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YAMAHA RD350 CUP RACE IN EUROPE

Yamaha began its one-model race activities in 1978 in Germany with the XS400 (4-stroke) cup. This model was a best seller at the time and many young men were attracted, through their dealers, to try motorcycle racing for the first time.

Then, in 1980 Yamaha updated its 2-stroke RD line by introducing the RD350LC in Europe. This machine was ideally suited to junior class racing, being 2-stroke (fast and inexpensive to run) and with its design based largely on the TZ racing machine.

Yamaha immediately started a programme to introduce RD350 Cup Racing to as many European countries as possible. Today RD350 Cup Races have spread to 8 countries, Germany, France, UK, Switzerland, Denmark, Holland, Belgium and Finland. The series has grown to the point where there is now an RD International Cup Final at which the best riders from each country compete for the Championship. For many young riders today this series has become an important stepping stone on the way to becoming a professional rider.

In this issue we will take a look at the history and goals of this RD Cup Race Series, and see under what conditions it is being promoted and carried out in each of these countries.



Promoting the spread of new motor- cycle enthusiasm worldwide



**Yamaha Ténéré fans
get together!** Switzerland



Pictured here is a recent get-together meeting of Swiss Ténéré owners.

The Yamaha XT600Z Ténéré is a powerful, reliable dirt/road performer which is designed and built to match up to the sophisticated demands of today's off-road enthusiasts.

The Paris-Dakar Rally machine was taken up as a base for this model, and the Ténéré is one of the most desolate parts of the whole North African desert wasteland.

It is from this rally, in fact that the Yamaha Ténéré derives its name.

Swiss Ténéré fans have recently founded their club to arrange get-together meetings and short trips from time to time.

Program for '84 gives specific emphasis to the use of production model-based machines with the aim of widening the circle of sport lovers both here and overseas. The FZR400, a new 4-stroke F3 racer which has been developed based on the above race policy, is spearheading Yamaha's efforts in the national F3 championship.

Outstanding technical features

High-precision material used in major chassis components makes this model a surprisingly lightweight racer. The 4-stroke DOHC 16-valve liquid-cooled parallel four engine, when tuned up for racing, delivers 65ps or more. Top speed is in excess of 230km/h. The handling characteristics are greatly improved by the adoption of a new aerodynamic fairing, front fender and tow cowl. The 3-spoke type wheels (front 16" and rear 18") and the lightweight, rigid wide aluminum frame have achieved better balanced weight distribution with the lowered center of gravity. Two front and one rear discs are powerful and dependable enough to control this high performance machine safely and quickly.

The FZR400 ridden by Tadashi Ezaki (Team Kanaya) won the 4th round of the championship held at Suzuka on April 21 and 22.

Keeping pace with the rapid growth of Yamaha RD Cup Race enthusiasm among young European riders, F3 racing adopted this year as a new national championship category is winning tremendous popularity among young Japanese riders. This stems from quite a simple fact that they can use produc-

tion model-based machines ranging from 250cc (2-stroke) to 400cc (4-stroke) in this championship which is divided into three different classes depending on rider's skill. This allows young riders to train their race techniques on a step-by-step basis.

As you may notice, Yamaha Racing



New 4-stroke F3 racer, FZR400

As you may notice, Yamaha Racing

1984 ROAD RACE WORLD CHAMPIONSHIPS 500cc CLASS

Lawson leading the title battle

Yamaha's sole title contender Eddie Lawson (YZR500) placed second in the German GP (May 27) and the French GP (June 11) while Freddie Spencer (Honda) won both races.

In the next 2 GP's (Dutch & Belgian), Lawson placed 3rd and 4th respectively, still maintaining a 20-point lead.

WORLD CHAMPIONSHIP STATUS AFTER BELGIAN GP

1. E. Lawson	Yamaha	107 pts.
2. F. Spencer	Honda	87 "
3. R. Mamola	Honda	81 "
4. R. Roche	Honda	77 "
5. R. Haslam	Honda	57 "
6. B. Sheene	Suzuki	28 "



advantage over the nearest rival, by losing only six marks through the very much easier 30 sections.

It was a good day for Birkett, and at the same time it was a brilliant day for Yamaha and young British rider Phil Alderson (TY250). He put up the day's best performance and moved up 10 places from 18th to 8th! On the third day Birkett continued in the lead until World Champion Eddy Lejeune (works Honda) came to the fore to top the poll at the half-way stage.

Birkett placed 5th in final standings but he did it well throughout the 6 days. His production Yamaha TY250 proved as competitive as the works machines of other brands such as Honda and Italian Fantic.

FINAL RESULTS (Special firsts)

1. T. Michaud	Fantic	52 pts. lost
2. E. Lejeune	Honda	59 pts. lost
3. S. Sanders	Armstrong	69 pts. lost
4. R. Chiaberto	Fantic	74 pts. lost
5. N. Birkett	Yamaha	77 pts. lost
6. J. Lampkin	Fantic	82 pts. lost
7. P. Alderson	Yamaha	83 pts. lost
8. T. Scarlett	Yamaha	86 pts. lost
9. P. Berlatier	Italjet	89 pts. lost
10. F. Michaud	Fantic	93 pts. lost
11. L. Winthrop	Yamaha	100 pts. lost
12. L. Gallach	Merlin	104 pts. lost
13. B. Bakgaard	Yamaha	106 pts. lost
14. G. Richardson	Cagiva	106 pts. lost
15. M. Andrews	Yamaha	115 pts. lost

TY250 in the 1984 SSdT.

On the first day he could do nothing wrong in the 30 section 84-mile course and finished the day with the loss of just seven marks to lead the 268 starters. On the second day Birkett doubled his



N. Birkett



M. Andrews

1984 SCOTTISH SIX DAYS TRIAL

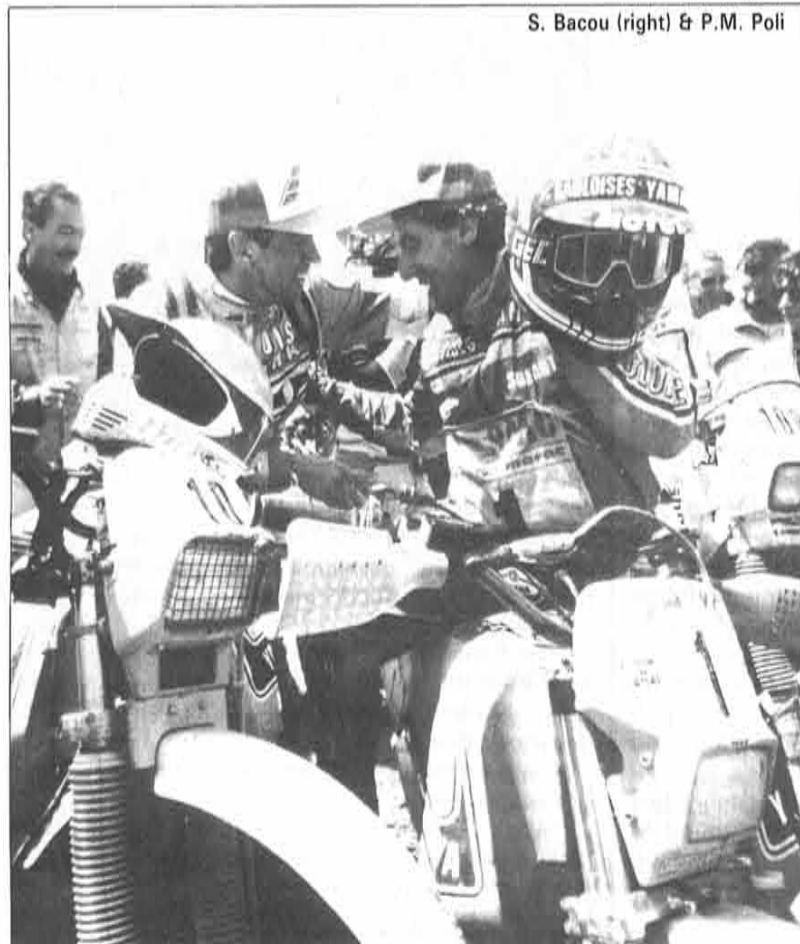
May 7 to 12

TY250 does it!

The 1984 Scottish Six Days Trial took place from May 7 to May 12 over a distance of 533 miles around the Highlands of Edinburgh, Scotland. 268 competitors from 16 countries tackled 30 sections each day, competing for the superiority of machine control in the toughest conceivable riding conditions. British rider Nigel Birkett undoubtedly provided one of the most spectacular highlights with his production Yamaha

S. Bacou rides an IT490 to his second consecutive victory

S. Bacou (right) & P.M. Poli



1984 RALLYE INTERNATIONAL DE L'ATLAS

French desert specialist S. Bacou rode a 2-stroke IT490 to his second consecutive victory in the FIM-approved Rallye International de l'Atlas (3rd running) that was organized by the French Motorcycling Federation (FFM) for 10 days from May 8. The event is annually staged between Lyon, France and Agadir, Morocco, and despite its relatively short history it is already ranked with other FIM-approved big rallies such as Rallye Paris-Dakar (FFM) and Rallye Nantes-Casablanca - Tunis-Alger-Casablanca (FFM), because its course which runs through desert and mountain districts for the most part is considered even tougher than that of Rallye Pairs-Dakar, thus torturing both man and machine to the utmost limits.

The 1984 rally started Lyon on May 8. Bacou's IT490 performed superbly well throughout section 1 between Tanger and Ifrane. By the finish of section 1 he had already secured considerable time margins over the nearest rival. Bacou went on to lead the rally, widening the lead from the others section by section, and by the finish of section 4 the majority of competitors had dropped out of the rally. Bacou continued his lead followed by his teammate P.M.

Poli (Yamaha XT600 Tenere). Between Zagora and d'Irherm (section 5) a minor trouble hit his machine but nothing serious! His lead was unchallenged.

Bacou won the rally for two years in a row, with Poli coming in second place. Both 2-stroke and 4-stroke Yamaha machines showed their surprisingly reliable performance in this big desert event.

FINAL RESULTS

1. S. Bacou	Yamaha IT490	23h 19' 26"
2. P. M. Poli	Yamaha XT600 Tenere	23h 45' 42"
3. A. de Petri	KTM 600XC	24h 13' 05"
4. J. M. Coll	Honda 500XR	24h 23' 40"
5. P. Portulier	Honda 500XR	24h 30' 09"
6. J. Barat	Honda 500XR	24h 37' 44"

Section 1 (May 11) Tanger to Ifrane
Section 2 (May 12) Ifrane to Rich
Section 3 (May 13) Rich to Erfoud
Section 4 (May 14) Erfoud to Zagora
Section 5 (May 15) Zagora to d'Irherm
Section 6 (May 16) d'Irherm to Tiguemine
Section 7 (May 17) Mirleft to Agadir

C. Sarron wins two GP's in a row

250cc class

French rider Christian Sarron riding a Sonauto Yamaha-entered TZ250 won the West German GP (May 27) and the French GP (June 10) in a row. In addition, he came in 2nd place in the Yugo GP (June 17). With these brilliant results he became the leader in a title battle.

World championship status after Yugo GP

1. C. Sarron	Yamaha	72 pts.
2. T. Mang	Yamaha	46 pts.

3. M. Herweh	Real	45 pts.
4. A. Pons	Yamaha	41 pts.
5. C. Lavado	Yamaha	36 pts.
6. M. Wimmer	Yamaha	33 pts.



WORLD CHAMPIONSHIP RESULTS

ROAD RACING

Round 4 - Austrian GP - May 20

500cc class

1. E. Lawson	Yamaha
2. F. Spencer	Honda
3. R. Mamola	Honda
4. R. Haslam	Honda
5. R. McElnea	Suzuki
6. R. Roche	Honda

250cc class

1. C. Sarron	Yamaha
2. A. Mang	Yamaha
3. A. Pons	Kobas
4. C. Bertin	MBR
5. C. Lavado	Yamaha
6. L. Reggiani	Kawasaki

Round 5 - West German GP - May 27

500cc class

1. F. Spencer	Honda
2. E. Lawson	Yamaha
3. R. Mamola	Honda
4. R. Haslam	Honda
5. R. Roche	Honda
6. F. Uncini	Suzuki

250cc class

1. C. Sarron	Yamaha
2. M. Wimmer	Yamaha
3. M. Herweh	Real
4. A. Mang	Yamaha
5. C. Lavado	Yamaha
6. W. Rainey	Yamaha

Round 6 - French GP - June 11

500cc class

1. F. Spencer	Honda
2. E. Lawson	Yamaha
3. R. Mamola	Honda
4. R. Haslam	Honda
5. B. Sheene	Suzuki
6. D. de Radigues	Honda

250cc class

1. T. Mang	Yamaha
2. C. Lavado	Yamaha
3. M. Herweh	Real Rotax
4. T. Espie	Chevalier-Yamaha
5. C. Sarron	Yamaha
6. W. Rainey	Yamaha

MOTOCROSS

125cc class

Round 5 - West German GP - May 20

Round 6 - Swiss GP - June 3

1st race

1. M. Rinaldi	Suzuki
2. A. Lejeune	Suzuki
3. C. Maddi	Cagiva
4. K. van der Ven	KTM
5. J. Hensen	Honda
6. J. Postema	Yamaha

2nd race

1. R. Nannini	
2. M. Contini	Kawasaki
3. M. Rinaldi	Suzuki
4. G. Andreani	Aprilia
5. C. Maddi	Cagiva
6. Pirovano	

250cc class

Round 4 - Czechoslovakian GP - May 13

1st race

1. H. Kinigadner	KTM
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2. J. Vimond	Yamaha
3. S. Taimi	Hasqvarna
4. G. van Doorn	Suzuki
5. J. Nilsson	Honda
6. J-C Laquaye	Honda

2nd race

1. H. Kinigadner	KTM
2. A. Barozzi	Yamaha
3. A. Viiri	KTM
4. M. Schauble	KTM
5. L. Nyklsson	Yamaha
6. Jacky Martens	KTM

Round 5 - British GP - May 20

1st race

1. A. Nicholls	Kawasaki
2. J. Whatley	Suzuki
3. H. Kinigadner	KTM
4. S. Berggren	Suzuki
5. M. Velkeneers	Gilera
6. M. Dolce	Honda

2nd race

1. J. Nilsson	Honda
2. Jacky Martens	KTM
3. S. Berggren	Suzuki
4. J. Whatley	Suzuki
5. J. Vimond	Yamaha
6. H. Kinigadner	KTM

Round 6 - Italian GP - June 3

1st race

1. H. Kinigadner	KTM
2. M. Dolce	Honda
3. Jacky Martens	KTM
4. J. Vimond	Yamaha
5. A. Barozzi	Yamaha
6. M. Tarkkonen	Yamaha

2nd race

1. H. Kinigadner	KTM
2. M. Dolce	Honda
3. M. Velkeneers	Gilera
4. A. Barozzi	Yamaha
5. J. Whatley	Suzuki
6. Jacky Martens	KTM

500cc class

Round 5 - Swedish GP - May 20

1st race

1. A. Malherb	Honda
2. G. Jobe	Kawasaki
3. D. Thorpe	Honda
4. A. Vromans	Honda
5. J. Sintonen	Honda
6. C. Carlsson	Yamaha

2nd race

1. D. Thorpe	Honda
2. E. Geboers	Honda
3. G. Jobe	Kawasaki
4. J. Sintonen	Honda
5. L. Persson	Husqvarna
6. A. Vromans	Honda

Round 6 - Italian GP - June 3

1st race

1. A. Malherb	Honda
2. D. Thorpe	Honda
3. G. Jobe	Kawasaki
4. A. Vromans	Honda
5. E. Geboers	Honda
6. L. Spence	Kawasaki

2nd race

1. E. Geboers	Honda
2. A. Malherb	Honda
3. D. Thorpe	Honda
4. G. Jobe	Kawasaki
5. A. Vromans	Honda
6. D. Watson	Kawasaki

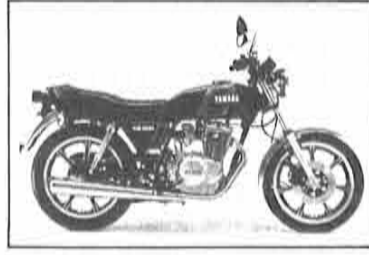


YAMAHA RD CUP RACES

*Fulfilling
the dreams of
young production
riders*

CONTRIBUTING TO ADVANCEMENT OF NEW RIDERS

In 1978, on a race track in Kassel-Calden, West Germany, 35 machines, that with the exception of their special fairings and racing seats looked like nothing more than standard model XS400 4-stroke twins, stood trembling with excitement at the starting line. As the 35 young riders all popped their clutches at once and headed down the track with a determination every bit as strong as the XS machines they straddled, who could have thought that this would be the start of the RD Race Series that today has brought so much recognition to so many young riders and has prompted even the most reserved of motorcycle race journalists to call this "the most exciting race series in Europe."



This one-model race series, which was begun as a means to publicise the XS400, not only achieved that purpose with stunning success but at the same time showed us what a large number of young riders there were who really wanted to race, if only they were given a chance including budget.

A race like this, which required no big financial outlay and allowed the new rider to race as hard as he wanted without the fear that a crash would cost him every bit of savings he had, was the answer to every aspiring young rider's dreams. But even more important than this was the opportunity this race series offered such riders to test their abilities against riders of similar experience on machines of equal speed and then to make an intelligent decision about whether to pursue a career as a professional rider or simply enjoy their motorcycles as a leisure sports vehicle without first making a big investment in racing equipment.

Arrival of the RD model in Europe

Another reason for the overwhelming success of these one-model races was the arrival of the RD250/350LC in Europe in 1980. This model, using the same type of watercooled 45bhp 2-stroke engine used on the TZ racers, was so fast that it dominated the top positions in any production

race it entered. Although the Yamaha Cup Races had begun in Germany with the XS400, soon the 350LC had replaced the XS there, and the concept then began to spread to the rest of Europe.

The RD Cup Racing that we see today began in 1981. England began the RD350 Pro-Am Series and in France, with the assistance of the famous French tobacco



company, the Coupe Yamaha Gauloises was begun. Even in Switzerland, which has no circuits of its own, an RD250 Race Series was begun using mountain courses in the Alps and borrowing the circuits of nearby France and Italy.

A Cup-Race-bred generation of riders

By 1982 the Yamaha RD Cup Races had gained a reputation throughout the European motorcycle sports world as a proving ground for new young racing talents.

A good example was the 1982 winner of the 250cc division of World Championship Series British GP, German rider Martin Wimmer, whose racing career began with the start of the first Yamaha Cup Race in 1978. He went on to finish fourth then in the '82 World Championship rankings. Another rider, Frenchman Thierry Rapicault, who finished fourth in the European Championship rankings, had won his entry into the Championships by winning the Coupe Yamaha Galoises. Then there is Pete Wild, winner of the '81 Yamaha Pro-Am Series who has gone on to become one of the top riders in the International

Class. 1982 also saw the RD Cup Races expanding to include one more European country, Denmark.

An RD International Final is initiated

Without a doubt, however, the most noteworthy event of the '82 season was the first running of the Yamaha RD350 International Final at Brands Hatch, to which the top finishers from France, The U.K., Germany, Sweden, Denmark, Belgium, Holland and Switzerland's RD Cup Race Series were invited. Because this race included only the best and most determined riders from each country, it was tremendously competitive and full of excitement. Steve Chambers, a 19 year old engineering student won the race



From left to right: A. Carter, R. Swann & S. Chambers

by a mere 0.2 seconds over second place Alan Carter who, by the way, was only 17 years old! It was truly a breath-taking finish with only 1.2 seconds separating first and fifth places.

The television broadcast of this race brought a tremendous response from the public. In fact, the response was so good that many sponsors wanted to sign up to be a part of the next year's event, even before they could know who would be participation.

Gateway to the world of professional racing

You may recall that we wrote about the excitement that the RD Cup Race caused among the dealers and riders of Holland when their country became the sixth in Europe to hold an RD Cup in 1983 in our Yamaha News No.5 of the same year.

To the '83 RD International Final, held at Germany's famous GP circuit, Hockenheim Ring, 5 riders each were invited from France, Britain and Germany, 4 from Holland, 2 from Switzerland, and one each from Sweden, Denmark and Belgium. After seeing the lead change hands seven times during the course of the race, it was finally won at the wire by Graham Cannel, who hailed from the Isle of Man, over last year's champion S. Chambers by a mere half and wheels length!

Although other one-model race programs have faded away over the years, or become mere program-fillers at other larger events, Yamaha's Cup Races have prospered and grown to fill the same role as the Formula Ford and Formula Renault in car racing, namely that of providing talented young riders a gateway to the pro circuits.



'83 RD Cup International Final

In every country now holding RD Cup Races the programs share the same common goals:

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

Also, in all countries holding RD Cup series the same technical regulations are used, keeping the machine as near to standard trim as possible. The only changes permitted on the performance side being change of main jet and the final drive sprockets, depending on track conditions.

In the interest of safety both stands are removed and the mounting lugs ground off, all glass must either be removed or taped up. Any further alteration of the machine can result in disqualification, depending on the results following machine inspection.

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

The U.K. system differs from all others in that Mitsui U.K. owns all the machines and transports them to the circuit. The riders chosen to compete in the championship then draw keys from a hat to pick their machines. This machine is theirs for the day, all they have to do is practise and race the machines, Mitsui mechanics work on the machines for the riders. Using this system makes it impossible for the rider to cheat.

In Holland the organization runs an A and a B final, following practice. The fastest riders

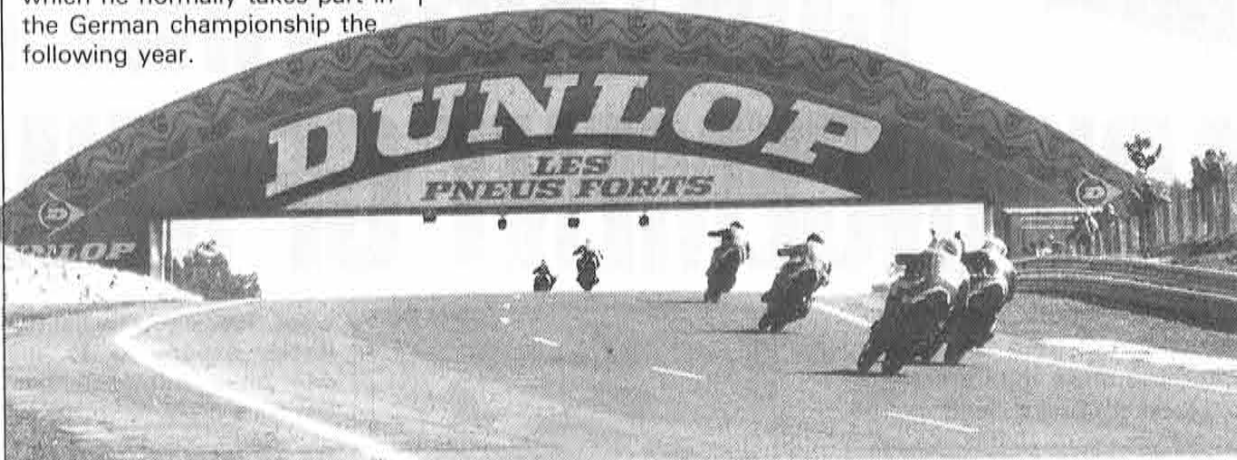
qualify for the A final and the remainders run in the consolation B final. This system is employed due to the fact that most circuits in Holland are very narrow and the Federation will not allow too many riders on the circuit at the same time.

RD riders are 1700 in total!

The RD is the machine most extensively used for racing, not only in the RD Cup but in production races, club races, hill climbing and race rallies, the combined estimates by the importers is approximately 1700, with the breakdown as follows:

Germany	240
France	405
U.K.	700
Switzerland	70 approx.
Holland	120 estimated
Denmark	60
Sweden	50
Belgium	50 approx.

All countries award prizes for the races in varying amounts, some only for the actual race, some for both individual races and final points standing. In 1983 France and Germany also gave the overall winner TZ machines to compete the following year at a higher level of racing. The French winner received 2 TZ250 machines and full sponsorship for 1 season in the European Championship, this was provided by Gauloises and the Patrick Pons dealerships. The German competition winner received a TZ250, with which he normally takes part in the German championship the following year.



International events

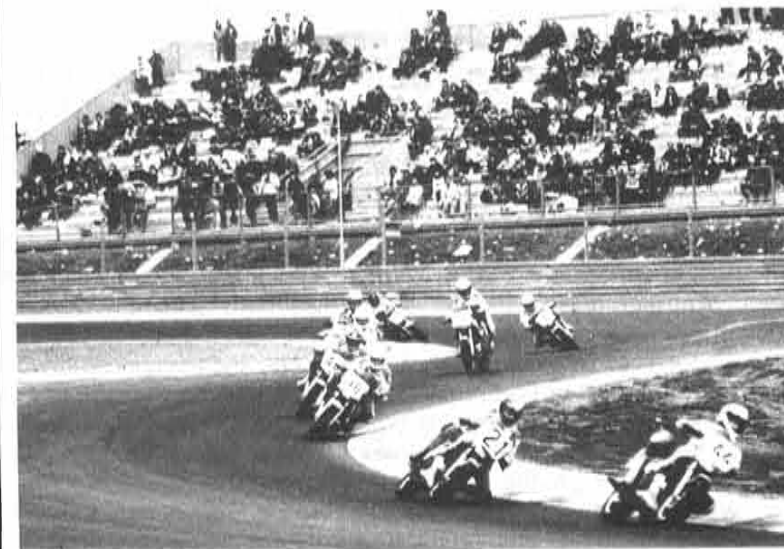
Each country is invited to send the highest point scorers in their competition to the annual RD International Cup Final, which last year was held in Hockenheim in conjunction with the European Championship round on Sept. 25. This year, the RD International Cup Final will be held on September 30th at Assen, Holland.

The RD also features in other

special international events, notably in the U.K., that is an international RD race at Donington Park. The format for this event is 10 world championship riders and 10 regular U.K. RD riders to compete in a 10 lap event at the Donington World Cup race event.

The RD International final is a joint promotion between Yamaha Motor NV and Mitsui Germany and is the highlight of

the RD season. Riders who finish in the highest positions in their national competitions qualify for the final. Last year, NV's involvement was approx. Dfl.30,000. (US\$9875, approx.) and the Mitsui total was much more, as they had DM25,000. (US\$9275, approx.) invested in



GOALS AND BENEFIT

a promotional package for the event. This consisted of poster and program overprinting, on-circuit advertising and promotional activities, banners, PA announcements, etc. etc.

Each year the final is held in a different country at a big international race to gain maximum media exposure; in 1983 the circuit was Brands Hatch, where the race was televised. Many of the specialized press present to cover the event as is the final round of the European Championship. With the special international flavour to the event and the usual close racing of RD Cup competitor good media coverage is expected.



Utmost care is paid at all time

Utmost care is paid at all time

YAMAHA RD CUP RACES



Mechanics work hard for young riders

OF CUP RACES

EUROPEAN RD CUP FINAL, BUDGET TOTALS (1983)

MACHINES

Transportation from the U.K.	D.fl. 7,500.- (US\$2480, approx.)
Insurance/carnets etc.	1,200.- (US\$ 400, approx.)
Machine damage (average per race)	5,000.- (US\$1652, approx.)
Fuel for practise and racing	1,800.- (US\$ 595, approx.)

PRESS

Press release and profiles	D.fl. 3,100.- (US\$1024, approx.)
Reception for press, sponsors, organizers, etc.	2,500.- (US\$ 826, approx.)
Prizes and awards	2,550.- (US\$ 843, approx.)
Personnel costs, NV staff, 2 mechanics	5,000.- (US\$1652, approx.)
Part share of bus (estimated)	1,500.- (US\$ 496, approx.)



The benefits of RD Cup Race

The benefits to us of RD racing are extensive and varied. Obviously as we have sold 1700 units that are currently being used for racing, so it has been a success on the sales side. The press have been taking a great interest in almost all the competitions and we have received a lot of copy and photographic exposure in the specialized press, including many double page spreads devoted to RD racing. In the

U.K. the live coverage of Pro-Am events have been very well received and without doubt have helped to make the RD one of the biggest selling machines in the U.K.

Importers use the RD Cup connection extensively in their advertising for the RD, both for the RD range and in general brand image advertising. All sponsors involved with the RD Cup, particularly Dunlop and the oil companies, use the RD in advertising and promotion

and very often take RD350LC to show and promotions. Gauloises, Wrangler, Shell and Dunlop are particularly keen on this type of promotional activity. Possibly the greatest advantage with RD Cup racing is the enhancing of the Yamaha brand image. The mere fact that 1700 machines in standard, out of the crate condition, can be used for racing in front of large crowds throughout Europe almost every weekend of the race season, has been of incalculable value to us and our importers.

RD racing has given many young riders the chance to compete in road racing relatively inexpensively, where they can improve their racing skills in the company of others of approximately the same ability. Once these riders move on to a higher class of racing they have, almost to a man, stayed with Yamaha. The various national motorcycle federations in countries running RD racing have also expressed their gratitude to Yamaha for the help the series has given them in helping to bring young road race talent to the attention of the public. This strengthening of ties between Yamaha and the federations can be of great use to Yamaha in the future.

RD250LC is a good Japan match for bigger machines

While one-model racing like RD Cup racing is not organized in Japan, the RD250LC (RZ250), sister model of the RD350LC, proves itself as competitive as bigger machines in national sports production machine events such as F3 racing and SL Cup racing. In accordance with national competition rules, these events are open to the 4-stroke machines of up to 400cc and the 2-stroke machines of up to 250cc. But the RD250LC is the only 2-stroke model that is regularly used in senior class racing. Despite a handicap in engine size, it is always a good match for bigger rivals, thus adding an extra interest and excitement to each race. For example, in a recent F3 championship round held at Sportsland Sugo, the RD250LC ridden by S. Kubota went on to lead the entire field until it yielded the lead to the 400cc machine midway through racing, keeping all spectators thrilled. What a tough machine, the Yamaha RD250LC!



RD machines are fast gaining popularity among young, active motorcyclists at large due to the success of RD Cup racing.



West Germany

Yamaha-Castrol Cup

In Germany, for the two year period of 1981-1982, the Yamaha Cup Races were held in two categories, RD350LC and XS400, but starting in 1983 the Cup Races were held only for the RD350. For the second annual RD International Cup Final, held at Hockenheim Ring last year, the importers and dealers really went all out to create a great event.

"Give a chance to up-and-coming riders" --- under this motto, this year, Yamaha Castrol Cup is affording 50 young riders an ideal chance to take part and improve riding techniques in actual racing. And the Yamaha-Castrol Cup is winning even greater popularity than ever before. By the entry deadline of January 27 for the 1984 Cup series, the organizers received 132 entry applications and the following day they had to select the 50 starters by lot attended by a lawyer just as they had done the previous year. As a result, 48 male and 2 female riders as we introduced in our last issue became eligible for the 10-round series from April through September. The opening round took place at Speyer on April 28 and 29.

The sponsors include Castrol, FLM, NGK and Dunlop, with Castrol offering racing service and providing oil, FLM granting special prices and follow-up service on uniform leather suits for the riders, NGK providing spark plugs and Dunlop giving tire service. The Cup activities are organised by Mr. H.D. Kluge (Sports Coordinator for Meerbusch) and Mr. T. Hoffmann (Technical Department Lohne) who are assisted each by one staff member from Mitsui's Meerbusch office and Lohne technical department. Prize money is given in every event, with total for each race coming to DM1,920.- (about 712 US Dollars), final prize money is DM15,000.- (about 5565 US Dollars).

France

Coupe Gauloises Yamaha

This season 150 riders will be participating in the Coupe Gauloises Yamaha and it looks like its going to be very interesting competition. The reason is that this year the rules have been changed a bit to specify that 1/3 of the competitors are beginners, 1/3 are riders who have participated in other types of promotion races and 1/3 are riders who participated in the previous year's Gauloises Cup. As a result the average age of the participants this year is much lower than before.

The sponsors of this year's series are:

- Gauloises
- Furygan leather clothes
- Dunlop tyres
- G.P.A. helmets
- J.V.C. Hi-Fi Video material
- Sonauto Yamaha
- C.F.M. Racing-school
- Chrono Organisation
- Moto Revue
- Motul

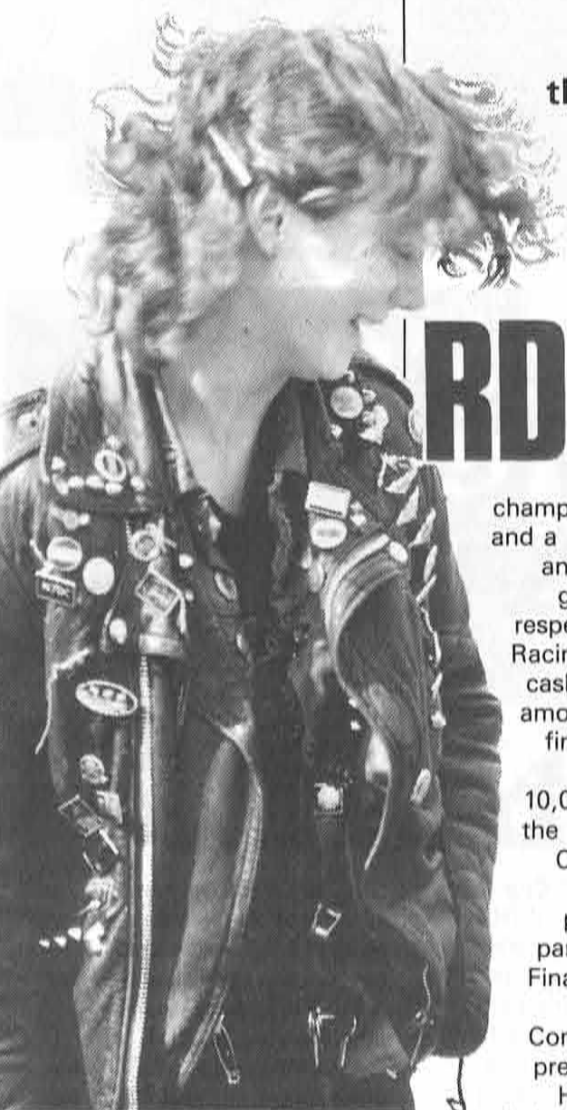
YAMAHA RD CUP RACES

The management and organization are in the hands of Jean-Pierre and Christian Brunier (Chrono Organisation).

The total cost of the RD Cup is 1,038,106.00 Frs. ex V.A.T., and the conditions of participation are as follows.

- Gauloises 40%
- Sonauto-Yamaha 40%
- Motul 10%
- Dunlop 10%

In Yamaha Gauloises Cup Races prize money is awarded to the top fifteen finishers in each race according to the following scale:



1st	1,000 F (US\$122, approx.) plus a cup
2nd	800 F (US\$ 97, approx.) plus a cup
3rd	550 F (US\$ 67, approx.) plus a cup
4th	450 F (US\$ 56, approx.)
5th	400 F (US\$ 49, approx.)
6th	350 F (US\$ 42, approx.)
7th	300 F (US\$ 37, approx.)
8th	250 F (US\$ 30, approx.)
9th-15th	200 F (US\$ 24 approx.)

Sonauto awards the overall winner a Yamaha Triple Tuning Fork Trophy and provides him with a TZ machine to ride the following season as a member of the Yamaha Gauloises Racing Team. In addition, the second place finisher is awarded an RD500LC, with an RD350LC going to third place. There are still a variety of other prizes as well.

First of all, Dunlop presents a set of tires to the highest placing new rider (riders who have made their debut the same year) at each race and a cash prize of 10,000 fr. to the highest overall ranking new rider at the end of the year. Also, from Furygan Leather Clothes there are prizes for riders turning in the fastest times at each race, with 500 fr. going to first place, 300 to second and 200 to third, and at the end of the season the

No exaggeration to say that RD Cup riders unpacking their race machines at a dealer's shop are having one of the most exciting moments in their lifetime —
Holland

Here is a look at the present situation of the RD Cup Race series that are now being held in the 8 different European countries.

RD CUP RACES IN THE DIFF

champion is given 5000 fr. and a contract, while 3000 and 2000 fr. prizes are given to 2nd and 3rd respectively. The C.F.M. Racing School also gives cash prizes of the same amount to the top three finishers at the end of the series. Another 10,000 fr. is awarded to the overall champion by Chrono Organization.

The Motul company presents each of the participants in the Cup Final with 1 biden (4.65 liters) of Motul 300 Competition Oil, J.V.C. presents a Video set, a Hi-fi stereo set and a Color TV to the first three places in the overall ranking, and G.P.A. presents 5000 fr. to the rider wearing a G.P.A helmet who finishes highest in the overall ranking.

U.K.

Wrangler-Which Bike Pro-Am Series

Since its first running in 1981, Britain has been one of the most serious countries holding RD Cup Race series. When the first RD International Final at Brands Hatch was broadcast on television, it impressed many to see these young riders in a sound, well-organized race event. By 1983, three of the races in the British

series received TV coverage.

For 1984 once again Bruce Cox acts as organiser but Mitsui will co-ordinate the mechanical side. Prize money for individual placings consists of £1000 per round. Total budget from Mitsui is £25,000 plus sponsorship from Wrangler, Which Bike, Shell, Champion and Dunlop.



What could feel better than to get the winner's wreath and a kiss from these lovely Yamaha girls.



DIFFERENT NATIONS

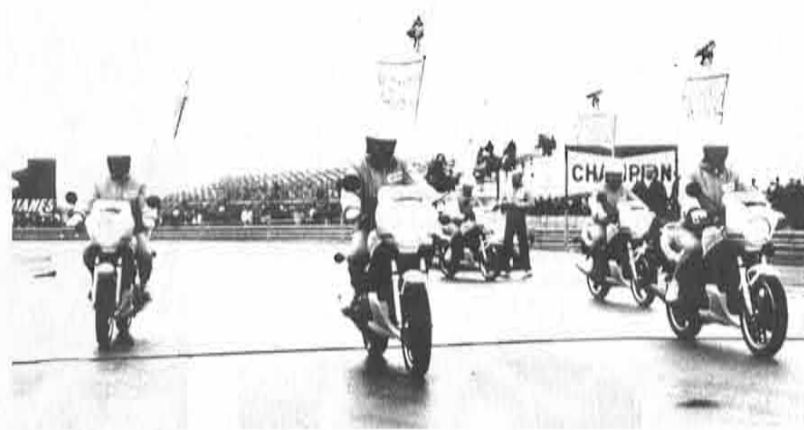
Switzerland Barclay Cup 84

Of all countries running our

RD Cup series Switzerland has the most difficult circumstances of all. As motorcycle road racing is banned in Switzerland all 10 races are held on foreign cir-

cuits in France, Germany and Italy. This also makes it extremely difficult to engage a Swiss sponsor, as exposure is restricted to reports in Swiss motorcycle magazines. At present Hostettler is the sponsor through the names of Barclay and Dunlop. Although the RD250 has been used for this series until last year in Switzerland, starting this year the RD350 is used.

The competition is relatively small because there are so few circuits in the country, so most of the events are run in neighbouring Sweden. But in the great tradition of the series the racing is every bit as fierce, even with fewer numbers, as it is in France or the U.K. Denmark's first series winner was Michael Nielson - and his runner-up was Anders Skov, a fine prospect, who may well make it to the top. The main sponsor is the Metzler Tire company, with



Denmark RD CUP RACE

In Denmark, where the RD Cup was started last year, the races are divided into two classes, Junior/Senior and Novice. Although only 5 races were held in last year's series, this year that number has been doubled to 10, with about 60 riders scheduled to match their speed and technique in an exciting series of competitions. Compared to other countries, the Danish set-up is quite small,

many individual riders being sponsored by number of local dealers. The organizer of the races is the Road Racing Club Viking. Prize money is as follows:
Junior/Senior Class
1st...5,000 D.Kr. (US\$522 approx.)
2nd...3,000 D.Kr. (US\$313 approx.)
3rd...1,800 D.Kr. (US\$188 approx.)
4th...1,200 D.Kr. (US\$125 approx.)
5th...1,000 D.Kr. (US\$104 approx.)

Novice Class
1st...2,500 D.Kr. (US\$260 approx.)
2nd...1,500 D.Kr. (US\$157 approx.)
3rd...900 D.Kr. (US\$ 94 approx.)
4th...600 D.Kr. (US\$ 63 approx.)
5th...500 D.Kr. (US\$ 52 approx.)
Total amount: D.Kr. 18,000

Holland RD350LC CUP RACE

Last year Holland also joined the countries now holding the RD Cup series and, everybody involved with the competition, Yamaha Motor Nederland B.V., dealers and the Federation, were very enthusiastic about the competition, particularly the Federation which joined all discussions on the series. At the 1982 European Final 2 representatives of the Federation were present and were most impressed with all they saw. Yokohama Tire is the sponsor this year and is offering 200 Dfl. (US\$66 approx.) for 1st, 125Dfl. (US\$41 approx.) for 2nd and 100 (33 approx.) for 3rd in each of the races of the series, as well as a free set of tires for every participant. Because the Dutch circuit is rather small in scale, the races are run in two groups, the first being made up of the 45 fastest qualifiers in the practice rounds, and the second consisting of the remaining riders. This year there are 70 participants in the series, 29 of whom also participated in last year's races. In the first race this year at Zandvoort, in May, T. Jansen was the winner, followed closely by A Vink and B. Matthey in second and third respectively.

SCHEDULE OF CUP RACES

YAMAHA-CASTROL-CUP 1984 (West Germany)

April 28/29	ADAC-Römer-Prize	Speyer
May 12/13	DMV-Mai-Cup-Race	Hockenheim
May 26/27	International ADAC Eifel-Cup-Race	Dutch TT, Nürbrügring
June 2	ADAC/MCS-Motorcyclist-Race	Hockenheimring
July 21/22	DMV-Goodyear-Circuit Race	Luxemburg
July 29	Adenauer	Nürbrügring
August 18/19	ADAC-Motorcyclist-Race	Cassel-Calden
September 1/2	ADAC-Flugplatz-Race	Wallmühle
September 15/16	ADAC-Avus-Race	Berlin

RD CUP RACE (Denmark)

Apr.20/22	Club Championship	Kuntstorp
Apr. 28/29	1. Part DM	Vandel
May 5/6	2. Part DM	Anderstorp
May 19/20	Spectators heat	Jyllandsringen
June 2/3	Actor Class	Anderstorp
June 9/10	Training heat	Falkenberg
Jul. 14/15	3. Part DM	Mantorp
Jul. 27/29	4. Part DM	Anderstorp
Sept. 1/2	5. Part DM	Ring Djursland
Sept. 15/16	Spectators heat	Ring Djursland



COUPE GAULOISES YAMAHA (France)

Feb.26	PROMSPORT	PAUL RICARD
Apr. 1	CHAMPIONNAT OPEN	MAGNY-COURS
Apr. 23	24-H du MANS MOTOCYCLISTE	LE MANS
Apr. 29	CHAMPIONNAT OPEN	LEDENON
May 5	PROMSPORT	CROIX EN TERNOIS
May 20	PROMSPORT	NOGARO
Jun. 17	PROMSPORT	MAGNY-COURS
Jun.24	PROMSPORT	CAROLE
Jul. 14	CHAMPIONNAT D'EUROPE	LE MANS
Sept. 23	BOL D'OR	PAUL RICARD



RD350LC CUP RACE (Holland)

May 6	Battle of the Twins	Zandvoort
May 20	Nat. Wegraces	Heerlen
May 27	Nat Wegraces	Zandvoort
Jun. 3	Int. Wegraces	Raalte
Jun. 11	Nat. Wegraces	Oudkarspel
Jul. 15	Nat. Wegraces	Zolder
Aug. 26	Nat. Wegraces	Twello
Sept. 16	Nat Wegraces	Maren Kessel

WRANGLER-WHICH BIKE PRO-AM SERIES (U.K.)

Mar. 31	Cadwell Park
Apr. 21/23	Donington (TV Coverage)
Jun. 22/24	Donington
Sept. 22/23	Donington (TV Coverage)
Oct. 20/21	Brands Hatch

BAKER YAMAHA-TOTAL 1984 (Belgium)

Mar. 24/25	C.C.	Richelle
Apr. 29	CIRC.	Mettet
May 13	CIRC.	Hauts Sarts
Jun. 3	CIRC.	Chimay
Jun. 10	CIRC.	GISTEL
Jun. 24	CIRC.	Ombret
Jul. 8	CIRC.	Francorchamps GP
Jul. 22	CIRC.	Jehonville
Jul. 28/29	CIRC.	Gedinne
Jul.17-18-19	CIRC. Intern.	24.00H Van Luik
Sept. 2	CIRC.	JEMEPPE SUR SAMBRE
Sept. 9	CIRC. Intern.	Zolder
Apr. 7/8	CIRC.	Foret - Trooz

DUNLOP-CUP/BARCLAY-CUP (Switzerland)

Mar. 12	Dunlop-Cup Circuit	Barclay-Cup Lizenzprüfung	Mugello/Italy
Mar. 12/15	Circuit	Trainingslager	Mugello/Italy
Mar. 16/17	Circuit	Rennen/Course	Mugello/Italy
Apr. 21/22	Circuit	Rennen/Course	Lédenon/France
May 5/6	Berg/Montagne	Rennen/Course	Perrefitte-Les Ecorcher
May 19/20	Berg/Montagne	Rennen/Course	Boécourt
May 26/27	Circuit	Rennen/Course	Le Castellet (P. Ricard)
June 2/3	Berg/Montagne	Rennen/Course	Medoscio Gerra Piano
June 9/10	Circuit	Rennen/Course	Karland/France
June 23/24	Circuit	Rennen/Course	Dijon-Prenois France
Aug. 25/26	Berg/Montagne	Rennen/Course	Boécourt

Belgium Baker Yamaha-Total 1984

The Belgium Yamaha-Total Cup '84 is sponsored mainly by Total Belgie and D'Ieteren Sports, with Dunlop and ETN. Decor Heytens as sub-sponsors and with the cooperation of the B.M.B.. In Belgium, the RD350 is so popular it is reported that 95% of the country's 500 or so riders taking part in production races ride RD350's. ETN. Decor Heytens awards prize money at each race to the amounts of 1000 for 1st, 500 for 2nd and 250 for 3rd. Then, at the season's end, the overall champion is awarded an RD500LC, 2nd place an RD250LC and 3rd an RD125LC, all courtesy of D'Ieterens Sports and Total Belgie.

Finland Yamaha-Sinisalo Cup '84

Beginning this year Finland will be holding an RD Cup series for the first time. Of course, this is a result of the fine reputation the Cup series has recieved in other European countries. The sponsors are Metzlar Tire and Sinisalo. All kinds of prizes await the top finishers in the series, with the overall winner recieving a free trip to the RD International Cup Final to be held this year in Assen, Netherlands.

YAMAHA-SINISALO CUP 84 (Finland)

May 20	TMK	Artukainen
Jul. 15	RimMPKK	Rayskala
Aug. 26	RumMPKK ja HmlMP	Ahvenisto
Sept. 9	TMK	Artukainen

YAMAHA FJ1100 SETS THE WORLD RECORD!

THE UNITED STATES

Standing start quarter-mile time

THE YAMAHA FJ1100 which for 1984 was introduced as a new superbike machine at the top of Yamaha range, has recently set the world record in the standing-start quarter mile time for production motorcycles.

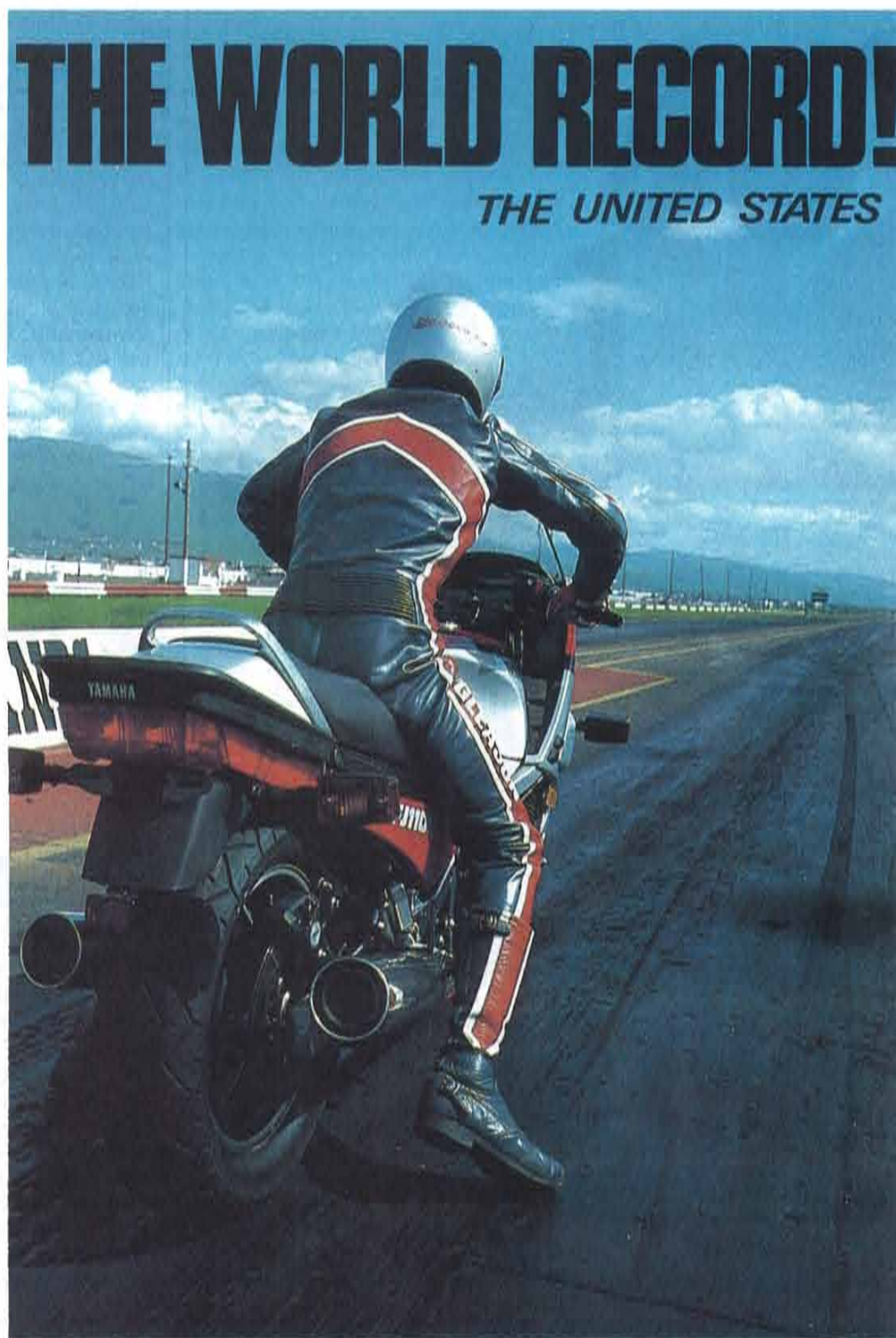
This world-record attempt was made early in March at the Baylands Raceway dragstrip facility near San Francisco, USA. The machine which was rolled to the line was a strictly stock, production FJ1100.

Astride the machine sat Peewee Gleason who was the world record holder (on another manufacturer's machine). The timing devices, certified by the National Hot Rod Association, were switched on. Gleason staged the big Yamaha and watched as the lights blinked down to green - "Go"! Track officials sanctioning the run announced the elapsed time - 10.43 seconds! The big Yamaha's speed at the end of the quarter mile was 128.93 mph! But unlike the previous record holder, which could break into the ten-forties only once, the Yamaha FJ1100 did it again. And again. And yet again!

In addition, the FJ600 and RZ350 are the world record holders in their respective classes.

shafts and a 16-valve head. All is housed in a race-bred chassis that is technically way ahead of any other production motorcycle.

Square-tube main chassis, developed along endurance racer lines with wrap-around steering head tubes for increased strength; 16-inch wheels with wide profile tires, rising-rate Monocross suspension adjustable for both damping rate and spring pre-load; heavy duty front forks with damping and pre-load adjustment plus anti-dive system; ventilated opposed piston calipers; aerodynamic frame-mounted fairing with engine undercowl and spoiler.



Tremendous performance potential

The FJ1100 is a compact, 1100cc parallel four with double overhead cam-



- Ready for start! (Top left and right)
- A trio of the fastest machines (Bottom left)
- Two FJ's and one RD without fairing (Bottom center)
- Warming up before start (Bottom right)



ROUEN 24-HR NONSTOP ENDURANCE RACE



Yamaha Outboard Sensation! Yamaha 70CES Outboards Capture 1st and 2nd Places in Overall Category

Yamaha team, which took part in the 850cc production class of the Rouen 24-hour nonstop endurance race held on the Seine in France on May 1, captured the first and second places in overall category and the titles of T-1 class and SE class as well, using Yamaha 70CES's, newly-made racing outboards.

The race is among the largest ones in scale and most prestigious in the world, as a speed event of boats powered by outboards of up to 1000cc, and reckoned among the three biggest races in Europe.

This year the race was so hard that only 35 out of 69 participating boats ran the whole distance. Yamaha team (Yamaha Marine France), which was entered in a regular race in France for the first time in 70CES outboard powered boats, brilliantly won the first two places in overall category, defeating the ever-victorious Johnson team.

Boats entered:

Catamaran Velden with Yamaha 70CES (SE class) V-hull Burgess with Yamaha 70CES (T-1 class)

Both boats ran the whole distance without any technical problem. Yamaha Marine France team led the race from the 5th hour, and official and final results were announced as follows:

Overall category:

- 1st Catamaran Velden (No.37)
506 laps covered by Alain Bisbal, Jacques le Conte and Thierry Sempe
- 2nd V-hull Burgess (No.80)
483 laps covered by Quirin, Batllez and Malpas.

SE class:

- 1st Catamaran Velden (No. 37)

T-1 class:

- 1st V-hull Burgess (No.80)