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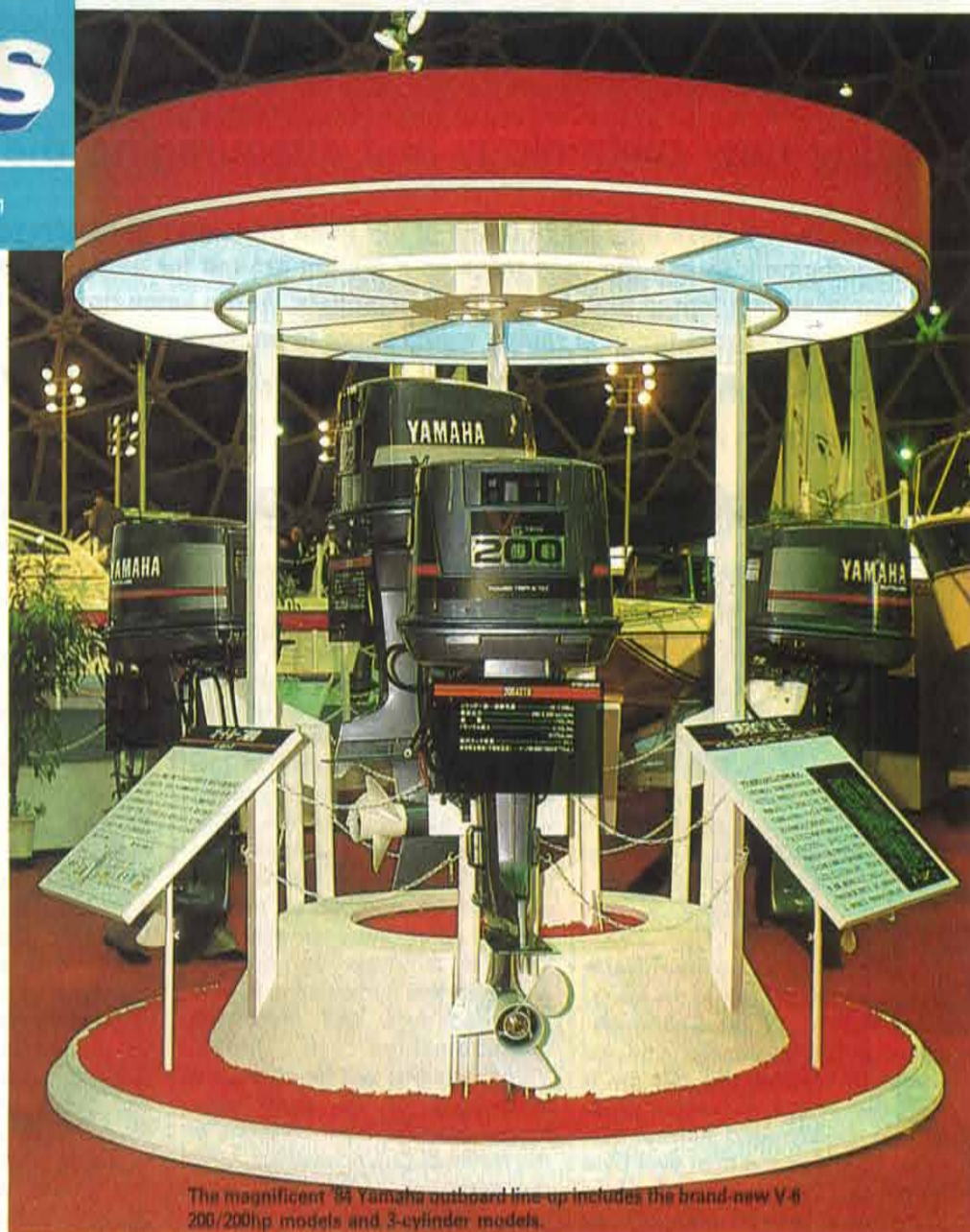
# YAMAHA-the Leading brand in Japan's boating industry

The 23rd Tokyo International Boat Show  
March 1-5  
**BOAT SHOW**



The 23rd Tokyo International Boatshow put on by the Japan Boating Industry Association for 5 days from March 1 to March 5 at the Tokyo International Trade Center, raised the curtain on the '84 season for sea lovers in Japan. Since its first running took place 22 years ago, this boatshow has served as a good indicator of the actual conditions in Japan's boating industry.

The '84 boatshow, with a record number of participating companies, reflected the industry's solid attitude toward the further development of a pleasure boat market in Japan. In particular, the Yamaha booth occupying the largest display space of all, was truly impressive and appealing to the audience.



The magnificent '84 Yamaha outboard line-up includes the brand-new V-6 200/200hp models and 3-cylinder models.



The R-30 is a high performance racer that features the proven characteristics of the R series models (R-41 Super Witch, R-38, R-34, etc.)

The compact, lightweight "Wish" is a cartopper. It is partly a board sailer and partly a dinghy.



Puka Puka: This boat serves as a trailer cover until it is put onto the water.

## Magnificent!

In recent years the boatshow has been planned as an attractive marine fair appealing to as many marine sports lovers as possible, rather than a mere exhibition of new products. The '84 boatshow, which adopted the main theme - "We offer you the sea" - featured an even stronger accent on a marine fair event to satisfy the tastes and dreams of a wide range of sea lovers who wish to enjoy more sporty and more comfortable "pleasure boating".

It was a magnificent display of Yamaha boats and marine engines spiced up with a dazzling variety of marine equipment and accessories. The new line-up of outboard motors ranging from the compact 2hp model to the microcomputer-equipped 220hp V-6 Special made its public debut, creating a sensation among Japanese boating fans.

The Yamaha boat line-up included the 35-foot offshore cruising yacht "Yamaha-35CS", the gorgeous "Yamaha Salon Cruiser 950-II", compact fishing boat "Yamaha P8S-G", mini sailboat "Yamaha-10 Duckling", etc. together with 14 new models such as the Yamaha-30CII, Yamaha-18, STR-21RX (O/B, I/O), Pacific Cruiser-26, Fish-26 O/B, Fish-24IYD, etc. (introduced in issue No.8 of 1983 Yamaha News).

In addition, three more new models were

also unveiled at this boat show - R-30, Yamaha-12 "Wish" and "Puka Puka". The R-30 is designed as an all-round racing yacht which achieves a high level of overall balance for added performance in series races or point races.

The Yamaha-12 "Wish" is a wishbone boom type, single-hand dinghy which has been developed to meet the fast-growing enthusiasm for board sailing, a new event in the forthcoming Los Angeles Olympics. The Puka Puka is a unique caster-trailer boat. The newly developed single-shaft type caster trailer allows for easier backward steering than a conventional two-shaft type. The box-type boat which is set to this caster trailer is 1.6m long.

Along with the display of these products Yamaha established various marine consultation corners to help promote the spread of sound pleasure boating in Japan. Man and the sea - Yamaha brings them together!



The new outboards on display

## Yamaha bikes finish strong

### '84 PARIS-DAKAR RALLY

The now-famous Paris-Dakar rally, which starts at midnight on New Year's Eve in Paris and finishes 12,000Km later in Dakar, Senegal, had its 6th running this year.



From left to right: Veronique Anquetil, Jacky Vimond, J-C Olivier and Serge Bacou

This year Yamaha was represented by three riders from the Gauloises-Yamaha team, Jean-Claude Olivier, Jacky Vimond and Serge Bacou. The machines they rode were naturally the Yamaha XT600 Ténéré. The 20-stage race, which follows a rugged course over rock-strewn roads, jungles and the infamous Ténéré desert, was won by G. Rahier (BMW). Finishing 5 hours and 36 minutes later in sixth place was the Yamaha team leader and Sonauto-Yamaha's director, J-C Olivier, followed 2 hours later S. Bacou, who finished in 8th place. This year's Paris-Dakar rally was a closely-fought battle, as the close finishing times of the top fin-



J.C. Olivier

ishers clearly show. A mere 14 hours and 27 minutes separated the top 15 finishers, and seven of these were on Yamaha bikes. Here is what J-C Olivier had to say after the race:

"This was a very good year for Yamaha in the Paris-Dakar Rally. Vimond and Bacou were constantly pushing the pace by finishing first in 6 of the scratch stages. All of our bikes finished the race with no engine trouble whatsoever. This is a very big accomplishment. You could say that by showing its reliability and efficiency in

this race, we have proved the Yamaha XT600 Ténéré to be an outstanding off-road motorcycle."

There is another interesting fact that we should mention in connection with this race. The 15th rider to finish the race was a woman, Veronique Anquetil, on a Yamaha XT600. Of course this gave her the victory in the women's division of the rally. This was the first time in three tries that she was able to finish the race. As she accepted the trophy for first place in the women's division she made the following comments:

"I'm so thrilled. Last year I crashed and destroyed my bike, hurt myself badly and lost my will to continue the race. So, this year I was determined not to have any accidents. At the start of the race I told myself I was a good racer, on the best bike possible for this kind of race, so I know I was going so well."



# Yamaha Racing Program '84

Testing new technology and encouraging the growth of sound motorcycle sports

At Yamaha we have long made it one of our main principles of motorcycle research and development to use the race track as a testing ground for new technological features that can later be adopted into our production models. At the same time, we have always felt that our active participation in racing would serve to encourage the growth of sound motorcycle sports the world over. Here are the final plans for our '84 racing program:

## Introduction to the program

1983 was a great year for Yamaha riders and machines, as they rode to victory on the tracks and courses of the world GP, as well as the American and Japanese national championships. We saw Swedish superstar Hakan Carlqvist (Yamaha YZM500) capture his first 500cc Motocross World Championship title, sending him into the history books as only the second man, after fellow Scandinavian Heikki Mikkola, to win the championship at both 250cc and 500cc. "King" Kenny Roberts was as strong as ever in the 500cc Road Racing World Championships, although in the end he would be denied the title by a mere two points. His record of six wins in the 12-round series, however, stands as the best ever by a runner-up. Carlos Lavado rode a Venemotos-entered Yamaha to victory in the hotly contested 250cc class of the Road Race World Championship. In the United States Broc Glover clinched the AMA national motocross championship in the 500cc class. Also, in Japan, Yamaha riders Tadahiko Taira and Satoru Shoji rode to titles in the 500cc road race and 125cc motocross national championships. Although Yamaha will be entering no works team in

1984 racing, the Yamaha Marlboro World Championship Team, sponsored by Philip Morris/EEC will be entered in all the rounds of the 500cc road race world championship, and Team Yamaha-Lumaca, sponsored by Minardi Luigi, and Italian importer/exporter of raw and processed Down (feathers), will race all rounds of the 500cc motocross world championship. In addition to these teams there will also be number of top individual riders under contract with Yamaha overseas corporations and importers participating in both the road race and motocross championships. In Japan, Yamaha teams will be entered in all rounds of the road race, motocross and trials divisions of the National Championships. With the exception of the 500cc road race championship, all the machines entered will be production machines. On the U.S. scene, Yamaha Motor Corp. plans to enter more powerful teams than

ever in the AMA national motocross and supercross championship series. Once again in 1984 Yamaha will stick to its long-established policy of active race participation for the growth of sound motorcycle sports as well as for the accumulation and testing of new technologies that will eventually lead to the improvement of our production models. Rather than having Yamaha enter its own pure factory teams, we believe that it is a far better policy to support racing by cooperating with local sponsors who are enthusiastic about the sport. The bonds that are created through this type of cooperation with independent sponsors can only lead to greater involvement from the general public and a widening of the circle of motorcycle sport lovers. Throughout these numerous race activities we will be making greater efforts than ever to develop better machines, and in so doing to gather more valuable technological data that can be fed back into the development of better production models.

## Riders and machines

### International racing

- (1) World championship road racing

Eddie Lawson and Virginio Ferrari are scheduled to ride Yamaha works machines in this year's 500cc road race world champion-

ship. Lawson, who placed 4th in last year's championship ranking, will be back and he will be joined this year by Ferrari, who will be filling the spot left by the retirement of Kenny Roberts. Having placed second to Roberts in the '79 edition of the 500cc world championship, Ferrari has proved himself to be one of the top riders active today on the road race circuit. The Yamaha Marlboro World Championship Team will be led by 15-time world champion Giacomo Agostini. Yamaha will offer new YZR500's for use by Lawson and Ferrari. In the 250cc world championship competition reigning champ Carlos Lavado will be back on his Venemotos-entered TZ250 machine.

### (2) World Championship motocross

The 500cc championship race will see the return of last season's champion Hakan Carlqvist on a YZ machine. Last year's runner-up in the 250cc class, Danny LaPorte will be also going for the title this year on a YZM500 machine entered by Yamaha Motor NV.

### (3) AMA national motocross championships and supercross series

Yamaha Motor Corp. plans to make a strong showing this year with a line-up of star riders going for the national championships and the supercross series crown. The riders include:

- Broc Glover  
AMA 500 and supercross
- Rick Johnson  
AMA 250 and supercross
- Keith Bowen  
AMA 250 and supercross

Their machines will be standard YZ-based machines. This year, for the first time, Tetsumi Mitsuyasu, one of Japan's best riders will also be participating in the AMA 250 and supercross series.

### National racing

- (1) National road race championship

- Tadahiko Taira 500cc class
- Hiroyuki Kawasaki 500cc class

- (2) National motocross championships

- Satoru Shoji 125cc class
- Hidenobu Toh 250cc class

- (3) National trials championship
- Fumihiko Kato (TY 250R)

## ROAD RACING



### Eddie Lawson

**Nationality:** American  
**Date of birth:** March 11, 1958 (25 years)  
**Hobbies:** Dirt run, arcade game, reading  
**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  
 1983 Placed 4th in 500cc Road Racing World Championship. Won Superbikers Championship

### Virginio Ferrari

**Nationality:** Italian  
**Date of birth:** October 19, 1952 (31 years)  
**Race Career:** 1972 Started speed-racing with a 50cc Minarelli  
 1975 Turned professional using a Paton 500  
 1976 Won Misano 2000km race and finished 2nd in Le Mans 1000km race. Placed 2nd twice in 250cc road race World Champion-



ship series  
 1977 Placed 2nd in Italian GP 500cc class  
 1978 Won 500cc & 750cc Italian National Championships  
 1979 Placed 2nd in 500cc World Championship ranking  
 1980 No participation in World GP 1981-1983:  
 Took part in 500cc World Championship but not successful

### Carlos Alberto Lavado Jones



**Nationality:** Venezuelan  
**Date of birth:** May 25, 1956 (27 years)

## New factory racer YZR500



In the 1983 title chase, Kenny Roberts' 2-stroke liquid-cooled V-4 YZR500 works machine with Y.P.V.S. proved itself to be an ultra-fast, reliable machine. Now the '84 version of this super-machine is complete and it features a substantial number of improvements to both the engine and the chassis that are sure to make it even faster and more controllable than its predecessor. The improvements are designed to make the new model more precise in its handling without losing any of the proven reliability of the '83. At the same time the power development curve has been altered slightly with an emphasis toward better start acceleration and smoother throttle control. In line with the improved power development characteristics, the chassis has been re-designed with a lower overall weight, better weight distribution, improved rigidity balance and more effective cooling. The 18" tires of the '83 model have been replaced by 17" on the front and back this year for better handling characteristics. The new design, however, also makes it possible to use 18" tires when race course conditions demand.

### Major improvements

#### • CHASSIS

- Improved maintenance characteristics
- 1. Adoption of newly designed 17" tires
- 2. Adoption of newly designed lightweight wheels
- 3. Reduced machine weight
- 4. Improvements made to overall dimensions, front alignment and front and rear weight distribution
- 5. Improvements made to overall rigidity balance for frame, rear arm and front fork
- 6. Increased overall rigidity

#### • ENGINE

- 1. Improved power development characteristics
- 2. Newly designed carburetors
- 3. Increased cooling effect due to altered cowling design and other improvements.

### SPECIFICATIONS

Model	YZR500
Engine type	2-stroke water-cooled, rotary disc valve, YPVS
Cylinder layout	V-4
Displacement	499cc
Max. power output	140PS plus
Top speed	280km/h plus
Ignition system	C.D.I.
Lubrication system	Pre-mix (30 : 1)
Clutch type	Dry multi-plate
Transmission	6-speed gearbox
Tire size (front)	17"
" (rear)	17"
Suspension (front)	Telescopic
" (rear)	Mono-cross
Brake (front)	Double disc
" (rear)	Single disc
Weight	Under 120kg



## 1984 RACING CALENDAR

		March	April	May	June	July	August	September			
World GP	RR (500/250 cc)	24	15	6 Austria 27	France 17	Holland 8	5 Sweden	2			
		South Africa	Italy	Spain 20	Germany 10	Yugoslavia 30	Belgium	Great Britain 11/12	San Marino		
	MX 500 cc		15 Switzerland 6	France 20	3	Holland 24	1	Great Britain 5	San Marino 26		
			Austria 29	Spain 13	Sweden	Germany 17	U.S.A.	Canada 22	Belgium 14	Italy	
	MX 250 cc		8	Austria 6	Czechoslovakia 20	Italy 24	8	Holland 22	5	Finland	
U.S.A.	MX 125 cc		France 29	Yugoslavia 13	Great Britain 3	Germany	U.S.A. 15	Belgium	Switzerland 19		
			8	Holland 29	6	Germany 3	San Marino	8	Spain	Sweden 5	Luxembourg
	Supercross	10 Talladega 24/25	14	Pontiac	5	Orlando	2	14	Foxboro		
		Daytona 18	Houston	Dallas 28/29	Kansas City 19	San Jose		Buffalo 28			
	National MX	4	1	Hangtown	13	Mt. Morris	1	Binghamton	5	Denver 19	
	Gainesville	Saddleback 8		Atlanta 27			Buchanan 22	Millville 12	Washougal		

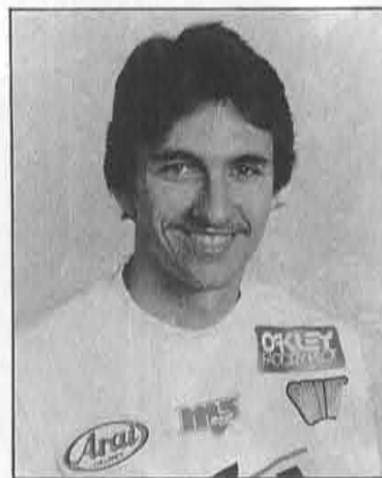
\*Supercross: Jan. 28 Anaheim, Feb. 11/12 Seattle, Feb. 25 Atlanta

**Hobbies:** Plastic toy-model making (motorcycles and cars)  
**Race career:** 1976 Won National Free Class (250cc-1000cc) Championship with Yamaha RD400  
 1978 Placed 2nd as runner-up to Kenny Roberts in 250cc class of the first Venezuelan GP. Won 350cc Latin American Championship  
 1979 Won in 350cc class Venez-

uelan GP  
 1980 Won in 250cc class Dutch TT  
 1981 Placed 4th and 5th in 250cc and 350cc Road Race World Championship respectively.  
 1982 Placed 5th both in 350cc and 250cc Road Race World Championships  
 1983 Won 250cc Road Race World Championship

years)  
**Hobbies:** Racquetball, running, water skiing, dune buggies  
**Race career:** 1974 Took part in amateur races  
 1975 Placed 3rd in High School Motocross in Los Angeles  
 1976 Placed 2nd in 125cc National series  
 1977 Joined YMUS team. Won 125cc National Championship  
 1978 Won 125cc National Championship  
 1979 Won his third consecutive 125cc National Championship  
 1980 Placed 2nd in 125cc National series. Placed 5th in Supercross series. Placed 2nd in Trans-USA series  
 1981 Won 500cc National Championship  
 Won Trans USA Championship. Placed 8th in Supercross series  
 1982 Placed 3rd in 250cc National series  
 Placed 2nd in Tokyo Supercross  
 1983. Won 500cc National Championship. Won Japanese Supercross held in Kawasaki

### Keith Bowen



**Nationality:** American  
**Date of birth:** April 28, 1966 (17 years)  
**Hobbies:** Bicycle riding, music  
**Race career:** 1979 Competed in the 125cc class at the Pontiac Supercross  
 1980 Placed 16th in the State in the 125cc expert class  
 1981 Won the Amateur Supercross at the Pontiac Silverdome in the 125cc class. At the AMA Youth Nationals, won Schoolboy class. Placed second in the 125cc

expert class at the AMA Amateur Nationals.  
 1982 Won a first in the 250cc expert class at the AMA Amateur Nationals. Placed 2nd overall in the Winter AMA Series.  
 1983 Won the 125cc and 250cc stock expert classes at the AMA Amateur Nationals. After turning pro. he placed fifth and sixth overall at the Colorado and Minnesota 250cc Nationals for top privateer honors.

### Tetsumi Mitsuyasu



**Nationality:** Japanese  
**Date of birth:** January 27, 1958  
**Race career:** 1977 Promoted to national senior class. Placed 4th in both 125cc and 250cc Championships. Took part in the Philippines GP and won the 250cc class.  
 1978 Won 250cc National Motocross Championship and placed 4th in 125cc Championship  
 1979 Won both 250cc and 125cc National Motocross Championship  
 1980 Placed 5th in 125cc Motocross World Championship  
 1981 Placed 5th in 250cc Motocross National Championship  
 1982 Placed 2nd in 250cc Motocross National Championship  
 1983 Placed 4th in 250cc Motocross National Championship

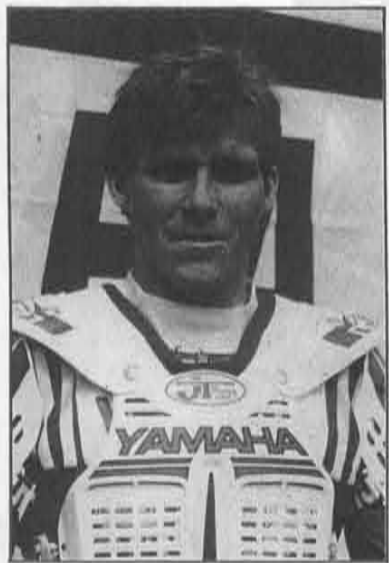
## MOTOCROSS

### Hakan Carlqvist



**Nationality:** Swedish  
**Date of birth:** January 15, 1954 (30 years)  
**Hobby:** Tennis  
**Race career:** 1956 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. Won National 500cc Motocross Championship  
 1981 Placed 3rd in 500cc World Championship  
 1982 Placed 8th in 500cc World Championship  
 1983 Won 500cc Motocross World Championship. Won "Sportsman of the Year" in Sweden  
 \*Carlqvist played ice hockey professionally in Sweden until 1971

1978 Placed 5th in AMA 500cc Championship  
 1979 Won AMA 500cc Championship  
 1980 Placed 7th in AMA 500cc Championship  
 Placed 2nd in US 500cc GP  
 1981 Placed 4th in AMA 500cc Championship  
 Member of the American team winning Trophy/Motocross des Nation  
 1982 Won 250cc World Championship  
 1983 Placed 2nd in 250cc World Motocross Championship

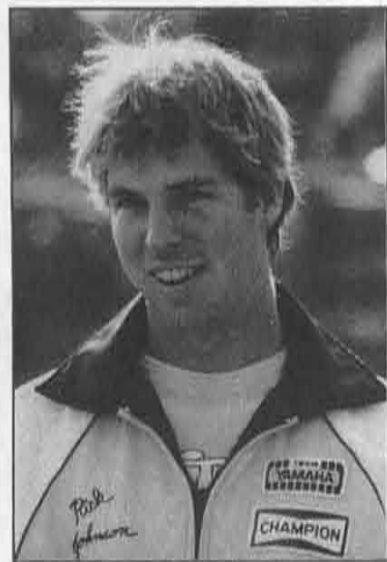


### Broc Glover



**Nationality:** American  
**Date of birth:** May 16, 1960 (23

### Rick Johnson



**Nationality:** American  
**Date of birth:** July 6, 1964 (19 years)  
**Hobbies:** Surfing, skiing, etc.  
**Race career:** 1978 Finished 12th in CMC's 125cc Pro class at age fourteen and earned Yamaha support ride in recognition of this outstanding accomplishment.  
 1979 Rated No.2 rider in Southern California by CMC. Won South Pacific Championship in Tahiti.  
 1980 Became 125cc class Champion in South California  
 1981 Placed 7th in AMA 125cc Championship  
 1982 Placed 2nd in AMA 250cc championship. Won Tokyo Supercross  
 1983 Finished first place at the Washougal, Washington National. Won Japanese Supercross held in Kyoto

### Danny LaPorte

**Nationality:** American  
**Date of birth:** December 3, 1956 (27 years)  
**Hobby:** Hunting  
**Race career:** 1976 Placed 3rd in AMA 125cc Championship  
 1977 Placed 2nd in AMA 125cc Championship  
 Won Florida Winter Series



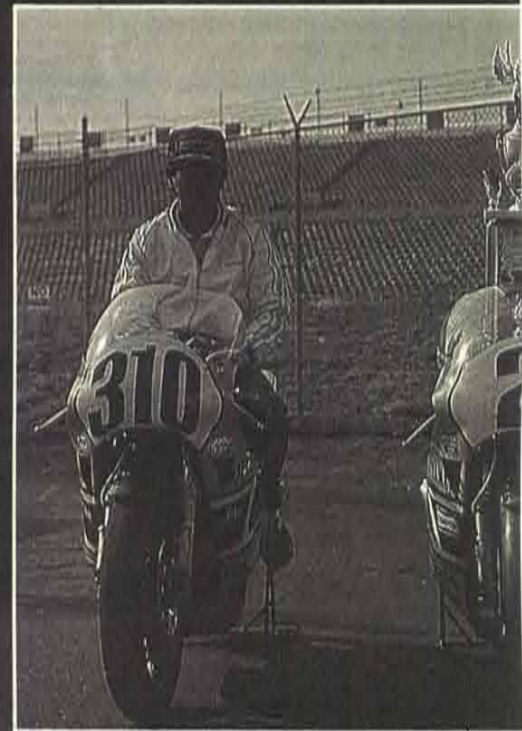
## Yamaha-Lumaca tie-up

For 1984 the official Yamaha factory motocross racing team will be known as Team Yamaha-Lumaca, headed by current 500cc world champion, Hakan Carlqvist as stated elsewhere. Lumaca is the brand-name of the products made by the company called Minardi Luigi s.r.l. which was established in 1920. The company began as an importer/exporter of raw material Down (feathers), buying throughout the world and selling the treated Down in Italy and all Europe. Approximately 10 years ago Mr. Cassigoli designed and constructed some equipment which processes the untreated Down. This development meant that Lumaca could then use a fully automated process for cleaning and packing feathers. This proved to be highly successful and then in 1979 Mr. Cassigoli initiated the production of their own Duvets, Eider-downs and sleeping bags using their own high quality Down under the brandname Lumaca. One of their latest products is a newly designed sleeping bag

for motorcyclists. This sleeping bag has been designed to give optimum protection against the cold whilst giving superb comfort and long lasting wear. This has been made possible by using their own Down and their years of technical experience to design a bag that is both good looking and durable. Yamaha will assist Lumaca with the sales promotion of this new sleeping bag not only in Italy, but throughout Europe. As mentioned above, Hakan Carlqvist will be riding Yamaha again for the 5th consecutive year. He will team-up with Tommy Jansson as his mechanic, a highly successful partnership; they have been together now for over five years. The team manager will be Mr. M. Tanaka from Yamaha Europe's Amsterdam headquarters. Mr. Tanaka has been directly involved with Yamaha's race activities for more than 15 years. Team Yamaha-Lumaca will be represented on a press and PR front at the circuits by Giuseppe and Lavinia Cavallero from Volpiano, Italy.



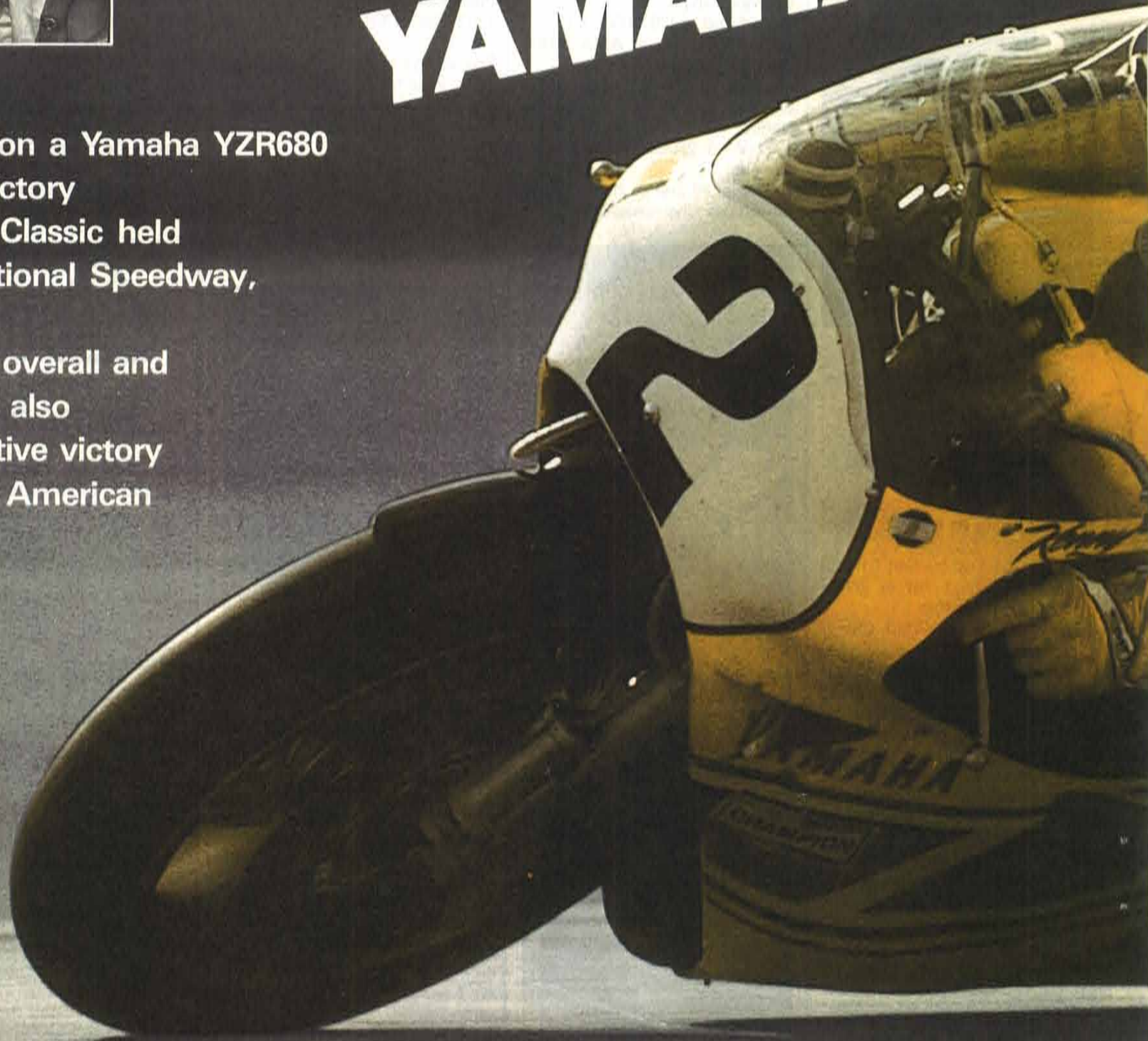
# 13 Daytona vict



## YAMAHA!

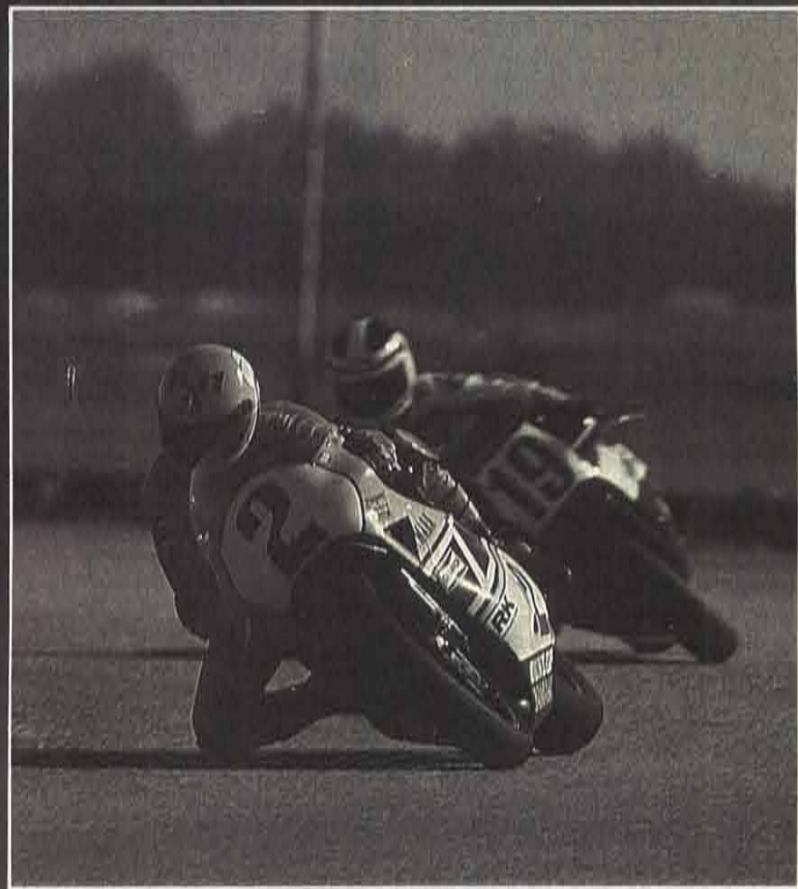
"King" Kenny Roberts on a Yamaha YZR680 romped to a brilliant victory in the '84 Daytona 200 Classic held at the Daytona International Speedway, Florida on March 11.

This was Kenny's third overall and second successive, and also Yamaha's 13th consecutive victory in this world-renowned American classic.





# ories in a row!



## “King” Kenny!



### DAYTONA-200 FINAL RESULTS

1. Kenny Roberts.....Yamaha YZR680
2. Freddie Spencer.....Honda NSR500
3. Ron Haslam.....Honda NS500
4. Eddie Lawson.....Yamaha YZR680
5. Tadahiko Taira.....Yamaha YZR680



# NEWS ROUNDUP

## Yamaha "QC" principle in the spotlight

**S**PAIN: One of Yamaha's traditional specialties is its perfect quality control system that is applied to each and every product manufactured not only here, but also overseas. This system is now considered as a key to Yamaha's success in the world market. Given here is a good example of how this system is coming into the spotlight on an international standard:

The Sociedad Española de Motocicletas S.A. (SEMSA) is the newest of Yamaha's overseas factories. This factory began the local production of Yamaha motorcycles in September of 1982, with the know-how of motorcycle production technology being offered by Yamaha. All the component parts except engines and front forks are being produced by the factory, thus making the local production ratio over 60%. SEMSA-made Yamaha Motorcycles are already gaining wide acceptance in the Spanish market because of their superior quality and outstanding performance resulting from Yamaha's proven quality control system.

What makes it possible to manufacture such high quality products? What is the principle and practice of Yamaha "QC"? These are naturally attracting a great deal of attention and interest in Spanish industrial circles. In particular, the Centro de Estudios y Asesoramiento Metalurgico



(CEAM), which is a private but non-profit-making membership organization serving as a general research and consultation center for the metal and steel industries in Catalonia, the industrial center of Spain, recently taken up the success of Yamaha "QC" as their research theme.

To this end, the staff of the CEAM had an interview with Mr. Akira Sekijima, general manager of engineering division who is taking the initiative in implementing the principle of Yamaha "QC" within the SEMSA. They were deeply impressed by the firsthand information of what Yamaha "QC" is. The CEAM was founded in 1951 and it has now a large membership of about 700 companies. Its exten-

sive membership services cover all the fields of business management, such as tax information, legal consultation, labor affairs, production technology, general incorporation affairs, etc. "QC" is also becoming one of the most important research themes at a time when all member companies are enthusiastic about improving the quality of their products by adopting a better and advanced quality control system.

The interview story, therefore, received ardent responses from these member companies when it appeared in the CEAM's house organ (700 to 1,000 copies circulating every other month).



42 people from the various provinces of Spain

## O/M dealers meeting by LEDASA

**S**PAIN: Yamaha's Spanish O/M importer LEDASA held their annual meeting of dealers at Hotel Cuzco in Madrid late in 1983, which was attended by 42 people from the various provinces of Spain.

Despite the fact that the times were bringing them difficulties, the meeting was a total success and they decided on policies to follow for '84, in which they would try to overcome various problems and achieve at least the same level of sales results as in 1983. Along

with a full line of new Yamaha outboards, they placed Yamaha

diesel and gasoline generators on display in the lobby of the hotel, as well as a competition model boat for boys between the ages of 12 and 15 which they will promote during the '84 season of the Federación de Motonáutica.

### Das Goldene Lenkrad (golden handle prize)

**W**EST GERMANY: The Yamaha RD350LC has been selected as the best one in the motorcycle category of "Das Goldene Lenkrad popularity contest" given by BILD am SONNTAG, one of the most influential newspapers in West Germany. It has long been

known as one of the most prestigious popularity contests for automobiles. The latest contest given late in 1983 saw the establishment of the motorcycle category and the Yamaha RD350LC has become the first bike to win the prize.



Mr. C. Passaris presenting the cup to Mr. Papantoniou, 1983 production stock class champion (RD350LC).

## Greek Yamaha dealers meeting

**G**REECE: The Greek Yamaha dealers meeting which was organized by Eliopoulos Brothers Ltd. in Athens late in 1983, was a success from beginning to end, with a large attendance of dealers and press personnel. During this meeting the '84 Yamaha line-up was introduced and received enthusiastic responses from these dealers and press personnel. At the same time Eliopoulos Brothers Ltd. announced their sales policy for '84 by giving specific emphasis to the importance of closer cooperation between themselves and all Yamaha dealers concerned in winning an oncoming sales war expected to become intense in this part of the world as well.



New models are being unveiled one after another.



The 1984 Yamaha line-up for exhibition at the opening ceremony.

- The meeting program included:
- Welcome by Mr. U. Kyriakopoulos.
  - PR film "Yamaha Today" narrated in Greek language.
  - "You and Yamaha" by Mr. C. Meihanetsidis.
  - "Apocalypse Now" (Two dancers came in and unveiled the 1984 models).
  - "Yamaha Presents" (A multi screen presentation of all 1984 models).
  - "YAMAHHELLAS 1984 Policy" by Mr. J. Mouratoglou.
  - "Surprise" by Mr. C. Passaris (Announcement of the 1984 Dealers' Trip to Japan).

In the evening of the same day the meeting room was converted into an exhibition room where a cocktail reception party was given for

the dealers and press personnel. The same evening winning cups were awarded to the 1983 road race and motocross champions who rode Eliopoulos-entered Yamaha machines in Greek national championships and captured the titles after a tough season-long battle with Honda riders. Yamaha motocross riders won both 125cc and 250cc classes. Yamaha road race riders also won two classes, 250cc class (TZ250) and 300-600cc production stock class (RD350LC).

The two following days an open exhibition was held for the public. The number of visitors was well in excess of 10,000!

## A big order for Yamaha motorcycles

**T**RINIDAD AND TOBAGO: Motorcycles are fast extending their market in Trinidad and Tobago, an island country on the Caribbean Sea. These handy, economical vehicles are considered as an ideal means of transportation for the people of this country.

In this overall upward tendency Yamaha motorcycles have already made up about 50% of the total market due to energetic sales promotion efforts by Yamaha importer Laughlin & De Gannes Ltd. and their affiliated dealers. Laughlin & De Gannes are well known for their improved after-sale service and parts supply system plus increased dealer support, thus winning higher customer trust and enhancing the brand image of Yamaha, especially among large users.

The company has recently delivered 13 XJ550's to Trinidad and Tobago External Telecommunications Ltd., one of the most important large motorcycle users in this country. Market potential is still great and the company has built a new main office building as part of their business expansion program.

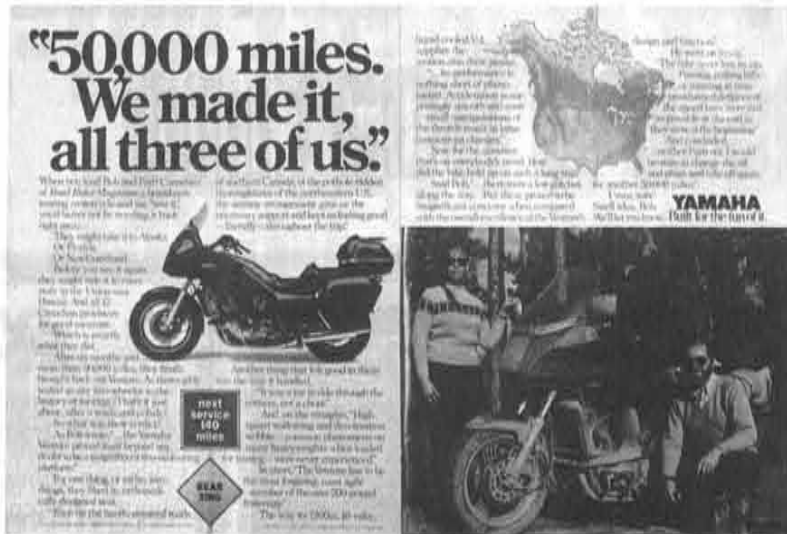


Mr. E. Pinard, Manager of Yamaha Division (right), delivering 13 XJ550's to Mr. E. Hospedales from Trinidad and Tobago External Telecommunications Ltd.



## A tough 50,000-mile test behind the development of the "Venture" Proving itself a magnificent two-up tourer

U.S.A.: Introduced here is a "Venture" advertisement appearing in "Road Rider", America's famous motorcycle magazine. It is a 50,000-mile test impression by a couple of "Road Rider" staff, Bob and Patti Carpenter. The test was continued for six months, covering every state in the United States save Hawaii, plus all 12 Canadian provinces for good measure. The Venture was thoroughly tested as any two-wheeler in the history of touring. As Bob writes, "... The Yamaha Venture proved itself beyond any doubt to be a magnificent two-up touring platform." "Even on the harsh, unpaved roads of northern Canada, or the pothole ridden thoroughfares of the northeastern U.S., the seating arrangement gave us the necessary support and kept us feeling good literally throughout the trip." "... Acceleration is surprisingly smooth and even small manipulations of the throttle



The advertisement appearing in "Road Rider".

result in large momentum changes." The test ended in a great success. The Venture performed dependably all the way, bringing in a great store of precious technical data for further development by Yamaha engineers with the aim

of achieving another high level in both performance and quality for this ultimate tourer as recommended by both riding specialists, Bob and Patti.

## Yamaha V-6 Special captures a class win

AUSTRALIA: The newly introduced Yamaha V-6 Special (220HP) is already creating a sensation in Australia because of its spirited and dependable performance. This model made its racing debut in the 23rd annual bridge-to-bridge water ski race held late in 1983. Driver Jeff Stubbs and observer Ian Newby towed skiers Bruce Stubbs and David Males up the 67-mile course prepared between Brooklyn Bridge and Windsor Bridge on the Hawkesbury River just west of Sydney, New South

Wales. Averaging 72 miles per hour, they completed the race in a class record time of 55 minutes, about 3 minutes ahead of the second place getter in the very popular stock 235HP class. Their boat, an 18-foot Tennessee called "Fruit Swerve", came in 15th overall, out of a field of 390 entries. What makes Yamaha's win even more outstanding, is the fact that the motor was fitted to the boat only a couple of weeks prior to the race having only 21 hours total running on the clock.



## Supercross excitement at its best B. Glover dominates the Kawasaki round

TOKYO: American motocross star Bloc Glover (Yamaha YZ250) captured a clear win in the second round of '83 Japan Supercross held late in December of last year in Kawasaki about 20km west of Tokyo. As reported in the last issue of "Yamaha News", in the first

round held at Ojiyama near Kyoto early in December, Yamaha riders monopolized the first four places and in the 2-day second round they again provided lots of spectators with the excitement of this sport at its best. Reigning AMA 500cc motocross title winner Bloc Glover showed his wonderful



Bloc Glover

supercross technique to win the main event. Goat Breker (Honda) came in second place, with Rick Johnson (Yamaha YZ250) third.

## XT250T and Tracy, winners in a "Bike of the Year" contest in Japan

TOKYO: As reported in the last issue of "Yamaha News", the RD500LC (on-road category) and the XT600 Ténéré (off-road category) were voted number one respectively in the "Bike of the Year" contest organized by French motorcycle magazine Moto Revue. A similar contest was recently given by "Young Machine", one of Japan's most influential bike magazines (monthly). In this contest the Yamaha XT250T and the 125cc scooter Tracy were voted best in their respective categories.



Mr. Oshiro (left), XT250T project leader, is awarded a contest prize.

## A 54,000-km round-Australia bike touring by two young Japanese

AUSTRALIA: Mayumi Mizutani, a 25 year old Japanese lady, has successfully ridden a total of punishing 21,000 kilometers around Australia, on her tiny Yamaha XT200 trail bike. Mayumi, a Youth Hostel Association employee, had just 3 years riding experience before starting out into this adventurous bike touring around this subcontinent. She set off from Sydney and rode to Musgrave, north of Cooktown, and across to Normanton and Mt. Isa. Camping in a tent, she stayed in caravan parks wherever possible, and rode off across the Simpson Desert to Alice Springs and Ayers Rock, where she narrowly avoided being struck by lightning. Doubling back she then headed to Darwin, along the way she came off her bike 3 times on the wet road, but still managed to see enough to regard Central Australia as the highlight of her trip. From Darwin she rode down to Wyndham and then on to Broome via Halls Creek. Taking the coast road she then continued on to Perth, Albany and across to Esperance. It was here, quite by accident, that she met a fellow Japanese motorcyclist, Kinji Imamura, a

25 year old motor mechanic from Shizuoka. Kinji riding a Yamaha XT400 with nine years experience, had just completed a similar journey across the top of Australia. After spending a few days together discussing their adventures, they parted company, and Mayumi crossed the Nullabor Plain and followed the coast to Melbourne. She went up the Hume Highway via Canberra to Sydney, where by fate she again met up with Kinji, who had in the meantime left Esperance, and travelled via dirt road to Ballandonia, and then across the Nullabor again and up the Birdsville Track. He crossed the lower Simpson Desert to Blackall (Queensland), Charters Towers, Townsville and down via the coast to Sydney. Kinji had just completed 33,000 kilometers in 82 days. An amazing feat for an Australian, but a Japanese not knowing what to expect, it was almost unbelievable. Both Kinji and Mayumi rode their Yamahas without any mechanical breakdowns. The XT200 and XT400 both needed 3 rear tyres and 1 front tyre each and suffered only 2 punctures between them.

A: Darwin B: Wyndham C: Halls Creek M: Mt. Isa N: Normanton  
D: Broome E: Perth F: Esperance O: Cooktown P: Townsville  
G: Ballandonia H: Nullabor Plain Q: Charters Towers R: Blackall  
I: Simpson Desert J: Ayers Rock S: Sydney  
K: Alice Springs T: Canberra  
L: Birdsville Track U: Melbourne



## Contributions Wanted

WE, THE EDITORIAL STAFF of "Yamaha News", are always looking forward to your hearty support to this monthly journal for the whole Yamaha family comprising importers, dealers and customers of Yamaha products. We wish to make each issue coverage as extensive and instrumental as possible, thus making it possible to keep the whole Yamaha family well informed of the general situation of Yamaha's corporate activities being promoted on a worldwide scale, which we hope could be achieved more successfully with the increased cooperation of our readers. The news or information you send us may include the following themes:

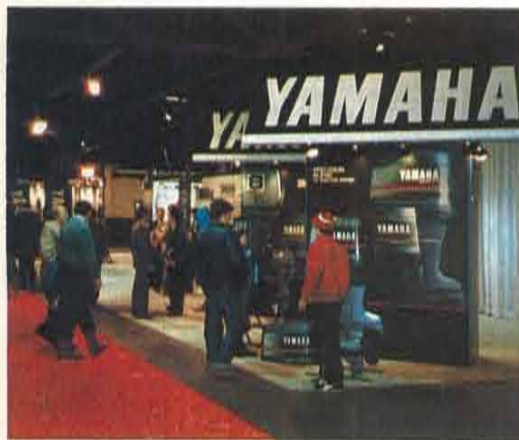
- Dealer meeting/press meeting
- Sales/service promotion campaign
- Introduction of your shop or staff
- Introduction of local market trends
- Newspaper or magazine clippings concerning Yamaha products
- Various sport events
- Locally printed catalogs, leaflets or posters of Yamaha products, if any
-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



The season opens already everywhere in the world  
**International Boatshows for '84**

# Arousing people's fresh interest in pleasure boating

## TORONTO



More than 350,000 boat lovers flocked to the '84 Toronto International Boatshow, the largest Canadian trade/consumer boatshow, during its 11-day run at the Canadian National Exhibition Hall in Toronto from Jan. 12 to Jan. 22. The show offered visitors a chance to see all the latest in boats, marine engines and a wide variety of marine equipment and accessories by about 290 manufacturers. To the delight of Canada's boating enthusiasts, this year's show featured a Yamaha exhibit for the first time. Indeed, the Yamaha exhibit, including 17 new outboards ranging from 2hp to 220hp, turned out to be one of the biggest topics of conversation at this year's show. The originality of the Yamaha-designed booth was nearly as attractive to the visitors as the magnificent new Yamaha outboards on display. The booth was literally flooded with inquiries from both dealers and users. Among the motors on display, the new 3-cylinder series with Autolube oil injection caused the biggest sensation of all. Judging from the number of business inquiries by boatbuilders and dealers at this year's show, it looks as if Canada's boat market has finally recovered from its three year long recession. If the '84 Toronto Boatshow is any indication, there is a bright future in store for the Canadian boat business.

## LONDON



The world-renowned London International Boatshow was held for 11 days from Jan. 5 to Jan. 15 at the Earls Court Exhibition Center. About 500 participating companies exhibited a big collection of new boats and marine engines, together with an eye-dazzling variety of marine components and accessories, attracting a large audience each day. The full line of Yamaha outboards that came out with a number of improvements in both quality and performance, was undoubtedly one of the special features of this boatshow. In particular, the newly developed 3-cylinder series and the V-6 series appealed to hundreds of thousands of people.



## PARIS

New Yamaha outboards received the same kind of enthusiastic responses in the Salon Nautique International as in other boatshows. About 1,300 companies participated in the Salon held from Jan. 13 through Jan. 23 at the Défense Exhibition Center, attracting an audience of about 330,000 during the entire period.

## DÜSSELDORF

The Internationale Bootsaußstellung that was held for 9 days from Jan. 21 to Jan. 29 at the Düsseldorf Exhibition Center, was the largest of its kind in Europe. About 1,400 companies from over 30 countries participated in this show, put on display their latest boats and marine engines, as well as all kinds of marine components and accessories, arousing people's fresh interest in pleasure boating. The total number of show visitors was in excess of 340,000. The full line of new Yamaha outboards which was exhibited by German Mitsui Machinery enjoyed very positive responses from these visitors.



## SINGAPORE



What better place for Yamaha's 1984 line-up of new outboards to make its Southeast Asian debut than at Southeast Asia's largest boatshow, '84 Boat Asia, which was held from Jan. 19 through Jan. 22 at the World Trade Center in Singapore. The show was a dazzling display of new boats, marine engines and an endless variety of marine components and accessories by some 117 companies representing 17 nations. Amidst all the exciting displays, however, no-one could deny that the true highlight of the show was the new Yamaha outboard line-up led by the powerful and attractive new V-6 series.

## Rick Johnson (Yamaha) wins the third round



### '84 Supercross Championship

Rick Johnson on a modified Yamaha YZ250 showed his real ability to the full in the 3rd round of the '84 Supercross Series held at Seattle on February 12. Johnson who had placed third in the first and second rounds respectively, romped to a victory in the third round in a very dramatic manner. In this 20-lap race another Yamaha rider Jim Holly became the early-stage pacesetter until Jeff Ward (Kawasaki) shot past him while Johnson was quickly recovering from a poor start. By the

8th lap Johnson had taken the lead from Ward and from then on he continued to increase his advantages over the Kawasaki ace who was desperately struggling to recapture the lead. Johnson took the checkered flag well ahead of Ward and Johnson's team-mate Broc Glover placed third. Modified Yamaha YZ250 machines ridden by these riders proved to be as competitive as the works machines of other brands in both performance and reliability.



#### Final results

1. R. Johnson . . . . . Modified Yamaha
2. J. Ward . . . . . Works Kawasaki
3. B. Glover . . . . . Modified Yamaha
4. R. Lechien . . . . . Works Honda
5. G. Breker . . . . . Works Kawasaki
6. M. Barnett . . . . . Works Suzuki

#### Championship status after three rounds

1. J. Ward . . . . . (Kawasaki) 128 pts.
2. J. O'mara . . . . . (Honda) 121 "
3. R. Johnson . . . . . (Yamaha) 118 "
4. M. Barnett . . . . . (Suzuki) 97 "
5. B. Glover . . . . . (Yamaha) 91 "
6. D. Baily . . . . . (Honda) 87 "