AMA Junior Class Championship.
1972: Ranked 4th in AMA Expert Class Championship.
1973: At the age of 21, became the youngest rider ever to win AMA Grand National Championship.
1974: Repeated as AMA Grand National Champion.
1975: Placed 2nd in AMA Grand National Championship.
1976: Placed 3rd in AMA Grand National Championship.
1977: Placed 4th in AMA Grand National Championship.
1978: Won 500cc Road Racing World Championship.
1979: Won 500cc Road Racing World Championship.
1980: Won 500cc Road Racing World Championship.
1981: Placed 3rd in 500cc Road Racing World Championship.
1982: Led 500cc Road Racing World Championship until middle stages but missed several rounds because of injuries; placed 4th eventually.

Eddie Lawson

Nationality: American
Date of birth: March 1958 (24 years)
Hobbies: Dirt run
Race career:
1978: Won West Junior Class Dirt Race Championship.
1979: Won Daytona 100 mile Race (250cc)
1980: Placed high in Superbike Race Championship.
1981: Won Superbike Race Championship.
1982: Won Superbike Race Championship.

Marc Fontan

Nationality: French
Date of birth: October 20, 1956 (26 years)

NEWS FLASH!

'83 DAYTONA 200 March 13

Yamaha's dramatic one-two victory was achieved by Kenny Roberts and Eddie Lawson.

(see the next issue for full race reports)

'83 FACTORY MACHINES

YZR500

• **Engine type:** 2-stroke, water-cooled, YPVS, rotary disc valve • **Cylinder layout:** V-type four • **Displacement** 499cc • **Max. power output:** 120PS plus • **Top speed:** 270 km/h plus • **Ignition system:** C.D.I. • **Lubrication method:** Pre-mix (30:1) • **Clutch type:** Dry multi-plate • **Transmission:** 6-speed gearbox • **Tire (front/rear):** 18 in. (16 in.)/18 in. • **Suspension (front/rear):** Telescopic/Monocross suspension • **Brake (front/rear):** Double disc/Single disc • **Weight:** Under 125 kg

YZR Daytona

• **Engine type:** 2-stroke, water-cooled, rotary disc valve • **Cylinder layout:** Square four • **Ignition system:** C.D.I. • **Lubrication method:** Pre-mix (30:1) • **Clutch type:** Dry multi-plate • **Transmission:** 6-speed gearbox • **Tire (front/rear):** 18 in. (16 in.)/18 in. • **Suspension (front/rear):** Telescopic/Monocross suspension • **Brake (front/rear):** Double disc/Single disc • **Weight:** Under 135 kg

YZM500

• **Engine type:** 2-stroke, air-cooled single • **Displacement:** 487cc • **Max. power output:** 56PS plus/7,000 rpm • **Ignition system:** C.D.I. • **Lubrication method:** Pre-mix (20:1) • **Transmission:** 4-speed gearbox • **Tire (front/rear):** 3.00-21/5.00-18 • **Brake (front/rear):** Drum/Drum • **Suspension (front/rear):** Telescopic (air/coil spring)/Swing arm (with Monocross) • **Fuel tank capacity:** 11.0 liters • **Clutch type:** Wet multi-plate

1983 RACING CALENDAR

Div. / Month	World GP				U.S.A.	
	RR (500cc)	M.X. 500cc	M.X. 250cc	M.X. 125cc	Super Cross	National MX
Mar.	19 South Africa			27 Holland	5 Atlanta 12 Daytona 19/20 Houston	27 Sacramento (250/125cc)
Apr.	3 France 24 Italy	10 Switzerland 24 Austria	17 Spain 24 France	10 Austria 17 Italy 24 Belgium	16 Las Vegas 30 Pontiac	10 Orange (250/125) 24 Braselton (250/125)
May	8 Germany 22 Spain 29 Austria	8 Germany 29 Sweden	1 Italy 8 Holland 29 Bulgaria	1 France 15 Yugoslavia 29 Germany	1 Ponitac 7 Cansas City 21 Dalas	15 St. Clair (250/125) 29 Mt. Morris (250/125)
Jun.	12 Yugoslavia 25 Holland	5 Finland 19 Italy 26 U.S.A.	12 Germany 19 Great Britain	26 Spain	11 Orlando	5 Buchanan (250/125)
Jul.	3 Belgium 31 Great Britain	3 France 24 Great Britain	24 Canada 31 U.S.A.	10 Soviet 24 Sweden 31 Finland	17 East Rutherford	3 Millville (250/125) 9 Whitney Point (500/125)
Aug.	7 Sweden	7 Belgium 14 San Marino 21 Holland	7 Switzerland 14 Sweden 21 Finland	14 Czechoslovakia	6 Pasadena	14 Washougal (500/125) 21 Castle Rock (500/125) 28 Carlsbad (500/125)
Sept.	4 San Marino					25 Unadilla (500/125)
Oct.					15 San Diego 22 Oakland	2 Buchanan (500/125) 9 Sonoma (500/125)

Super Cross: Jan. 29 Anaheim, CA. finished, and Feb. 12/13 Seattle, WA. finished.
National Championships: May 21/22 Sugo Big Road, Aug. 27/28 Sugo Big Road, Oct. 10/11 Japan RR GP and Oct. 15/16 Japan MX GP.

Race career:
1977: Started race career by the Kawasaki Promotion Cup.
1978: Participated in GP 250.
Finished 7th in the Bol d'Or 24-hour Endurance Race.
1979: Placed 6th in Formula 750 World Championship.
Placed 3rd in the Bol d'Or.
1980: Won Endurance Racing World Championship.
Placed 5th in Daytona 200.
1981: Placed 2nd in Daytona 200.
Won French 500cc Championship.
Finished 9th in 500cc Road Racing World Championship.
1982: Finished 11th in 500cc Road Racing World Championship.

MOTOCROSS

Pekka Vehkonen

Nationality: Finnish
Date of birth: May 27, 1964 (18 years)
Hobbies: Tennis and other sports
Race career:
1979: Won Finnish 125cc Championship.
1982: Won Finnish 125cc Championship.
Placed 15th in 125cc World Championship.

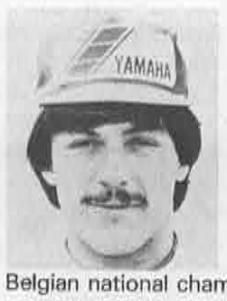
Jim Gibson

Nationality: American
Date of birth: April 12, 1958 (24 years)
Hobbies: Water and snow skiing
Race career:
Started race career as a Yamaha 125 rider.
Won Trans California 125cc Championship twice until 1982.
1981: Finished 19th in 125cc World Championship.
1982: Became a member of the American team winning Motocross des Nations.

Danny LaPorte

Nationality: American
Date of birth: December 3, 1956 (26 years)
Hobbies: Skiing, water skiing, hunting, etc.
Race career:
1976: Placed 3rd in AMA 125cc Championship.
1977: Placed 2nd in AMA 125cc Championship.
Won Florida Winter Series.
1978: Placed 5th in AMA 500cc Championship.
1979: Won AMA 500cc Championship.
1980: Placed 7th in AMA 500cc Championship (missed several races because of machine problems)
Placed 2nd in US 500cc GP.
1981: Placed 4th in AMA 500cc Championship.
Member of the American team winning Trophy/Motocross des Nations.
1982: Won 250cc World Championship.

Jo Martens



Nationality: Belgian
Date of birth: November 17, 1961 (21 years)
Hobbies: Cars, bikes, video, etc.
Race career:
1977: Started race career as a Bultaco rider.
1981 and 1982: Scored a number of wins in Belgian national championships.

Hakan Carlqvist

Nationality: Swedish
Date of birth: January 15, 1954 (29 years)
Hobbies: Tennis
Race career:
1976: Rode a Swedish importer's Ossa machine in 250cc World Championship.
1977: Took part in 250cc World Championship as a works Husqvarna rider.
1978: Chalked up his first GP win in Spain.
Placed 7th in 250cc World Championship.
1979: Won 250cc World Championship.
1980: Placed 3rd in 500cc World Championship.
1981: Placed 3rd in 500cc World Championship.
1982: Placed 8th in 500cc World Championship.
* Carlqvist played ice hockey professionally in Sweden until 1971.

Jukka Sintonen

Nationality: Finnish
Date of birth: November 15, 1957 (25 years)
Hobbies: Cross-country, skiing, tennis, etc.
Race career:
1975: Rode a 125cc Husqvarna in Turku (Finland).
Won Finnish Champion ship 250cc heat.
1982: Won Finnish 500cc Championship.
Placed 10th in 500cc World Championship.

Broc Glover

Nationality: American
Date of birth: May 16, 1960 (22 years)
Hobbies: Recquetball, running, water skiing, dune buggy, etc.
Race career:
1974: Started race career as a local amateur rider.
1975: Placed 3rd in Los Angeles high school motocross.
1976: Placed 2nd in AMA 125cc Championship.
1977: Won AMA 125cc Championship.
1978: Won AMA 125cc Championship.
1979: Won AMA 125cc Championship.
1980: Placed 2nd in AMA 125cc Championship.
Placed 2nd in Trans USA Championship.
1981: Won AMA 500cc Championship.
Won Trans USA Championship.
1982: Placed 3rd in AMA 250cc Championship.
Finished 2nd in Tokyo Super Cross.

Mike Bell

Nationality: American
Date of birth: August 8, 1957 (25 years)
Hobbies: Tennis, skiing, etc.
Race career:
1972: Started race career at the age of 15, and won a junior 250cc race.
1974: Won Canadian National Championship.
Won 13 night races in a row.
1976: Won Canadian National Night Open Class Championship.
1978: Placed 6th in Super Cross Championship.
1979: Placed 3rd in Super Cross Championship.
Placed 2nd in AMA 500cc Championship, and 2nd in Trans USA Championship.
1980: Won Super Cross Championship. Placed 2nd in AMA 500cc Championship.
1981: Placed 2nd in Super Cross Championship.
Placed 2nd in AMA 500cc Championship.
1982: Won US 500cc GP. Won Los Angeles Super Cross.

Rick Johnson

Nationality: American
Date of birth: July 6, 1964 (18 years)
Hobbies: Surfing, skiing, etc.
Race career:
1980: Became 125cc class champion in South California.
1981: Placed 7th in AMA 125cc Championship.
1982: Placed 2nd in AMA 250cc Championship.
Won Tokyo Super Cross.

Ron Lechien

Nationality: American
Date of birth: December 13, 1966 (16 years)
Hobbies: Skiing, etc.
Race career:
1981: Won AMA 100cc Championship.
1982: Won AMA 125cc Stock and Modified Class Championship.

'83 FACTORY MACHINES

YZM250

• **Engine type:** 2-stroke, water-cooled single • **Displacement:** 246cc • **Max. power output:** 44PS plus/8,250 rpm • **Ignition system:** C.D.I. • **Lubrication method:** Pre-mix (20:1) • **Transmission:** 6-speed gearbox • **Tire (front/rear):** 3.00-21/5.00-18 • **Brake (front/rear):** Drum/Drum • **Suspension (front/rear):** Telescopic (air/coil sping)/Swing arm (with Monocross) • **Fuel tank capacity:** 9.0 liters • **Clutch type:** Wet multi-plate

YZM125

• **Engine type:** 2-stroke, water-cooled single • **Displacement:** 123cc • **Max. power output:** 33PS plus/11,250 rpm • **Ignition system:** C.D.I. • **Lubrication method:** Pre-mix (20:1) • **Transmission:** 6-speed gearbox • **Tire (front/rear):** 3.00-21/4.00-18 • **Brake (front/rear):** Drum/Drum • **Suspension (front/rear):** Telescopic (air/coil spring)/Swing arm (with Monocross) • **Fuel tank capacity:** 7.0 liters • **Clutch type:** Wet multi-plate

Prototype New Yamaha Trial

Yamaha has taken part in national and international trials, a competition of balance and control, for the past decade.
For 1983 the highly competitive Prototype New Yamaha Trial has been developed from the integrity of Yamaha's proven racer development technology.
The newly designed 2-stroke air-cooled single-cylinder engine delivers plenty of low-end torque and the new rising-rate Monocross suspension system gives the machine superb handling characteristics. A number of major chassis components have also been redesigned, helping make this prototype an ultra-lightweight and better handling machine.
Fumihiro Kato, Yamaha's national title contender, will have this new machine for the latter half of the season, and production bikes will be launched on the market about this summer.

"V80 Super Deluxe"

V80 Super Deluxe

From Indonesia: Introduced here is a very encouraging news from Indonesia. Amid an intense sales war in this important market, the general situation of which was stated in the last issue of "Yamaha News", the joint marketing team (Yamaha, Harapan Motor and 28 main dealers) is working hard to increase the Yamaha share especially in the moped field.

The Indonesian moped market is expected to grow to a per-annum-350,000 scale this year and the V80 Super Deluxe, a long-awaited new star was launched on the market late in 1982, to meet the challenge mounted by powerful competitors.

The marketing team conducted a large-scale nationwide sales promotion campaign series during the period from December '82 to January '83, thus making the all-new V80 Super Deluxe impressive to the buying public all over Indonesia.

The first of this campaign series was promoted in Jakarta as follows:

Period: December 13 to December 27, '82

Place: Gajah Madah Plaza (Jakarta)

Especially on the opening day of the campaign, joyful attraction were given, such as musical performances, popular songs, jugglery, etc. with an audience of about 10,000 plus a number of sub-dealer, bengkel and parts shop personnel from every part of this territory.

Then a big Yamaha parade was conducted through the city, using 50 V80 Super Deluxe mopeds and 80 RX-S and RX-K bikes together with 30 decoration cars. Indonesia's number one comedian Mr. Jo Jong also took part in this parade.

In addition, on December 17 and 22, an attractive color ad was put in the newspaper with nationwide circulation.

The first of the campaign series was brought to a success, providing a good model for the others to follow. The new V80 Super Deluxe enjoyed a far greater response from the general public than had been anticipated, which encouraged all Yamaha dealers to start out into a new sales war with confidence.

Decoration in the Plaza

Start on new model parade

Attraction show by Jakarta group

DY-199 (S-163) for Kiribati

From Iwata: The Yamaha fishing boat DY-199, a launching ceremony of which was recently held at the Yamaha Gamagori Works, will shortly be delivered without compensation to the Republic of Kiribati as part of the Japanese Government's fisheries grant aid program.

Kiribati which gained independence in 1979 is an island country on the South Pacific. It is not too much to say that this country has no substantial industry other than fisheries. Therefore, the Kiribati Government has waited eagerly for completion of the boat since a contract was concluded in July of 1982.

The DY-199 (S-163) will be used as a fisheries research and training vessel in Kiribati, while working as a skipjack pole-and-line fishing boat.

Mr. Tong, Senior Secretary of the Ministry of Natural Resources Development and Mr. Dalley, Fisheries Advisor attended the said launching ceremony and named the DY-119 "TE TIAROA".

DY-119 (S163) "TE TIAROA"

Purification by a "Shinto" priest is indispensable to a Japanese-style ceremony.

Boat racing in Marudi, Sarawak

From Malaysia:
In conjunction with Baram Regatta and Marudi Town centenary celebration, the boat racing events took place from 23rd September, 1982 for 2 days. Syarikat Associated Marine Industries Sdn. Bhd., distributor for East Malaysia took part in all events and achieved good results.

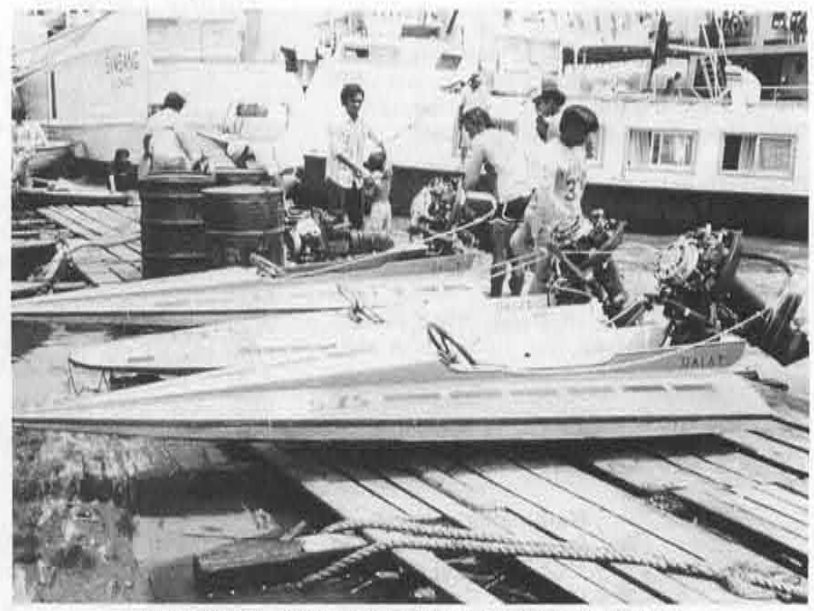


Photo shows locally made plywood racing boats with Yamaha engines which create remarkable results.

Incredibly tough!

From Venezuela: Look! A Yamaha PW50 is carrying a giant weighing about 145kg. The small Yamaha is tortured to the very limit of its durability, but you need not worry about it. The PW50 is tough and reliable enough to pass such a punishing test!

Yamaha International Cup

—The most exciting race series in Europe—

From Great Britain: The Yamaha International Cup Series which has grown in tremendous popularity in a number of European countries, puts young amateurs and apprentice professionals against each other on identical machinery—Yamaha XS400 or Yamaha RD350.

Four seasons ago, 35 Yamaha XS400 four-stroke twins rumbled on to the start line at Kassel-Calden in Germany for the first-ever Yamaha Cup race. Dressed up with fairings and racing seats, the bikes were still standard road models in every other respect as the primary reason for the series was to gain publicity for the XS400, a popular model in Germany. From those somewhat pedestrian beginnings, Yamaha Cup racing has grown into what even hardened motorcycle journalists have described it as the most exciting race series in Europe!

Advent of the RD350LC

One very real reason for the success of the series was the advent of the Yamaha RD350LC three years ago. This liquid-cooled, 45bhp two-stroke model proclaimed its race breeding in every line and emphasized it with its performance. The RD series twins are so fast that other makes rarely even bother to enter the British 250 and 500cc production championships, let alone score any successes!

The RD350LC replaced the XS400 in the German version of the Yamaha Cup and the concept was expanded to other countries throughout Europe. Britain began its wildly successful Yamaha RD350 Pro-Am Series in 1981 while France established the Coupe Yamaha Gauloises, with the assistance of the famous French cigarette company. Even Switzerland, with no race circuits of its own, began an RD250 Cup, the 250cc class being more popular in that country because of insurance restrictions. The Swiss do a couple of hill climbs on their own Alpine slopes plus races in France and Italy.

The Yamaha Cup now fulfils the function that Formula Ford or Formula Renault accomplished in car racing. It is a very definite stepping stone for a young rider on his way to a Grand Prix career. In connection with this, during 1982 Yamaha Cup racing became an even stronger force in European motorcycle sport.

Its worth as a nursery for up-and-coming talent was proved at the British Grand Prix, when the 250cc GP was won by Martin Wimmer, the young German rider who began his racing career in that very first Yamaha Cup series in 1978. Martin finished the year as fourth placeman in the World 250cc Championship. On the European Championship front, Frenchman Thierry Rapicault finished second in 250cc standings. He had earned his Euro Championship ride by winning the previous year's Coupe Yamaha Gauloises.

And in Britain, the 1981 Yamaha Pro-Am Series winner, Pete Wild, has established himself as a leading international class rider. Anxious to expand their winning formula throughout Europe, Yamaha took a giant step in 1982 by scheduling the Yamaha RD350 International Cup. Leading RD riders were invited from France, Britain, Germany, Sweden, Denmark, Belgium, Holland and Switzerland to clash in an end-of-season battle on the short circuit at Brands Hatch on October 23. The event was a huge success and the 1983 re-run has already been scheduled.

The Yamaha Cup Series will deliver a whole new crop of names to World Championship racing in the future.

Yamaha dominates snowmobile racing

From the United States: The final of the Super Seer International Snowcross Championship held at Alexandria, Minn. was won by Tim Bender on a new wide-stanced, Pro Stock 56 horsepower Yamaha SRV.

Bobby Donahue, also on a Yamaha SRV, gave the toughest challenge to Bender but the former lost his brakes and missed the turn at the hairpin. While Donahue was having his problems, Bender went on to make his lead unchallenged. Lee Flack and Steve Houle, both on Yamaha SRV's, place second and third, respectively.

Yamaha domination was even more spectacular in the 56-HSP Stock Oval Championship.

Lee Flack on a Yamaha SRV chalked up a runaway victory and Tim Bender finished second nearly a half lap ahead of the rest of the pack.

P+P+S=S

From the United States: Mr. Merle Karst, National Sales Manager of Yamaha Motor Corporation, USA, refers to a formula for success in his message published in "Communicator", the American version of "Yamaha News", as follows:

"Joe Girard, "The World's Greatest Salesman", was so great and so necessary for all of us. Somehow, what we gained from Joe and what we felt from the experience must be carried with us every day. Yamaha has provided programs and support to assist each dealer. If we could write a formula for success it may look like this: P+P+S=S or Products plus Programs plus Sales equals Success. The most important part of the formula is sales. The consumer is cautious, but very interested in our products, as always. They must be sold! I have read a number of articles about the lack of car sales. Many surveys indicate that there are not many, if any, Joe Girards out there. Shoppers with desire meet salespeople with little knowledge and little enthusiasm. It's almost as if the sales people have been told "no" so many times that they are afraid to work and to ask for the order because of possible rejection, dissappointment and frustration. That is why a positive mental attitude is so important. I loved Girard's remarks about his appreciation for sleep. As you may remember, Joe said he gets out of bed, goes to the mirror, addresses himself and says—Somebody is going to pay for getting me out of bed this morning!—it's a great way for an aggressive salesperson to start the day. Let's be as aggressive as Joe."

Let's enjoy water-skiing with Yamaha Tri-Moto

From New Zealand: This shows an interesting and amusing use for the Yamaha Trio-Moto. Water-skiing becomes more exciting with the use of the unique Yamaha 3-wheeler in place of a runabout.

6,000 miles through the sands of the Sahara

'83 Paris—Dakar Rally

XT600Z

The Gauloises-Yamaha Team led by J-C. Olivier completes the world's hardest rally

Mr. J-C Olivier

The Paris-Dakar Rally which is annually staged between Paris and Dakar, Senegal, West Africa, is claimed to be the world's hardest event of its kind. This year 120 machines started Paris on Jan. 1 but only 28 crossed the finish line at Dakar on Jan. 20 after surviving the 6,000 miles through the sands of the Sahara.

The Gauloises—Yamaha Team in this event consisted of six riders, that is, Jean-Claude Olivier (leader), Serge Bacou, Michel Merel, Jean-Paul Mingels, Olivier Kirkpatrick and Ludovic Loue. Four XT600Z machines, together with two XT550's were prepared for them. These riders are all equally competent desert specialists. Jean-Claude Olivier, creator and present Director of the Yamaha Division of Sonauto, led the team and he himself also started as a rider, on one of the latest XT600Z machines. The primary aim of participating in the event was to evaluate the performance of the new Yamahas on the various types of terrain and to check the special stages.

The most punishing 6,000 miles tortured these men and machines to the very limit of their strength and durability, but they did it very well and brilliantly!

FINAL RESULTS

1.	Hubert Auriol	France	1,012cc BMW
2.	Patrick Drobecque	France	600cc Honda
3.	Philippe Joineau	France	500cc Suzuki
4.	Olivier Kirkpatrick	France	550cc Yamaha
5.	Serge Bacou	France	600cc Yamaha
6.	Alain Spira	Belgium	500cc Honda
7.	Jean-Claude Olivier	France	600cc Yamaha
8.	Anne Kies	Holland	550cc Yamaha
9.	Georges Fenouil	France	1,012cc BMW
10.	Cyril Neveu	France	600cc Yamaha

In addition, the ladies' prize went to 28-year-old air hostess Marie Ertaud, who completed this hardest rally on her Yamaha XT550.

Champion's favorite machine

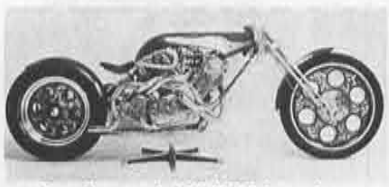
From Great Britain: 1982 Formula One World Champion Keke Rosberg recently took delivery of a Yamaha XV750SE.
A keen motorcyclist for many years Keke finds riding his XV750SE an ideal way of relaxing during the off season.
"I first saw an XV750SE in California and immediately decided I wanted one", says the champion, "The Custom image appeals to me and I particularly like the low, comfortable seat which makes the machine easy to handle around town."

Yamaha Riding School (YRS)

From Iwata: Yamaha's unique riders education program called "Yamaha Riding School" has been very favorably received by Japanese motorcycle users since it started about five years ago.
The program features the following four different courses:
***Safe riding course in Sugo:** This course is given for those who wish to brush up their

general safe riding techniques both on and off the road. Included in the students are motorcycle club leaders, motorcycle dealers, and automobile school instructors, as well as motorcycle users at large. A 2-day course is conducted by Yamaha-approved expert instructors by making the most of various modern training facilities of Sports Land Sugo.
***Circuit-run course:** This is also given for two days on the Yamaha Course or Tsukuba Road Race Circuit. Participants can learn how to negotiate the road race track in a safe, enjoyable manner under the guidance of Yamaha-approved expert instructors.
***Local safe riding course:** This is a kind of safe riding contest organized mainly by local Yamaha sports shops. Participants must tackle various riding subjects including slalom, braking, tight bridge, etc.
***Off-road course:** In this 2-day course participants are trained in the basics of off-road riding techniques.

What an inventive man!



Reed's special XV1000 is truly a custom bike masterpiece. Virtually every component on the machine is handmade. All except the brake calipers, rear shock absorber, tyres and drive belt. Plus, of course, the Yamaha XV1000 engine!

In Roman times, an "augur" was a divine who could supposedly foretell future events. This XJ650-engined machine called "Auga" represents his vision of things to come.

From Yamaha Motor N.V. (Holland): Special hand-made Yamaha bikes which were introduced during the Cologne Motor Show, were undoubtedly a big show attraction (appearing on page 1 of last year's No. 8 issue of Yamaha News). These bikes were made by an inventive Englishman—John Reed.

Beginning his career as a high-precision toolmaker at the Atomic Energy Research Establishment's giant facility at nearby Harwell, he has had no formal training whatsoever in art or design.
Always interested in motorcycles, however, he has built a fluorishing business out of his ability to create motorcycles ranging from the futuristic to the fantastic since the first custom machine was built based on a BSA about 10 years ago.
"I wanted then to built the same kind of bikes I built now", says he, "They have to be pretty. I just try to build bikes which are beautiful".
His capabilities have extended beyond the custom world into that of racing. He has designed and built such winners as the championship drag racer of Nigel Patrick and the Isle of Man TT proven Formula One machine.
Reed's first Yamaha-powered project was completed in 1980 when he built the "Blue Manx" based on a Yamaha 650cc twin for a British custom-oriented magazine.
A closer association with Yamaha has given Reed full rein to let his fertile imagination run riot with the two machines that formed an amazing centerpiece to the Yamaha exhibition stands at IFMA—the special XV1000, a custom bike masterpiece and the XJ650-powered "Auga", a machine of the future.

Always-expanding Venga-a-Yamaha campaign

From Ecuador: Venga-a-Yamaha campaign, Colombian version of which was introduced in issue No. 6 of 1982 Yamaha News, is always expanding to cover other countries of Central and South America as well.
Almacenes Juan Eljuri, Yamaha's Ecuadorian importer, with the head office located in Cuenca, has recently this campaign in close cooperation with all affiliated dealers, making use of an illustration of the same mascot character "Tio Yamaha", together with various presentation materials.

MAKING A GOOD START FOR 1983

Yamaha Victories in New Zealand Motocross Championships

From New Zealand: The Duckhams NZ Motocross Champs were held in January, with very pleasing results for Yamaha.
For 1983, the Championships were held in 3 locations on 3 consecutive weekends, with 3 races for each class on each day,—a total of 9 hard-fought races.
For the first time, the NZ Motocross Championships were broadcast live on nationawide TV which must have generated an increase in awareness of this exciting sporting spectacle. The NZ Yamaha distributors, Moller Yamaha Ltd., has good cause to be delighted with the results, namely 2 national title wins out of the 3 contested.
Until this event, the 125 title had appeared almost to belong to Suzuki, and even this year, it was only the very last of the 9 races of the Championship series which finally saw Suzuki deprived of yet another 125 title. This time, YZ125s took the title (Terry Meeks of Auckland) and from 3rd to 7th place inclusive, while Suzuki managed just one RM125 in 2nd place.
In the 250 class, Murray Anderson stormed to victory on his Moller Yamaha sponsored YZ250K with 122 points out of a possible 135,—this total making him the highest scorer in any class at the Champs. It is Anderson's fourth consecutive year in which he's won a NZ National title; after being 125cc champ in 1980 & 1981 on Suzuki, he also won the 1982 250cc title on a Yamaha YZ250J. Ivan Miller and Warren Timpson, both on YZ250Ks took 2nd and 3rd places for 1983.
Taking the top 5 places in each class making a total of 15 bikes, no less than 10 were Yamahas, and that's impressive in anyone's language.

Murray Anderson powers his way to the 250 title on his YZ250K

125cc Champ Terry Meeks leads the field on his YZ125K

HOW TO CREATE, FOSTER AND INCREASE BUSINESS

RETAIL BUSINESS MANAGEMENT

This is a new business guide series compiled for the benefit of Yamaha motorcycle dealers in Japan and overseas. This series is based on our established corporate principle that good retail business management is similar to building a good bike. It will deal with various themes essential to retail business management one by one, thus covering each theoretical framework and practical hints or application. We hope that you will find something of value in this new business guide series for your retail business.

Part 1: Theoretical explanation of "business management"

It is not so easy to precisely define what is meant by "management", but here let's consider it in contrast to "Just Retailing" which differs from managed business in the strict sense. Even though retail businesses may appear similar, some are "managed" while others are run on a rough estimation basis. Where does the difference lie? First of all, in terms of their objectives, for "Just Retailing" the primary aim is that the owner and his family make a living. In contrast to this, while the aims are much more complex in the case of managed business, basically the profit derived from invested capital is regarded as being most important. It may seem like both cases are the same since in either case they work for a profit, but there are basic differences in the way they conceive business practices.

For "Just Retailing", the store and the property around are regarded as already being in existence and hence free. Labor is also considered as free because only family members are used. There are many cases where attempts by such family run stores to open new branches end up in complete failure. This is because it is impossible to find free land and a free building, not to mention the high quality labor as provided by the family.

The long-term and comprehensive perspective does not come from thinking like, "it is alright just as long as we can make a living." The best that can be hoped for in such cases is to operate on a day to day basis. If sales are good and some profit is gained, this is expended by more luxurious living, and nothing extra remains. Even when not going as far as opening a new store, just the expansion or renovation of the store proves difficult for such family run stores.

Note: In Japan "Just Retailing" is interpreted as a kind of unorganized business operation. In most cases it takes the form of a family run store on a rough estimation basis, giving little consideration to modern business management principles concerning the interrelation between invested capital and profits derived therefrom.

Sales increase or cost decrease

How then does a retailer go about realizing as much profit as possible? The way to do this is simplified in Fig. 1. As can be seen by this chart, there are roughly two ways in which to increase profits. The first is to increase sales, and the second is to decrease operating expenses. The former falls in the category of marketing and this is the so called aggressive approach that pushes outward. The latter approach is primarily an issue of internal management. Even if one wishes to achieve complete success and to increase profits by doing all the things listed in the chart, this is just not the way it works.

You will notice something interesting upon studying this chart. For example, "publicity and advertising" are necessary for competing with other retailers and it serves to increase the number of customers. But on the left side it is suggested that expenditures be reduced by cutting down on the amount of advertising. After looking over this chart a person may come to a point where he asks, "just what am I supposed to do?"

In the same way, is the price of products to be raised or lowered? Is the stock (products on hand) to be increased or decreased? It costs money to implement measures to boost sales, but it suggests the need of operation cost reduction. In this way, contradictory elements can be found all over this chart.

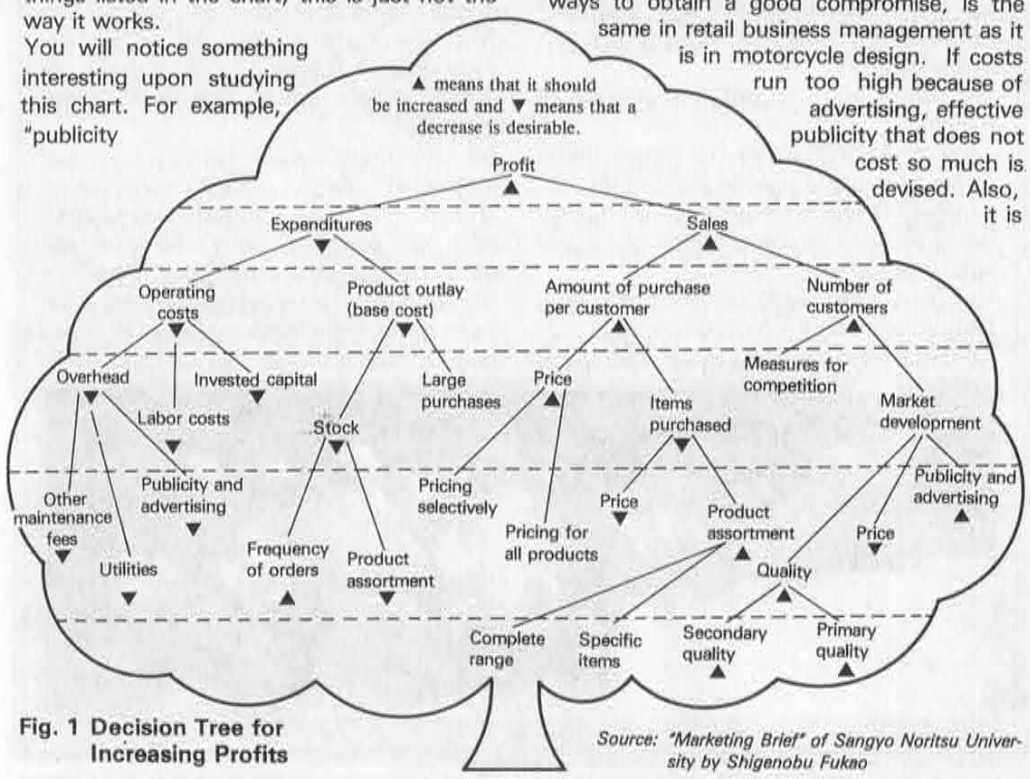


Fig. 1 Decision Tree for Increasing Profits

Source: "Marketing Brief" of Sangyo Noritsu University by Shigenobu Fukao

Difficulty and challenge of retail business management

Managing a retail business is no simple matter. There is no single method that will work all the time. This is similar to the relationship between high performance features and ease of operation in the designing of a motorcycle. When one of these is sought exclusively, the other tends to be sacrificed. Speaking in terms of designing motorcycles, there are two approaches that are possible.

The first approach is to decide exactly what kind of bike is to be made. If it is to be a racer, some allowance will be given for the loss in ease of operation. If it is to be a bike for beginners, ease of handling becomes the primary issue instead of performance. The second approach is fairly difficult, but it is to figure out ways to get the best of both. The really good motorcycles are generally cases where they have succeeded in this compromise to a considerable extent.

To return to the subject of retail business management, the first approach would be to clarify the direction in which your business is going to go. This is then the managerial concept or policy. To put this into practice, the problems for your business must be thought out to set aims that solve them. The designation of aims therefore becomes a very important matter in management. In other words, setting the goals for your business determines its character and indicates its orientation. In the chart the factors in retail business management have been simplified and of course the real situation is far more complex then this; there are a numerous variety of measures that can be taken. It is simply impossible to do everything, given the limited budget, labor force and time available. Therefore, defining the aims for your store is to set certain priorities.

The second approach which is to figure out ways to obtain a good compromise, is the same in retail business management as it is in motorcycle design. If costs run too high because of advertising, effective publicity that does not cost so much is devised. Also, it is not out of the range of the possible to increase the amount of purchase per customer without lowering the sales price. Thinking about how to do this and devising ways to accomplish such feats is precisely what makes retail business management difficult and at the same time challenging. This is just the way excellent bikes are built and the way outstanding management is achieved. In either case, the basics are important and efficiency cannot improve when these basics are neglected.

Part 2: Setting goals and drawing up

It was started earlier that the aims of a store determines its character and priorities. It is quite impossible to work on everything considering the limitations in resources including store space, capital and personnel. Therefore, the aim is to set priorities and decide how to characterize your store.

To really make your aims effective in management, it is necessary to implement them in a more practical way. Let's consider some of the ways in which to put them into practical use.

1) Deciding the aim—what is to be done

Referring back to the "Decision Tree for Increasing Profits," first we must think over how much emphasis is going to be put on either of the two approaches of increasing sales or reducing costs. If sales are to be increased, then we must decide whether we want to increase the amount of purchase per customer or the number of customers. If the number of customers is to be increased, there are the approaches of stimulating new demand (market development), attracting customers away from other stores, or getting your present customers to visit your store more often. If a store is a relatively new one, for example, increasing the number of customers is the very first priority. If a store already has an adequate number of customers, the easiest thing to do is to encourage these customers to come more often. This is how the aims for a store are determined.

2) Goals and deadlines—how much by when

Once the aim is clear, the thing to do is to set some goals in line with this aim. There is nothing to work toward when you just say "as much as I can." You must come up with a figure that represents a reasonable requirement. As far as possible, a definite number should be decided on as a goal, such as increase gross profits by XX%, or acquire XX new customers.

Next comes the deadline. You must decide by when you want to reach this goal. The actual month and date should be decided on. To summarize the above explanations, aims clarify "WHAT" is being sought, the goals designate "HOW MUCH" and the deadline determines "WHEN" it will be attained.

Even though you may get this far along, no goal can be achieved if you let this put you at ease and forget all about it. There is one more crucial factor of "HOW" that remains to be worked out. Goals can only be achieved after making a plan of "how to go about it" and putting this into action. A plan outlines "HOW" to go about something. Let's then consider how to go about making plans to achieve these goals.

3) Drawing up plans to acheive goals

Generally, there are two kinds of plans that can be made. The first kind can also be called a schedule, and here the plan of action for specific days, weeks and months are written out. It may even list what is to be done at each hour so that you do not forget the things which need to be done. This is a very effective way to make the best use of time. The second kind of plan is one for achieving goals (please refer to Figure 2).

If a goal is set, but no efforts are made, no goal is reached and only time goes by. This results in the horizontal line marked (A) in the figure. Instead of this, efforts must be made to reach the goal (this is indicated by the arrows pointing up). This effort is countered by downward pressure exerted from above. This could be a poor economy, resistance from consumers, or the lack of financial resources. Even laziness, a little of which we all have, may be included here. These are all forces which act to prevent you from reaching your goal, and these are termed extraneous conditions (this is indicated by the arrows pointing down). Goals are achieved only when efforts are made to overcome obstacles, which in the figure is for the arrows from the bottom to push upward. Therefore, the patch to attaining a goal is paved by the opposing forces from above and below to form not a straight line, but a wavy one like the thick black line in the figure.

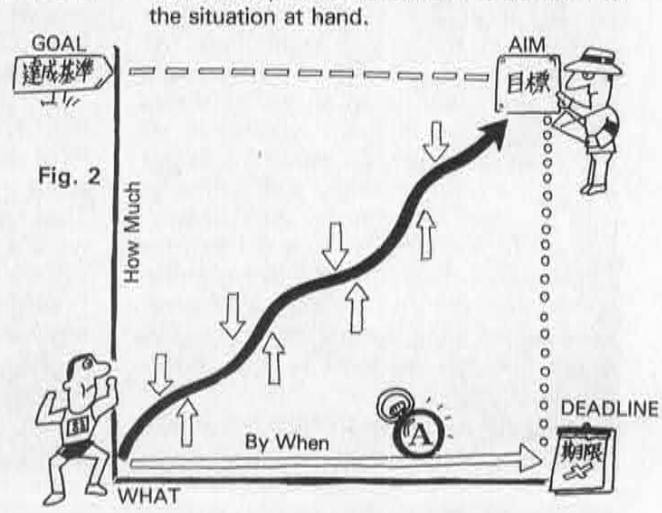


Fig. 2

4) The outlook determines the quality of the plan

So now we have a diagram for planning. The first thing necessary in making plans is to designate the aim of "WHAT" the plan is being implemented for. The second thing necessary is to get a good grasp of the conditions which prevent one from reaching the goal, and this requires an outlook. Examples might be, "in January and February the cold and rainy weather presents a big handicap and the increase in sales is expected to be slight," or "May and June will be busy months for sales and I will be unable to do other work that requires a lot of time and attention (such as compling lists of customers)." These are the types of predictions that can be made.

Outlooks are not only concerned with highly strategic matters such as what types of strategy the competition is coming up with. Furthermore, this outlook is very important and is regarded to be the decisive factor in the quality of a plan. For our purposes, we can just work with a calendar and try to recall what business was like during the past year, while drawing up the plan.

The third thing needed to make a workable plan is to know what kind of efforts to make. In other words, one must decide exactly what kind of actions are to be taken. It goes without saying that this action constitutes the primary momentum in achieving any goal. Greatest success is achieved when a wide variety of approaches are combined for these efforts, necessary actions and measures adopted.

Given the tough environment which the motorcycle industry find itself in these days, it is necessary to take decisive action in order to achieve one's goals. Innovative ideas will also be a necessity. It is only after all these factors are accounted for in a time schedule, and they are dealt with effectively, that achievement of goals really becomes possible. Under the rough conditions today, the situation cannot be improved on by dealing with things in just the same way as before. Racking your brain for a better idea, this is part of the process of planning.

5) Management must be revitalized

The plans drawn up as explained above must further be transferred on to a plan of action or a schedule. At the end of the month you must think about what has to be done to achieve your goals (for the next month). Further, at least once a week you must make a schedule for the coming week for the things you have to do. Finally, at the end of each day you must reflect on the day and decide what to do the following day.

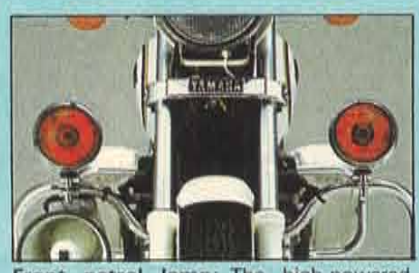
Drawing up detailed plans and carrying them out consistently as explained, leads to the revitalization of store management which can open up new doors in the face of adverse circumstances, and it allows one to conform to the situation at hand.

Reliable Yamaha Police Bike Range

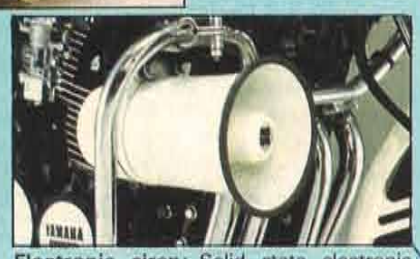
XJ550 Police

Rear patrol lamp: The rotating rear patrol lamp is mounted on a telescopic support so that it may be moved up or down at the operator's discretion. Red or blue lenses are available.

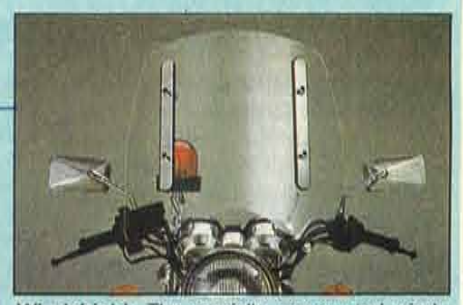
Electric siren: This advanced siren draws its power from a built-in motor and produces 120 decibels of sound 20 meters in all directions.



Front patrol lamp: The high-powered patrol lamp is available with red or blue lenses. Rotating patrol lamp is also available as optional equipment.



Electronic siren: Solid state electronic siren produces four different tones. Microphone amplified single-tone siren is also available as an option.



Windshield: The specially constructed windshield used on the XJ police bikes is extremely stable even at high speed, and its advanced design effectively shields the rider.

Document box and saddle bags: The optional document box (280 × 200 × 80 mm) and standard side saddle bags (415 × 145 × 270 mm) are made of ABS/SPCC plastic for rugged durability. Highly convenient for storage of paper work, equipment and tools.

Photo model: XJ750 Police

The way the bike is used differs from one type to another, and it is most likely that the police bike has to stand the hardest use of all. It must be fitted up with a number of special police equipment and accessories but one who operates it demands plenty of power, quick acceleration, smooth handling and superb reliability at any speed.
With these essentials in mind, Yamaha has long continued research and development efforts to improve the breed of police bikes.

Pursuit of the ultimate in quality and promotion of advanced user instruction program

For 1983 Yamaha puts on the market a new police bike range consisting of four 4-stroke 4-cylinder XJ-based models. Twin or 2 stroke police bikes are also available, depending on local particular requirements or conditions.
For the present a relatively small number of people have knowledge of Yamaha police bikes because of a very limited market, while standard type Yamaha motorcycles and mopeds have already gained wide acceptance all over the world. Attention, however, must be invited to a fact that Yamaha police bikes are also taking a very important part of their own in a number of countries.
Yamaha makes it a corporate principle to see each and every product used in the best possible condition. To this end, Yamaha is always in pursuit of the ultimate in product quality, based on its long-proven motorcycle technology. At the same time, Yamaha is enthusiastic about promoting its advanced, extensive user instruction program worldwide, so that every customer can learn how to use a Yamaha product safely and correctly. This program includes not only already-popular Motocross School and Learn-to-Ride Safety School, but also special police bike school wherein policemen are trained in advanced riding techniques and model traffic manners essential to the performance of their duties.
People have a concept that the police bike is a neatly trimmed, high performance but safe machine that a well-trained policeman operates in the effective execution of his traffic control duties. They are just right. This concept must be respected.
Yamaha pays much regard to this public concept by offering a good police bike for a good policeman. This will in turn help enhance Yamaha in its total brand image. Then take a look at the Yamaha police bike range '83.

Unsurpassed performance and dependability XJ400/550/650/750

The new XJ400 and XJ550 have all the power and features needed to meet the demands of hard police work. In addition, their distinctive styling is best suited to the 400cc and 500cc categories. In particular, this styling is perfect for long hours in the saddle. The 760mm seat height and pull-back type handlebars provide optimum riding position and comfort under many different riding conditions. Specially designed and built for top performance and nimble maneuverability, these new models are the "right-size" for everything from routine urban patrols to VIP escort.
The new XJ650 and XJ750 also put the Yamaha name on the line with a combination of power, maneuverability and integrity of design that can be found nowhere else.
The heart of the XJ police bike range is the world's renowned 4-stroke DOHC 4-cylinder engine with fuel-efficient Y.I.C.S. (Yamaha Induction Control System) that ensures high power output and ideal low-speed torque.
All models feature newly designed police equipment and accessories, together with proven standard XJ equipment.

Special-LTR-school for policemen

—Singapore—

As mentioned above, Yamaha is aggressively promoting its unique user instruction program in a number of countries. Special LTR school for policemen forms an integral part of this program.
The latest instruction of this school was given in Singapore from Jan. 24 through Jan. 30.
Mr. Mikel Kuan, Finance General Manager of Hong Leong Yamaha, was the most zealous supporter of this significant school which was given for traffic control policemen from every part of the country.
The school had four different courses as follows:
Course A: Instruction on basic riding techniques using a wide parking lot.
Courses B and C: Instruction on normal riding techniques using two public roads with less traffic.
Course D: Instruction on off-road riding techniques using a motocross track.
All curricula were designed and arranged with every conceivable traffic situation in mind. For example, policemen were trained in normal road riding techniques on a rainy day because it rains much in Singapore, and they also learned how to take a quick U-turn safely as an occasion requires, and how to cope with a blind corner correctly.
Policemen, unlike the students of a normal LTR school, are generally experienced riders. Therefore, they were trained in much more advanced techniques and each tackled the curricula with exceptional enthusiasm.
"I have operated a police bike in just my own way to chase a rule violator at high speed", said one of these policemen, "But the Yamaha LTR school has my eyes opened the way I can perform my duties much better, technically and mentally".
Mr. Kazutoshi Iwao, Yamaha's special instructor states, "Every policeman should try to ride correctly and smartly wherever possible, unless he must act otherwise to cope with an emergency situation, thus meeting people's expectations that the policeman always shows a good example of safe, correct riding."

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