

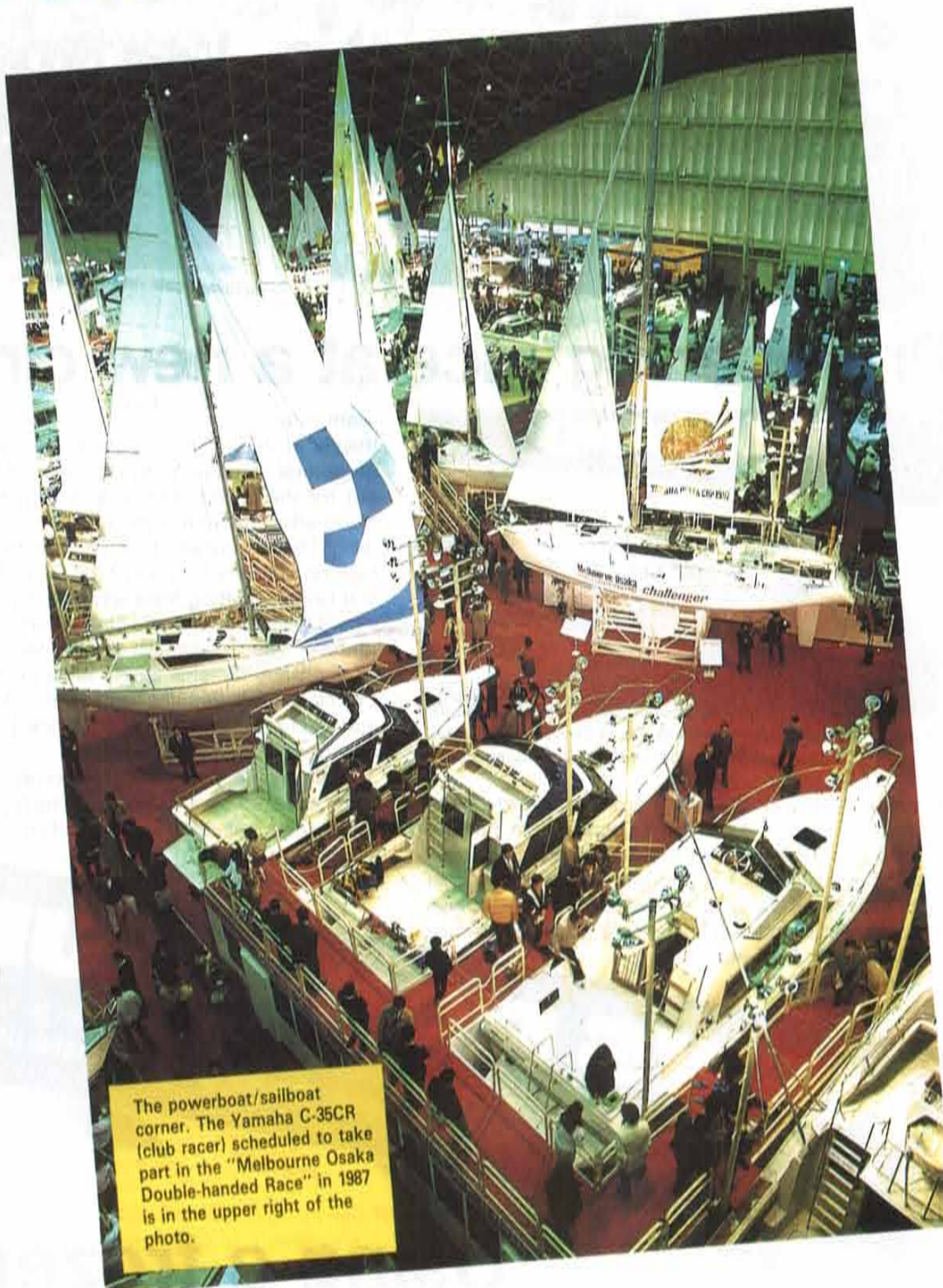


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# Marine Scene '86 Yamaha

This year's edition of the Tokyo International Boat Show was held at the Harumi Exhibition Center from February 28th to March 4th. Raising the theme "Marine Scene '86 Yamaha", the Yamaha booth featured an impressive display of 20 models of powerboats, 15 types of sailboats, a line-up of 22 outboards ranging from 2 to 220 horsepower, three diesel marine engines for leisure sports and, as a special attraction, the prototype of a small-sized hovercraft called the "SES (Surface Effect Ship)".

Also on display was a new 35-foot ocean cruising yacht, the Yamaha C35CR (club racer), which is scheduled to take part in the "Yamaha Osaka Cup Melbourne Osaka Double-handed Race 1987", a first-of-its-kind trans-pacific race planned as a special event to celebrate the 120th anniversary of the opening of Osaka harbor in March of next year. In addition to these displays were a video corner, an event corner, a promotion corner and a consultation booth were set up to attract customers and promote better business relations.



The powerboat/sailboat corner. The Yamaha C-35CR (club racer) scheduled to take part in the "Melbourne Osaka Double-handed Race" in 1987 is in the upper right of the photo.

The "SES" is a revolutionary new type of boat for the future which will run at the same speed as a traditional planing-type boat with one half the horsepower! Recognizing its economical advantages, Yamaha plans to develop this boat for the commercial boat and fishing boat markets.



The full range of reliable Yamaha outboards that are highly valued in both the pleasure and commercial boating markets.



By means of a remote controlled model sailboat, a device shows an interrelation between the wind blowing against sails and resultant boat course.



This year's display includes a new series of three marine diesel engines for the pleasure market called the "SX" series.

## '86 DAYTONA 200 CLASSIC



Daytona 200-modified FZ750

# Lawson's runaway victory

The main event of the '86 Daytona Speed Week, the Daytona 200 Classic was held this year on March 9th at the Daytona Speedway in Florida, USA. The race, which started at 12:30 required the riders to make 57 laps of the speedway for a total of 200 miles. This race, which enjoyed a long tradition as a conventional F1 event, was changed in 1985 to become a unique race for production model-based superbikes only. Driving a modified FZ750, it was Eddie Lawson who won the pole position for the final heat with Wayne Rainey (Honda) in 2nd position. And, it was these two who battled for the lead as the racers disappeared around the first corner. The two continued a wheel to wheel race until Rainey took a 15th lap pit-in, that left Lawson alone in the

lead followed by K. Schwantz (Suzuki). Bringing up 3rd, 4th and 5th were S. Tsujimoto (Suzuki), M. Baldwin (Yamaha) and F. Markel (Honda) respectively. Lawson went on to lead the entire field allowing no challenge from the others until he took the checkered flag. Unfortunately, however, Baldwin was forced to retire on the 41st lap and Filice had machine troubles which eventually slowed him to 10th position.

### Results:

1. E. Lawson ..... Yamaha
2. K. Schwantz ..... Suzuki
3. F. Markel ..... Honda
4. W. Rainey ..... Honda
5. J. Springsteen ..... Yamaha
6. R. McMurter ..... Yamaha



Practicing basic riding techniques on the new circuit.

## Pre-opening race at a new circuit



In the over 145cc class eventual winner, Mr. S. Cheuysak (78) chases the leader, Mr. A. Sunksuwan, who finishes fourth.

In conjunction with the opening of the first road race course in Thailand, the Pattaya Circuit, Siam Yamaha recently conducted a "Yamaha Road Racing School." For this racing school four instructors, headed by chief instructor, Mr. K. Iwao, were invited from YMC to give lectures and practical training to a group of general Yamaha riders and, separately, to the Siam Yamaha

### Team riders.

In spite of the fact that there was a class fee required of general Yamaha riders, 38 riders (8 invited) turned out for the racing school, including two women. Soon after the end of the racing school, a race entitled "Thailand Grand Prix '86 at Pattaya Circuit" was held on January 11th and 12th. With the Pattaya Circuit Grand Opening Race scheduled for April, this race would have to be called a pre-opening race. In the race the over 145cc class was won by Mr. Saen Cheuysak of the Siam Yamaha Team, while in the Open Grand Prix class Siam Yamaha Team riders, Mr. Amnart Sunksuwan (TZ250) and Mr. Virachai Srikacha finished first and third respectively.

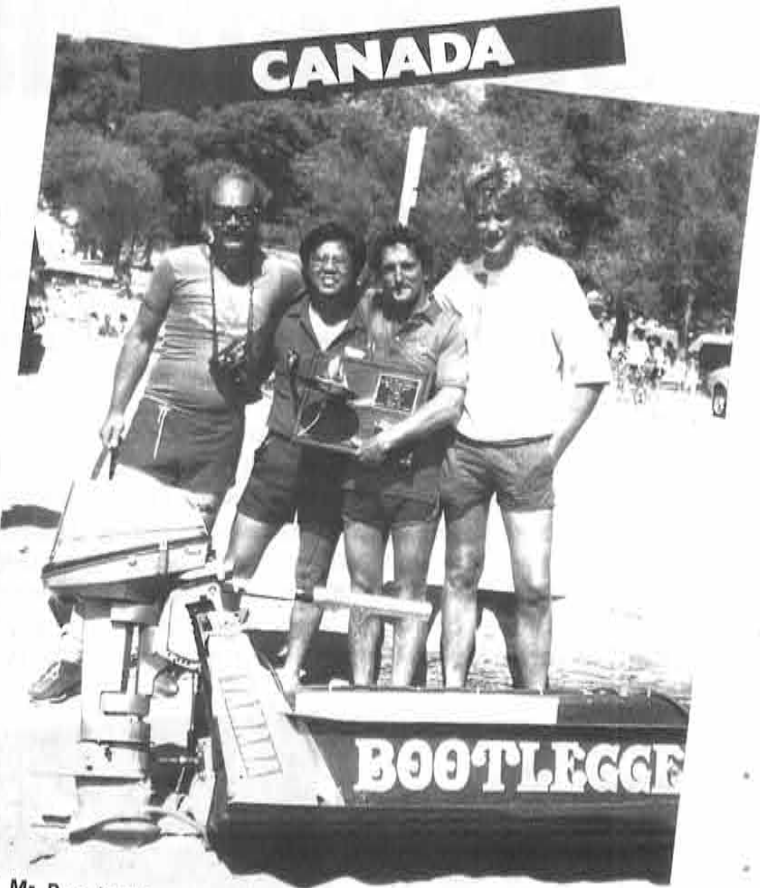
The racing school and this race series which followed were covered by all seven of Thailand's motorcycle magazines, resulting in an excellent advertising effect.

## 54km with "bathtub"

Some time long ago some fun-loving boating fan asked himself, "What would happen if you put an outboard motor on a bathtub and took it for a ride?" The result was the first bathtub race, a sport that now has a long tradition in Europe and North America.

Let us introduce here, one such race that takes place every year in Vancouver, Canada. The course is a one-way 34 mile (54Km) course from the town of Nanaimo on Vancouver Island to Vancouver City, and all the participants start at one time. Only the start and finish points, however, are set, so the racers are free to chart their own courses between these two points.

With rules specifying that the outboard be un-modified and have no more than 8 horsepower, victory depends largely on the driving skill and daring of the driver. This seems to be the case with Mr. G. Ross, who finished second in a tub powered by a Yamaha 8C.



Mr. Ross (2nd from right) and Mr. D. Wheatley, designer of the boat (extreme left).

# NEWS ROUND-UP

Thanks for all your letters, we're receiving wonderful letters with interesting topics for Yamaha  
News from all over the world and the more you send, the happier you make us!

## Using a frozen lake for Snowmobile Land

Following the recent opening, last December, of a Snowmobile Land for the purpose of promoting local tourism in Otaru City on Japn's northern island, Hokkaido, through the combined efforts of local government and private enterprises, already another new Snowmobile Land has been established in a similar way in the Saroma-ko area of Tokoro City, 300km northwest of Otaru. The directing committee for the new facility includes representatives of local groups, including the Tourist Association and the Chamber of Commerce and Industry, and Yamaha Hokkaido Co., Ltd.

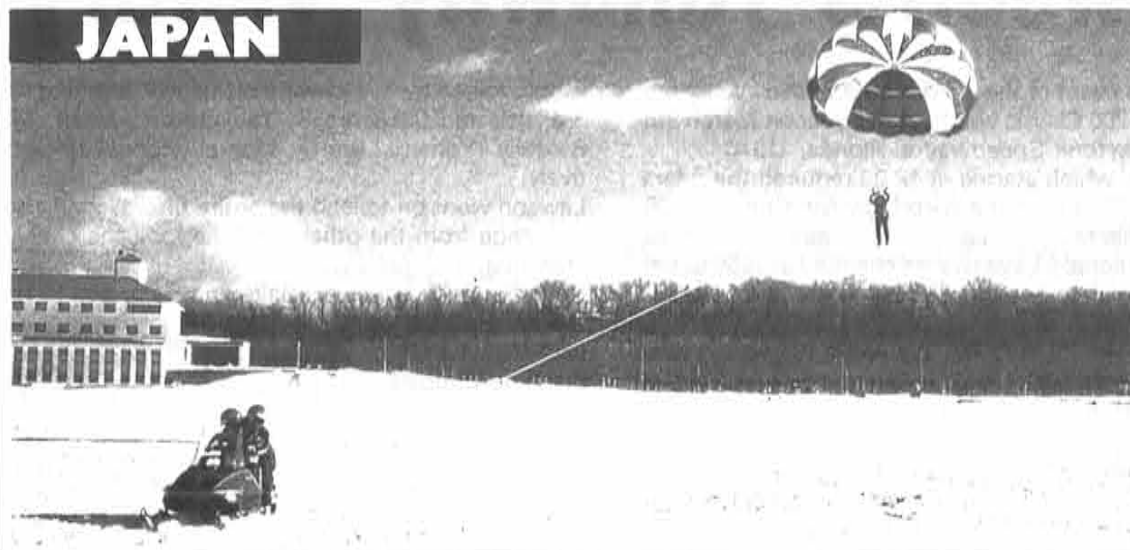
A unique feature of this new Snowmobile Land is that it includes in its area 151.7 square kilometers of the frozen surface of Lake Saroma. It is hard to beat the pleasure of snowmobiling on the snow of the unobstructed surface of a large lake

such as this.

The events which are held at this Snowmobile Land can be divided into two main categories. One is events which take place in the "Active Land", including para-sailing, speed riding, an ice-drift touring course, an ATV course and a test-ride course.

The other is a "Children & Family Land", which include a snow boat course, a childrens' snowmobile course, a childrens' ATV and 4-wheel buggy course, and Eskimo House and fishing houses.

The opening festival for the new Snowmobile Land was held on February 23rd at which many snowmobile lovers gathered to enjoy such events as test rides, a riding school, endurance and slalom snowmobile races.



## Dedicated to higher quality and efficiency

### INDIA



Escorts Ltd., a company under technical assistance agreement with Yamaha Motor which began production of the "Rajdoot" (RD350) in 1983, last year began production of the RX100, as well.

The RX100 is now being produced in a factory built in the government planned industrial estate called Surajpur, located in a desert area about 40 kilometers east of the city of New Dehli. At this factory is performed the pressing, welding, painting and plating of large parts such as the frame, fuel tank, muffler, rear arm and fender, the machine tooling of the hubs and the assembly of the engine and chassis.

Presently there are 180 employees here who diligently underwent training at the hands of technicians from each field that have been sent to India by YMC. To insure continued improvement in manufacturing quality and efficiency, further technical training and assistance are being planned for this year.

# Yamaha's FJ1200 places first in comparative tests

## W.GERMANY MOTORRAD

One of Germany's most popular motorcycle magazines, "Motorrad", recently conducted a series of comparative tests on the various "long-distance touring" models. Included in the tests were the BMW K100RS, the Honda VF1000 FII, the Suzuki GSX1100 EF and the Yamaha FJ1200. The categories tested were; 1 the engine and running performance, 2 the chassis stability, 3 features/accessories and riding comfort, and 4 economy.

In the final results, the Yamaha FJ1200 finished first in all four categories and in the overall voting, with special mention being given to its outstanding aerodynamic qualities and high-torque engine performance.



**HAHAHA!**  
 Jimmy: "Would you punish a pupil for something he didn't do?"  
 Teacher: "Of course, not."  
 Jimmy: "Good. I haven't done my homework."

**NEWS ROUND-UP**



### Inflatable journey around NZ

Four members of the Royal New Zealand Air Force recently made a complete tour around the north and south islands of New Zealand in two inflatable boats. Nicknamed "Operation Searider", the journey was a project undertaken for the purpose of raising funds for a museum.

The team left Auckland on January 4th and in about 3 weeks had completed a circling of the islands of New Zealand. The team, which was followed by a support group on land, consisted entirely of powerboating and sailing veterans who were able to complete the entire journey with no accidents. The boats were powered by dependable Yamaha 40 outboards.

# Reaching for further mutual cooperation



All persons present at the party clap their hands in applause for an opening address.

March in Beijing, China is still cold on the skin, but somewhere it holds the promise of the coming spring. This March in Beijing a new Yamaha Beijing Office was opened. Up until now, Yamaha has been building stronger ties with China through its exhibition and technical exchange activities in Kwangchow, and through the joint production of 80cc motorcycles (CY80) at the Jianshe Machine Tool Factory in Chongqing and its various regional service centers that have been opened for the convenience of its customers. The opening of the new Beijing office will enable even stronger ties, and will surely lead to an increase in the rate of development of products and technology that truly fit the actual conditions in the Chinese market. Yamaha, in turn will continue to cooperate in all areas of technical development, from sales and management to technology, for the overall technical modernization that China is now engaged in. Of course, Yamaha will continue, as well, to host Chinese trainees to study motorcycle development, production, sales and service.



Yamaha members pay their visit to the Service Center in Beijing.

Yamaha, President Eguchi and 19 members were also in attendance. The ceremony began with the introduction of the Yamaha staff members who are working in the new office, followed by a speech by President Eguchi. The Chinese representative, made an address

## 雅马哈发动机株式会社驻北京办事处开设典礼

### VIP's gather from both countries

In celebration of the opening of the Yamaha Beijing Office on March 1st, a special ceremony and show was held to introduce Yamaha's general corporate facts its scale of business activities, its technology, its originality, its many types of quality products and its active promotional activities. Gathering for this ceremony, held at the Changcheng Hotel were 240 VIP's including Mr. Zou Jia Hua, Minister of Ministry of Ordnance Industry and Mr. He Kang, Minister of Ministry of Agriculture, Animal Husbandry and Fishery representing the various Chinese concerns and companies involved, and from



Domestically produced CY80 and the presently sold RX125 are put on display.

in return, after which a slide show and film presentation were held. Finally the ceremony gave way to celebration party at which the first toast was made from a freshly opened keg of sake brought in from Japan especially for the occasion. By this time the mood had changed from the formal to the congenial and amidst the avid conversation could be seen lots of hand shaking and shoulder slapping.



Keg of "sake" is opened for this festive occasion.



Chinese VIP's listening to President Eguchi's address



Put on display are ATV's, snowmobiles, outboards and generators, together with motorcycles in a hall accommodating 130 guests. Yamaha's corporate profile is also introduced by means of video films and over 50 panels in this hall.

# SR

BIG SINGLE ON-ROAD MODEL

In the over 30 years since its founding, Yamaha Motor has sought development, market research and product planning toward unexcelled products for all types of users. These efforts have won Yamaha products many a devoted fan, and that their popularity has stood the test of time. The SR motorcycle

## The SR, an 8-year long seller

The SR500/SR400 models first made their appearance on the Japanese market in the year 1978.

At that time in Japan multi-cylinder 4-cycle bikes were at the height of their popularity. That is why special attention was paid by dealers, journalists and users alike to the appearance of this new big-single series. Although there were some who said, "Who could still be interested in a big single in times like these?", others were saying, "This big-single is the essence of what has always appealed to the true motorcycle lover.", and predicted that it would create its own place in the market with a wide following.

By the way, Japanese motor journalists of the day were writing things like these about the performance of the SR, "This kind of ride where you feel acceleration above 2000rpm is not a bad thing to get used to. And the lightness of the SR ride is something that only a single can offer."

"Cornering with this bike is a real joy. It is by no means a light-feeling bike when you lean into a corner. Rather, it tends to right itself with a strong force. But, the overall balance of the machine is so good that taking a corner is a pleasure you start to look forward to."

"This is a bike that you can really run hard on a winding road. You could say it has that feel that only a big single can give." ("Riders Club" Magazine, May, 1978)

As the complimentary words of these journalists suggested, the SR soon won itself a solid place in the market and, though 8 years have now passed since its release, its popularity has never faded. The SR series has truly earned itself the title of a long-selling classic.

## The first steps toward an SOHC single

The predecessor to the SR500/SR400 was the off-road model XT500 that appeared in 1976. The XT500's power unit, an air-cooled SOHC single cylinder engine, shares the same basic components with the power unit of the SR models that followed. Designed to stress the slim character of a single, this power unit featured a unique and highly effective tank-in-frame type dry-sump lubrication system with excellent radiation efficiency.

The year following its introduction, 17 of the new XT500 took part in the '77 Côte d'Ivoire-côte d'azur rally and proved conclusively the reliability of the new power unit, as only 2 of the 17 bikes were forced

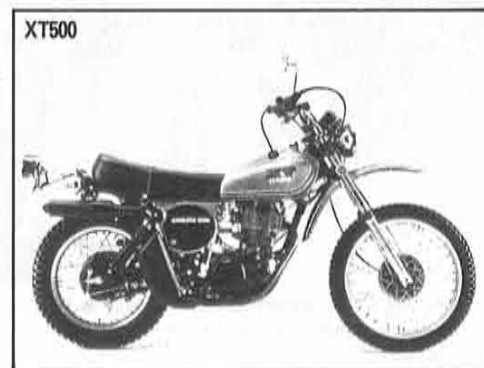
to retire due to mechanical failure. As a follow-up to the highly successful debut of the new power unit, it was only natural that Yamaha's technical staff was soon at work on a road model based on the same engine. This was the birth of the now famous SR series.

Of course, the development of these new models was an anticipation of user demand for a "big-single".

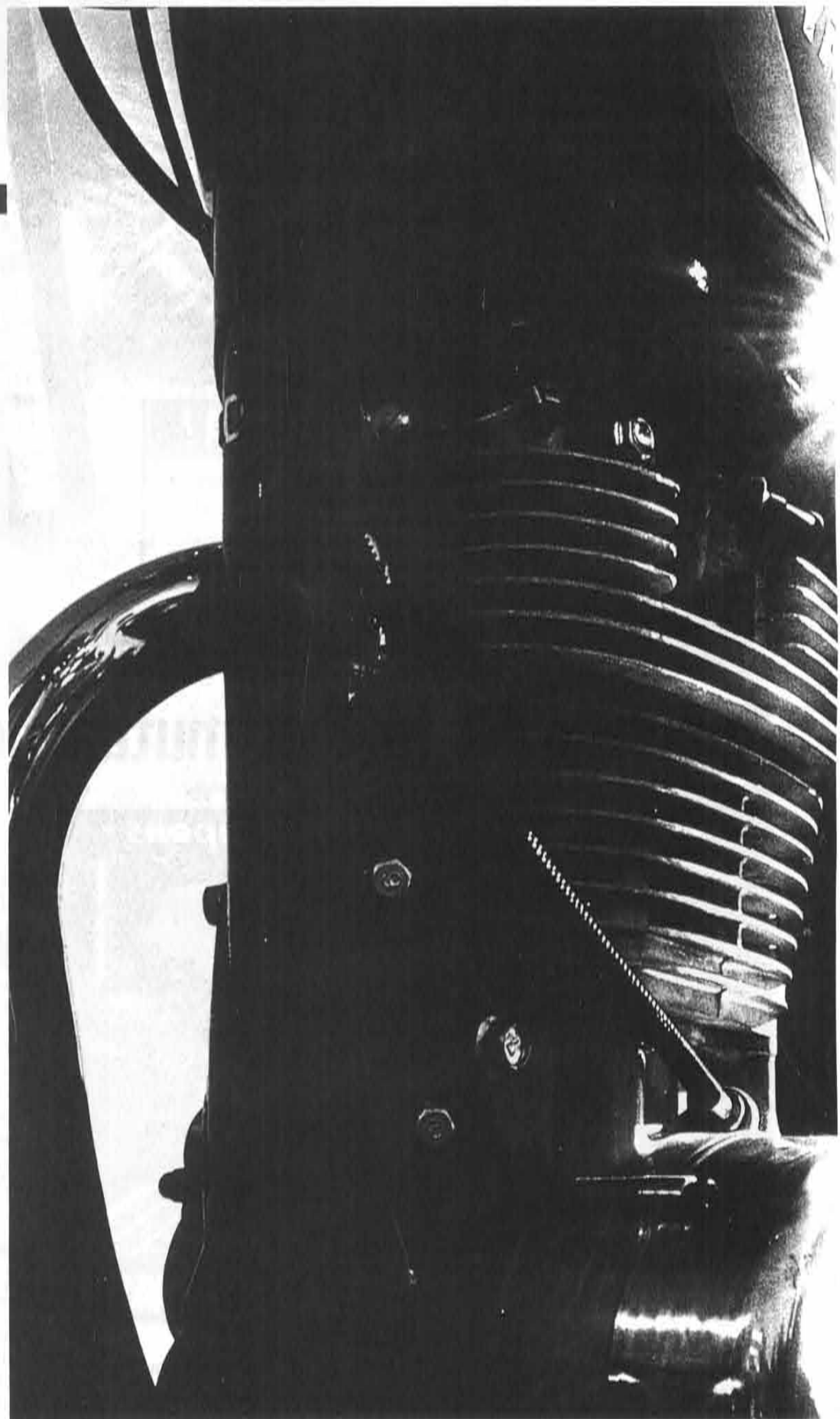
The single-cylinder machine is, in fact, the origin of the motorcycle itself and the machine which best captures the real basic appeal of the motorcycle. Regardless of whether you ride on the road or off, the purr and pulse of the engine, the exhaust sound, the feel of torque and acceleration that a single-cylinder machine gives are where you will find the true excitement and pleasure of motorcycling. The development of the SR500/SR400 was an attempt to create the ultimate on-road machine using the embodiment of the single-cylinder ideal, an air-cooled SOHC single to its fullest.

Of course, in order to get real on-road type performance from a big-single, changes had to be made to each of its basic parts. The shape of the intake/exhaust ports had to be changed, the intake resistance of the air cleaner had to be reduced, the intake valve diameter had to be increased, the inertial mass of the crank web had to be increased, the main jet on the carburetor had to be changed, etc. etc.. In addition, the use of a CDI ignition system was another unique feature. With handling ease in mind, the starting operation was improved by means of a "kick indicator" feature. (By the way, this kick indicator was a device that evolved naturally from the testing equipment used in tests of the durability of the kick mechanism in the developmental stage).

Regarding the frame, extra rigidity was achieved by increasing the diameter of the



XT500



conventional cradle and swing-arm pipes to a maximum of 9.6mm. The front brake made use of an extra-big diameter 298mm disc to answer the needs of even the sportiest riders.

Also, for maintenance ease, a balance stand was used on these models. The first such stand to be used in Japan, when in ordinary use it held the rear wheel off the ground, but, when the front wheel was removed for maintenance, the bike rested firmly with the rear wheel on the ground and the front in the air.



SR500

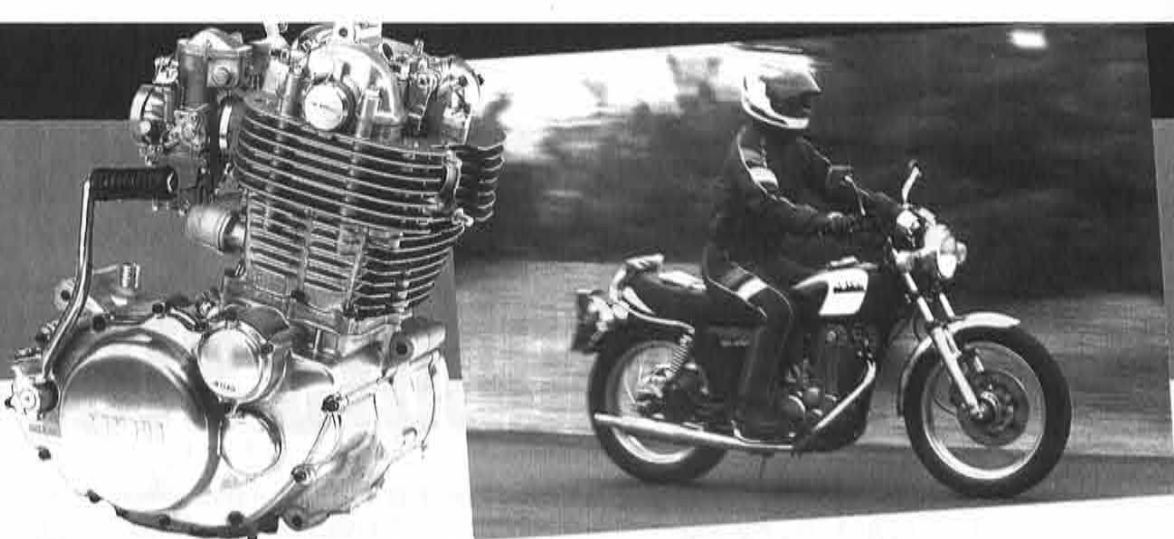
## Inheriting the traditional character of the single

However, if you think that the SR500/SR400 have gained popularity merely because they are "big singles", you are wrong. In fact, here is the type of comment that journalists were writing about the SR500/SR400 when they first appeared in 1978:

"When people who have got used to ride the old time big singles get on this bike, the first thing they are going to wonder is how a bike with the same single-cylinder engine format can feel so different. It has a smooth starting performance and easy riding feel that sets it apart from the old 4-cycle singles."

It goes without saying that the reason behind the difference that would bring such comments is the fact that the SR500/SR400 are machines that combine the traditional character of the big-singles with today's latest technology. Herein lies the true reason for the popularity of the SR series, and what makes them worthy of the "Yamaha" name.

...t to read the needs of the times and direct its technological  
...ing job of creating new and more enjoyable and more useful  
...nd have led to a number of model series so superior in quality  
...le series is just an example.



## Yamaha excellence with daring individuality

the road.

But it is not just its unique engine and its external stuff that have won the SR its wide acclaim. One can't ignore the importance of its record at the races in proving the SR's reliability to motorcycle fans around the world.

In 1978, the year it was introduced, one privateer rode an SR500 based machine in the Suzuka 8-hour Endurance Race alongside the professional endurance racers and sprint machines, and pleased the local big-single fans immensely by finishing an amazing 8th place overall.

In Japan's many production races as well, the SR has continued to prove its performance capabilities as the machine of choice by riders who finish at the top.

In Europe, as well, where the SR was introduced in 1983, its popularity has grown steadily in Austria, Belgium and especially in West Germany where "Motorrads" magazine has awarded it the "Moto of the Year" award year after year in the 20Kw - 27hp category.

Lately, a Japanese motorcycle magazine issue in January of this year appeared an article entitled "The SR Legend". To quote from this article; "Its popularity lies in the high quality of its character as a riding machine. With its high-torque-at-low-rpm drive, it has the performance to, at times, play a race replica that can leave its rivals trail behind. Eight years after its debut the SR is still being praised. We think the words, "the high quality of its character" makes a good new catch-phrase for this classic long-seller.

### '86 SRX600 Advanced engineering in classic beauty

The '86 SRX600 blends advanced engineering and simple classic beauty in an even more striking manner. At its heart is an air-cooled 4-stroke single SOHC 4-valve 595cc engine that employs a pressure-controlled dry sump lubrication system with an aluminum oil tank being installed behind the crankcase. Yamaha-original YDIS (Yamaha Duo Intake System) optimizes intake and combustion efficiency over the entire speed range. Despite its large displacement the engine can be started very easily and quickly thanks to an automatic decompression system. The twin-loop, full cradle frame is made of high-tensile, box-section steel. Top rails and detachable downtubes are connected directly to the lower end of the steering head pipe



and compact body, utilizing many aluminum parts in a newly engineered design, plus that power feeling you expect from a big-single with even sharper response to quick accelerator action for real on-road performance. Features included a torqueful air-cooled SOHC 4-valve engine equipped with YDIS. A single-shaft balancer and a silent cam chain reduce engine vibration and make possible a new rigid engine mount system for superior driving stability. A stainless steel exhaust pipe and short muffler add an extra bit of quality to the bike's appointments. A high-tensile box section frame ensures a sharp, high-performance ride. The slotted disc brakes feature opposed piston type calipers. As a final touch, the separate handle bars, headlight stay, side covers, stabilizer and many other parts are made of light aluminum. All of the SRX's new features are aimed at one goal, to answer the user's demand for a single that is a true sports model in the contemporary sense, with the latest mechanics and driving performance to match.

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If the SR500/SR400 models were an attempt to harmonize "traditional feel" with "modern technology", then perhaps it could be said that the SRX which followed is an attempt to harmonize "tradition" and "technology" with a new level of "driving performance" and "machine flavor". However, though the times may change, Yamaha's policy of striving to develop new products which have the quality to deserve the Yamaha name plus an extra bit of daring individuality, is the same now as it was eight years ago.

**MOTORRAD**

Klasse bis 27 PS

Pplatz/Modell	Stimmen
1 Yamaha SR 500	89 210
2 Honda XBR 500	61 419
3 Honda CB 450 S	52 480
4 BMW R 65	43 575
5 Cagiva Alazzurra 350	36 378
6 Kawasaki GP Z 400	28 547
7 Suzuki GSX 400 S	22 088
8 Kawasaki GP Z 305 Belt Drive	21 713
9 Moto Guzzi V 35 II	19 221
10 Moto Morini 350 K2	15 254



### Birth of the SRX

To those who love it, the motorcycle has never been just another vehicle of transportation. It is something you want to ride with skill, or something that can move you the way you want to be moved. Something that is a pleasure just to know that you own.

Although the supersports models which compete purely for high performance and high power output will always be a major part of the on-road market, there is a remarkable new trend lately of users who are searching for something different. More and more people with different tastes are looking for a bike with a "flavor" of its own. Today's users can't be massed into standardized groups, each one demands a bike that matches his own needs and individuality. The SRX model which appeared in 1985 was just such an attempt to answer the need for new diversification in the big-single market.

The new SRX featured a lightweight, slim

Yamaha's policy regarding motorcycle development is the constant pursuit of the quality which the Yamaha name has come to stand for and then to mold that quality into unique models with a real flavor of all their own. And, the success that models like the SR have won in the market are proof of positive way in which people respond to this basic developmental philosophy.

### The SR reputation at home and abroad

One look at the SR's silhouette will show you the simplicity and functional beauty that is built into each of its basic parts. It is a well known fact that it is this economical and waste-free design that SR owners come to love about their machines. For example, there is the slim 12 liter fuel tank. The exhaust pipes with their beautifully accented curves. The special design tires that suggest a dual-purpose function in spite of their being placed on an on-road model. And then there is the exhaust sound, quiet, but with that distinctive "big-single" sound that seems to be tearing up

## "UNICORN UNION" SR lovers' touring club



The "Unicorn Union" is a group of SR lovers. The club had only 6 members when it was founded in 1981 but it has already grown to become one of the most active Yamaha clubs in Japan, with more than 100 SR500/400 owners enrolled on the list of membership. The "Unicorn Union" includes a number of clubs around the country which meet regularly on a local basis. Their first National Meeting was held in 1983 and second one was held

in autumn, last year. Usually, when a national meeting takes place, the participants who gather at a meeting site, come on all kinds of customized models, including ones fitted with sidecars. Each time another rider arrives at the meeting site, singly or in groups, they are immediately surrounded by the other members for an on-the-spot examination of the new arrival's bike and exchange of local news and information. All of the SR500/400s and the SRX600/400s that gather for a national meeting are different, reflecting the separate searches of their owners for a "more enjoyable", "more beautiful" or "more personal" riding machine. At the evening party the participants enjoy their national meeting by praising or poking fun at their different models and casting ballots for the meeting's "Unicorn Union Champion".

# Full-scale production of Yamaha Robots starts

As a means of automation for its own motorcycle assembly lines, Yamaha began developing and producing assembly robots

in September of 1976. These robots were first publicised in February of 1981, and in September of 1983 actual sales began to



Full-scale production has begun on Yamaha robots at Moriyama Industries.

other companies. In order to make a full-fledged business of the production and sale of these robots, the Industrial Machinery Division was established in Hamakita Industries in February of 1984.

As the industrial machinery business grew steadily, reaching a monthly production level of 40 machines, it became too large for its space at Hamakita Industries. To solve this problem, one of the Yamaha-affiliated companies, Moriyama Industries, was given the nod as the new production site and full-scale production was begun this January.

Moriyama Industries' production consignment will include;

1. the assembly and inspection of the mechanisms and controllers for robots and standardized robot systems.

2. the assembly etc. of multiple bowl feeders, a robot-related product.

The models to be produced will be "CAME Robot", "Lead Wire End Clipping Robot", "Module XY Robot" and the "Multiple Bowl Feeder".

## YPVS Awarded the First Tomizuka Prize

With the aim of encouraging increased research in the area of 2 cycle engine development, Professor Kiyoshi Tomizuka, known as the father of 2-cycle technology in Japan, last year established the "Tomizuka Prize" to be awarded to individuals or enterprises making significant contributions to the advancement of 2-cycle technology and research. As the first recipient of this honorable award, the Yamaha "YPVS" system was chosen, "for its great contributions in research and development of a high-performance 2-cycle engine equipped with an exhaust timing controller (Yamaha Power Valve System)."

This is just one more example of the fine record that the "YPVS" is winning for itself as it continues to please customers in high-performance engines from factory machines to production models like the TZR250 and DT200R.



Showing the award is Mr. M. Mizoguchi, General Manager of Motor Sports Development Operations.

## Service program plans for '86

From January 21st to 31st a total of eight service managers from Malaysia, Bangladesh, Taiwan, Guatemala and Venezuela attended a Service Managers' Meeting at the Yamaha TC (Training Center).

The subjects covered by this conference can be divided into the following six categories;

1. Review of Service Activities in 1985: Participants explained and evaluated their own service activities during 1985, and studied activities conducted in other markets.
2. Introduction of YMC Service Policies for 1986:
  - (a) Introduction of a new world YBS (Yamaha Before-Service) campaign and its related user-oriented promotional tools.
  - (b) Increasing the speed of information exchange: Introduction of a Market Information Gathering Contest to be held from February to December this year in which the top three participants will be awarded.
  - (c) Introduction of the program for the YSTS (Yamaha Service Training School) to be held in mid-September of this year.
3. Evaluation of Importer Service Programs:

An evaluation chart was used to evaluate the strong points and weak points of each importer's service system.

4. Service Management Seminar: Lectures were given by specialists in each section, including new model development by the Planning Div., engineering development by the Technical Div., quality control by the Quality Assurance Div., market information gathering by the Service Div., how to introduce new models into a market by the Sales Div., and preparation of spare parts for new model introduction by the Parts Div.
5. Special Technology Seminar: Participants visited sub-contracting companies and factories for technical lectures by specialists, including carburetor technology at Mikuni, sales branch office control at the Hamamatsu branch office, and electrical component technology at Moriyama Industries.
6. Planning of '86 Service Programs: Schedules for service activities for the '86 season were discussed and finalized.

In addition to these seminars, time was also taken for study tours of the Iwata assembly line, Parts Center and the Hamakita factory's engine assembly line. The participants often engaged in serious and profitable question and answer sessions.



All the participants and Yamaha staff of relative sections.

## Motorcycle magazine readers choose Yamaha as No.1 in four categories

### '85 Machine of the Year Awards

In the recently announced "Machine of the Year" awards of Japan's leading motorcycle magazine, "Young Machine", Yamaha bikes took the top award in 4 out of 8 categories.

These awards are based on the results of votes submitted by over 50,000 readers of the magazine. Yamaha's winning bikes included the "FZ 250 Fazer" in the 250cc

category, the "RZ125" in the 125cc and under category, the "DT200R" in the off-road category and the "XV750 Virago" in the American model category. With the FZ750, FZ400 and "Jog" scooter also finishing second in the voting in their respective categories, Yamaha bikes proved their outstanding popularity among the magazine's readers in every category.

Director K. Morinaga with the awards



## A new compound with 10-times the conventional abrasion resistance

Yamaha, in cooperation with Ube Industries Ltd. has succeeded in developing a new compound, containing carbon fiber, polyamide resin and other elements, which has roughly 10-times the anti-abrasive quality of previous materials. Now, Yamaha is using this new material in the parts that are subject to wear in the automatic transmissions of its main scooter models. With its improved anti-abrasive quality the new material will eliminate the need for a lubrication system which relies on grease. This means less maintenance responsibility on the part of the user, as well as about 20% reduction in the cost of the transmission pulley production for Yamaha.

In the future, Yamaha and Ube Industries plan to expand the use of this new material not only for motorcycles but also for automobiles, snowmobiles and engines.

The new compound offers 10-times the abrasion resistance of the polyamide resin/fiberglass compounds presently used in transmissions. Plus, the anti-abrasive qualities remain the same at 120°C as at room temperature.

The compound will initially be used on the wearing parts of a V-belt type automatic transmission. Until now, such transmission parts, which are subjected to constant friction and engine vibration, had to be protected with grease, which had to be carefully sealed into the transmission case in order to prevent leakage. Since the new material eliminates the need for grease, reliability of the transmission will be increased and there will no longer be a need for bi-annual grease jobs. This will be, in fact, the world's first greaseless automatic transmission.

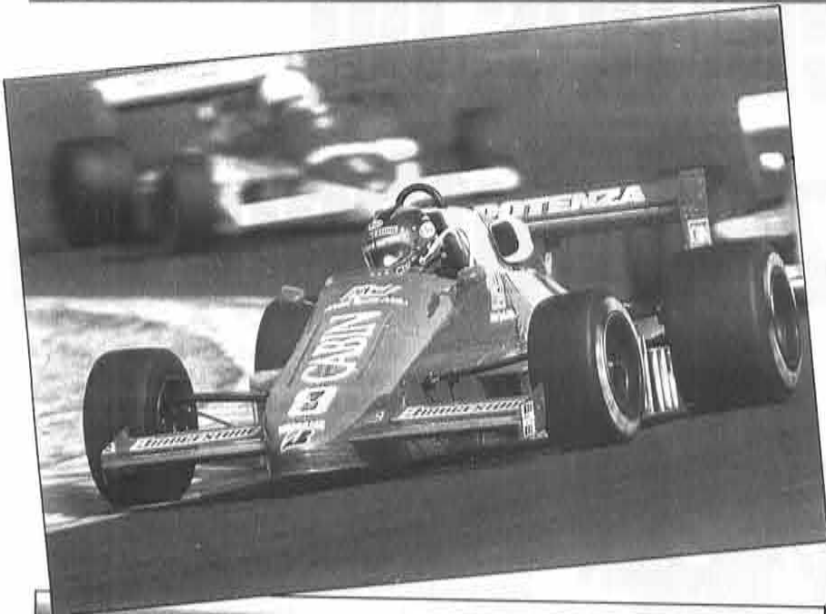
Yamaha and Ube Industries believe that their new compound will prove useful not only for automatic transmissions, but for many types of wearing parts such as ball bearings. Yamaha has introduced the new compound on its new 50cc scooter, with use eventually expanding to include all its 50cc scooter models using a V-belt transmission.

## Beginning a staggered-time work system

### A means to help prevent daily traffic congestion

In order to help relieve traffic congestion during peak morning and evening commuting hours, Yamaha began a new staggered-time work system as of this February first. At present, about 3,300 Yamaha employees, or 63% of the 5,300 employed at the Main Factory, commute to work daily by car. The fact that until now all of these employees began work every day at 8:00 a.m. and ended at 5:00 p.m. contributed to considerable traffic problems in the area. Recognising its responsibility as a part of the local society, and in answer to requests by local traffic authorities, Yamaha formed a panel of employees and administrators to provide a solution to this problem. The result of their studies was the adoption of the new "staggered-time" work system. Practically speaking, the new system divides the employees of the main factory into two groups; those involved in production and related divisions (about 3,200), and those working in management, business and research & technology (about 2,100). The former group begins work as in the past at 8:00 a.m., while the latter, in order to avoid the peak commuting time of other businesses in the Iwata area, now begins work at 8:45 a.m.

In this way, authorities expect to see a considerable reduction in previous traffic congestion, and, as a result, are hoping to see a big improvement in traffic safety, as well.



## Season opening is a good day overall for Yamaha

### JAPAN FII CHAMPIONSHIP RACE SERIES

The Yamaha V-type 6-cylinder racing car engine, OX66, which made its racing debut last year in the Japan FII championship series, impressed everyone by improving its performance with each race, proving its great potential and giving great hopes for the '86 season. On March 9th the long-awaited '86 season of the Japan FII championship series got underway under the beautiful spring skies at the Suzuka circuit, where 80,000 fans turned out to see the action. Driving the OX66 powered machine for the Cabin Racing Team (Ken Matsuura Racing Service) was Keiji Matsumoto. Starting from the 3rd pole position, the minute Matsumoto gunned his Yamaha engine he jumped into the lead. And that is where he

stayed unchallenged for the rest of the race, claiming the first victory for the amazing OX engine in the series.

#### Results

1. Keiji Matsumoto ..... MARCH86jYAMAHA  
30 laps 59'10"270
2. S. Nakajima ..... MARCH86jHONDA  
30 laps 59'12"858
3. T. Wada ..... MARCH86jYAMAHA  
30 laps 1:00'14"421
4. M. Thackwell ..... MARCH86jHONDA  
30 laps 1:00'22"605
5. E. Elgh ..... MARCH86jYAMAHA  
30 laps 1:00'43"422
6. K. Takahashi ..... MARCH86jHONDA  
30 laps 1:00'44"879
7. M. Hasemi ..... MARCH86jYAMAHA  
29 laps 59'16"369
8. M. Shimizu ..... MARCH86jYAMAHA  
29 laps 59'56"639
9. H. Matsuda ..... MARCH842 BMW  
25 laps 59'31"312
10. J. Lees ..... MARCH86jYAMAHA  
16 laps

### '86 JAPANESE NATIONAL CHAMPIONSHIP ROAD RACING

#### 500cc class

The 1st round of the Japanese National Road Racing Championships series was held on the same day and the same circuit as the FII Championship Race series, and just as in the FII, Yamaha came away the winner in this race, too. Reigning Japanese Champion Tadahiko Taira drove his YZR500 to perfection, taking the pole position for the final heat. Fighting his way to the lead by the 3rd lap, it looked like another easy win for the champ.

But his rival S. Yatsushiro (Honda) was determined to put up a fight, and actually succeeded in stealing the lead from Taira on the 6th lap. His lead, however, would not last long, as Taira quickly retook the lead and began to widen

the gap all the way to the checkered flag, claiming his first victory of the new season. It was a good day overall for Yamaha, as another Yamaha rider H. Kawasaki worked his way past top riders K. Kinoshita (Honda) and R. Roche (Honda), to eventually claim 3rd place. After this race, Taira immediately packed his racing suit to head off to Europe where he will take part in the world road race championship in the 250cc class.

#### Results:

1. T. Taira ..... Yamaha
2. S. Yatsushiro ..... Honda
3. H. Kawasaki ..... Yamaha
4. R. Roche ..... Honda
5. T. Ito ..... Honda
6. H. Fukushima ..... Suzuki

## Everything is going right!

—Jacky Vimond—



As reported in our last issue, Frenchman Jacky Vimond will ride for Yamaha's French importer, Sonauto in all the rounds of the '86 250cc motocross world championship. Aiming at the championship title, Jacky is quite well in preparing himself in French inter-

national motocross events held as a prelude to the world championship. After clinching second overall in the French series opener held at Beaucaire on February 9, Jacky dominated the 2nd round held at Gimont on February 16, by monopolizing all the wins of the 3 legs with a YZ250.

Up-and-coming Finnish rider K. Ljungqvist also made his day by finishing 5th overall in this round aboard an Arwidson-entered YZ125. Luck was not on the side of reigning 250cc world champion, H. Kinigadner (KTM). He crashed out of racing with injuries.

Throughout the 3 legs Jacky received the toughest challenge from D. Watson (Honda) who finished 2nd overall, eventually. 3rd finisher Y. Kervella (Honda) was also in the top of his form.

Spectators attention was paid to A. Malherbe (Honda), H. Carlqvist (Yamaha) and L. Persson (Yamaha) as well.

#### 1st leg

1. J. Vimond ..... Yamaha
2. D. Watson ..... Honda
3. A. Malherbe ..... Honda
4. H. Carlqvist ..... Yamaha
5. C. Maddi ..... Kawasaki

#### 2nd leg

1. J. Vimond ..... Yamaha
2. A. Malherbe ..... Honda
3. Y. Kervella ..... Honda
4. D. Watson ..... Honda
5. L. Persson ..... Yamaha

#### 3rd leg

1. J. Vimond ..... Yamaha
2. D. Watson ..... Honda
3. L. Spence ..... KTM
4. C. Maddi ..... Kawasaki
5. P. Vekhonon ..... Cagiva

#### Overall

1. J. Vimond ..... Yamama
2. D. Watson ..... Honda
3. Y. Kervella ..... Honda
4. C. Maddi ..... Kawasaki
5. K. Ljungqvist ..... Yamaha

## All-Japan Championship Snowmobile Racing

In Japan snowmobile racing is a popular winter sport that fills up the gap time until the motorcycle sport season opens in March each year.

The Motorcycling Federation of Japan (MFJ), Japan's motorcycle sport governing body affiliated to the FIM, annually organizes a

4-round championship series in compliance with the competition rules of the FIM.

The series includes three national championships by modified machines (open, up-to 540cc and up-to 340cc), four local championships by modified machines (open, up-to 540cc, up-to 340cc and up-

to 250cc), open production championship and several optional categories.

This year the series kicked off with the Niigata round held in the face of a snowstorm on January 26 followed by the 2nd round at Fukushima on February 9, the 3rd round at Otaru, Hokkaido (Snowmobile Land as introduced in '86 No.1 issue of Yamaha News) on February 16, and was concluded at the 4th round at Shiretoko, Hokkaido on March 9.

In Japan Yamaha is the sole manufacturer of complete snowmobile machines. While almost all entries are occupied by Yamaha machines, making each race a one-make competition, snowmobile racing is steadily striking root as a popular winter sport for participants and spectators alike as it provides unique refreshing thrill that no other types of winter sports can afford.

In addition, associated with local tourism development by the joint efforts of government and people in snowy regions like Hokkaido where the winter Olympics were held in 1972, snowmobile racing is being given another boost through well thought-out advertisement and PR activities, and construction of new snowmobile lands.



A vast snowfield echoing with dynamic exhaust sound

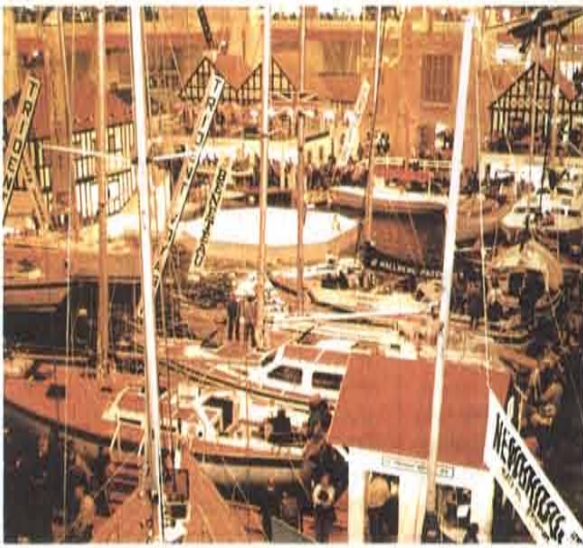


The '86 series opens in a snowstorm.

# EUROPEAN BOAT SHOWS

# Popularity centers on Mid/Large-sized outboards

The beginning of the new year, 1986, also marked the opening of the annual European Boat Shows. At this year's shows Yamaha prepared displays of its new outboard motor line-up, including the first-ever 3-cylinder engine in the 30hp category, the Yamaha 30D, along with line-ups of generators, and other power products. Along with the rising popularity of big power boats for leisure marine sports, there has been an increasing demand for mid/large-sized outboard motors over the past 2 years. For this reason Yamaha has big expectation for its mid/large sized outboards in the upcoming season.



Left to right: Mr. I. Hasegawa, Director/General Manager of Yamaha Marine Div., Mr. Mizuno and Mr. Hayashi of YMENV and Mr. John Hurry, Manager, Marine & P/Products Div., Mitsui Machinery Sales (UK) Ltd.

Being the first show of the season in Europe this year, special attention came to focus on the London Boat Show. Blessed with unusually warm temperatures and fair weathers throughout the course of the show, from January 1st to 12th, exceptionally large number of visitors showed up this year at the Yamaha exhibit prepared by Mitsui Machinery Sales U.K. The total attendance during the show's 12-day period was said to be 300,000.



PARIS SHOW

FRANCE

Opening soon after London on January 10th was the Paris Show, which boasted an overall attendance of 350,000 during its ten-day run. The exhibition hall which was open until 11 p.m. on weekends and 10 p.m. on weekdays, had an especially festive atmosphere this year. The gala mood was reflected in the eyes of the visitors, who gathered around the Yamaha Marine France booth each day until late into the night.



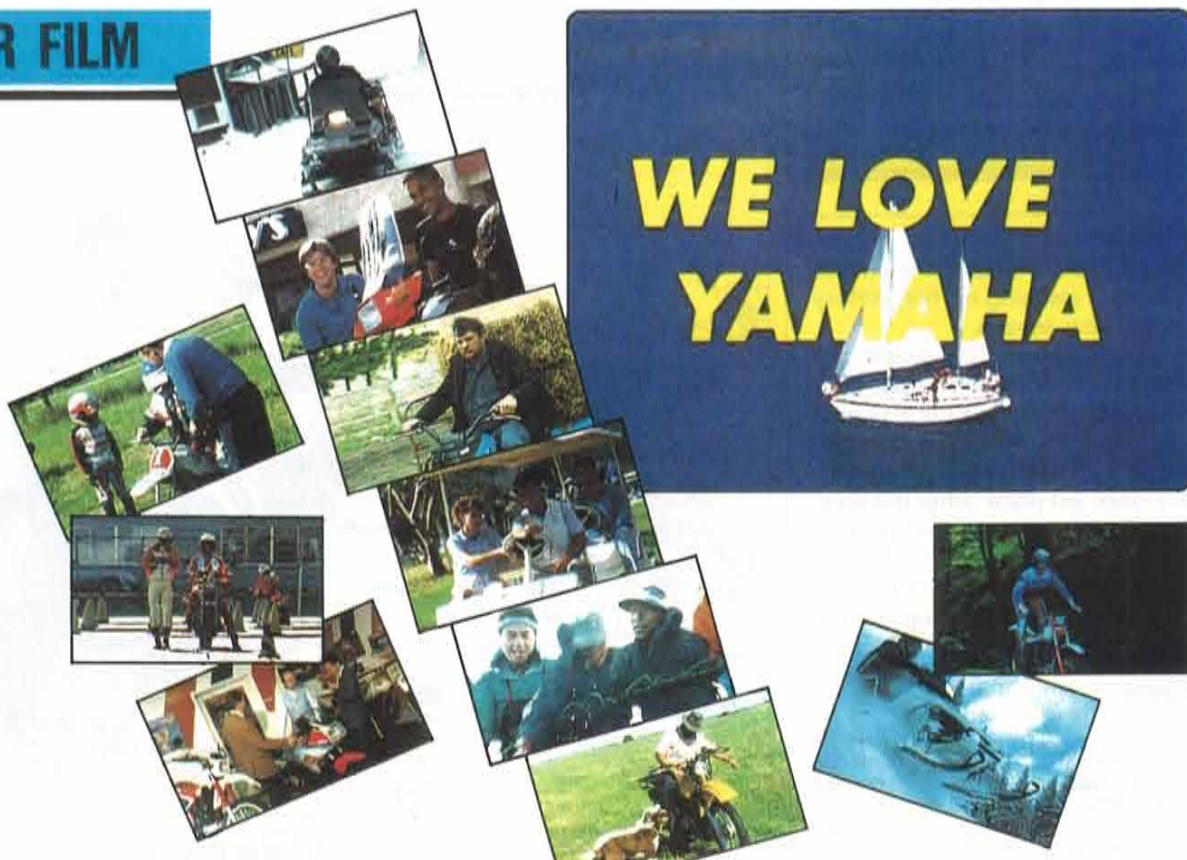
GERMANY DÜSSELDORF SHOW



Traditionally the largest-scaled show of all, Düsseldorf this year featured exhibits by over 1,000 companies from 20 nations. Not only the Yamaha booth sponsored by Yamaha Motor (Nederland) BV, but also the booth of independent dealers were crowded with visitors anxious to talk business. Over 300,000 people turned out for the show during its 9-day run from January 18th to the 26th.

## NEW YAMAHA PR FILM

A new PR film introducing Yamaha's corporate activities has just been completed. The film has been made for showing to motorcycle dealers, marine dealers, power products dealers, importers, various related clubs and the consumer public, both domestic and international. It not only deals with such subjects as Yamaha's product development philosophy, research activities, production line technology and Yamaha's numerous factories around the world, but also provides a lively picture of people who use Yamaha products every day on land and on the sea. Also including themes such as new life style changes Yamaha products can offer, suggestions for demand creating activities and Yamaha's race activities, this film is now the simplest and best introduction to Yamaha's new corporate philosophy available.



Title: "We Love Yamaha"  
 Film No.: A953  
 Film size: 16mm, color  
 Narration: English, Spanish, French, German, Chinese or Japanese  
 Running time: 23 minutes 30 seconds  
 Price: ¥60,000 (16mm) FOB Japan/  
 ¥9,000 (VTR cassette) FOB Japan  
 \* Video version fits both Beta Max and VHS tape decks.