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The sound of a powerful new engine

In Japan, motor sports fans can see the start of both the big motorcycle and the big automobile race seasons at the same time. The opening round of the motorcycle Japanese National Championship Series and the opening round of the 4-wheel F-II Championship Series are both held on the same day at the same circuit.

This is the "Big 2 & 4" event. This year at this event Yamaha came away with victories in three of the five race categories.

First of all, the F-II race. Making its debut in 4-wheel racing just last year, the Yamaha OX66 engine immediately proved its tremendous potential, and this year several drivers have taken on OX66 sponsorship to try this surprising new engine. In this, the important opening round of the new season, Keiji Matsumoto drove his OX66-powered Cabin Racing machine (Ken Matsuura Racing Service) to a start-to-finish victory over reigning champion Satoru Nakajima (March/Honda). In third place was another March/Yamaha machine driven by T. Wada.

In the motorcycle Japanese National Championship Series opens, as well, the victory went to Yamaha. Riding a proven YZR500 Tadahiko Taira, the reigning National Champion chalked up yet another victory. Smashing challenges by Honda riders R. Roche and S. Yatsushiro, Taira showed once again the unbeatable racing strength that made him king of the Japanese circuit.

Also, in the Junior F-III class K. Machii rode to victory on a Yamaha TZR250.

T. Taira, fast and smooth on his YZR500.



A perfect season start for Yamaha



The start of the F-II race. Top drivers K. Matsumoto (8), G. Lees (7), E. Elgh (3), M. Hasemi (5), Y. Tachi (6), T. Wada (26), K. Takahashi (24) and M. Shimizu (33), have all chosen the Yamaha OX66 engine.

To create jobs while promoting the spread of safer boats

A joint venture company established in Canada to manufacture FRP boats

On March 20th at the capitol building in Ottawa, Canada a signing was held for the establishment of a joint venture company between Yamaha Motor and Waskaganish Enterprise Development Corp., (President: Billy Diamond, Grand Chief of the Cree Council). The new company, called Cree-Yamaha Motor Enterprises Ltd. will manufacture FRP boats with technical assistance from Yamaha Motor. The creation of this new company comes under the program of the Canadian Government to aid the creation of new employment which will contribute to the economic independence of minority groups, and the encouragement of

local industry development for the improvement of general living standard. Practically speaking, the new company will use local Indian labor to manufacture safer FRP boats to meet the fishing, hunting and transportation needs of the Cree Indian (Pop. 60,000) and the Northern Eskimos (Pop. 25,000). Production is scheduled to begin in June of 1986 with a first-year target of 200 boats.

It is believed that the company can produce boats which will improve the efficiency and economy of fishing, transportation and hunting activities, which are the primary uses of boats in the target market, the shore areas of James Bay.



Third from the right; Mr. B. Diamond, Mr. T. Arata, Managing Director, Mr. I. Hasegawa, Director and Mr. M. Aoba, President of YMCA.

NZ Minister of Labour visits YMC



From right to left: Mr. Akuzawa, Iwata processing section manager, Mr. Roger, Minister of Labour, Mr. Gall, Private Secretary of the Minister of Labour, Mr. Yoshida, assembly section manager, Mr. Wilson, Second Secretary of New Zealand ambassador to Japan, Mr. Sahara, Mr. Murai, President of Sunward, and Mr. Aoba, department manager.

Recently, the New Zealand Minister of Labour, Mr. Stan Roger, accompanied by the New Zealand ambassador to Japan, Mr. Roger Peren, his Private Secretary, Mr. Ron Gall and Second Secretary, Mr. Brian Wilson paid a visit to Yamaha Head Office for an observation tour of the main factory. The tour focused on the actual operating conditions of robots in the automation system and labour-management relations.

Representing Yamaha on the tour were Mr. I. Murai, President of Sunward Co., Ltd., one of Yamaha's affiliated companies, and other staff of the overseas business section. After the formal tour, the guests took time to talk and become better acquainted with the host members including Mr. I. Hasegawa, Senior Director/General Manager of Marine Div. as well, in an atmosphere of mutual friendship.



One million sets of parts by CKD production

Y.I.M.M. (P. T. Yamaha Indonesia Motor MFG.) is an Indonesian company which began manufacturing Yamaha motorcycle parts in 1975. Last November marked the tenth anniversary of the company's Yamaha parts production, and it also was the month that total production reached the equivalent of one million sets of motorcycle parts. This is the first time that a Yamaha overseas CKD joint venture factory has achieved such a monumental production record.

In accordance with the Indonesian government policy of domestic production guide lines, Y.I.M.M. has increased production gradually to include not only die-cast parts, but also large chassis parts as well. With the introduction of new models and additional domestic production for the Indonesian market, a major rise in overall production is anticipated this year, the company already has its sights on the 2 million set production mark.

Boatrace in Cordoba



With all preparations completed, the boats await the start.

Recently in Argentina, the 6th annual Argentine Interprovincial Motorboat Championship was held in the city of Cordoba. Yamaha-powered boats, participated in all of the five race categories except the 235hp category, winning four of these races they entered.

Here are the race results;

- Up to 75hp**
1. J. Mann Pagliettini-Yamaha
 2. C. Raviolo Pagliettini-Yamaha
 3. G. Pineura Pagliettini-Mariner
 4. J. M. Isaias Pagliettini-Yamaha

- Up to 75hp (modified)**
1. J. Mann Pagliettini-Yamaha
 2. C. Raviolo Pagliettini-Yamaha
 3. R. Negrette Johnson
 4. J. M. Isaias Pagliettini-Yamaha

- 115hp**
1. R. Menegazzo Pagliettini-Mariner
 2. C. Decabrera Pagliettini-Yamaha
 3. C. Raviolo Pagliettini-Yamaha

- 140hp**
1. D. Pagliettini Pagliettini-Yamaha
 2. C. Decabrera Pagliettini-Yamaha

- 140hp (modified)**
1. D. Pagliettini Pagliettini-Yamaha
 2. R. Menegazzo Pagliettini-Mariner

The 700,000th Toyota Engine comes off the line



Beginning in 1966 with its first consignment of engines to be produced for the Toyota 2000 GT/3M, Yamaha has worked on the development and production of many high performance automobile engines for Toyota cars.

On February 15th of this year the 700,000th Toyota engine came off the Yamaha production line. To commemorate this occasion, a tape-cutting ceremony was held at the Yamaha Main Factory's AM section with President Eguchi, the staff of the Automobile Engine Division and many other guests in attendance. After the tape-cutting, President Eguchi pressed the switch to start the assembly line conveyor and bring the 700,000th engine (a 1G-GTEU) off the line amidst a roar of applause.

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!

A Big Single around the world



Mr. Horiguchi (second from left) tells the Yamaha Overseas Service Department representatives; "I chose it because, first of all, it's a single, and secondly, its size and weight are the most convenient for a trip like this, and finally, I love its styling too."

On March 3rd, Makoto Horiguchi, a designer living in Tokyo, set out to fulfill his life-long dream of making a trip around the world by motorcycle. His trusted motorcycle is a blue Yamaha SRX400. Mr. Horiguchi's plan is a staggering 132,000km trip that will take him through 39 countries, beginning in North America, then moving through South America, crossing to Europe, then North Africa, the Middle East, Asia and finally Australia. Averaging 400km a day he expects the entire trip to take him 2 years to complete. As far as lodging and meals are concerned, Mr. Horiguchi plans to spend most of the trip sleeping in a tent and doing his own cooking, although

in cities he plans to use youth hostels, YMCA's and the like. Prior to his departure, he stopped at the head office of Yamaha Motor to get advice from representatives of Yamaha's Overseas Service Department and other departments concerned. Having made the same type of trip over the same route 20 years ago, Overseas Service Department manager, Mr. Yoshida, commented; "I was very impressed with the thoroughness of Mr. Horiguchi's preparation with regard to the route and its climate conditions, the preparation and maintenance knowledge concerning his bike, and overall expenses." According to his schedule, Mr.

Horiguchi will travel through Canada, Alaska and the USA from April to August; Colombia—Peru—Argentina—Urguay—Brazil from September until the following January, Spain—Morocco—Algeria—Tunisia from January to March; Spain—Portugal—France—Great Britain—Belgium—Holland—Germany—Denmark—Sweden—Finland—Germany—Austria—Switzerland—Italy—Yugoslavia—Greece—Turkey from April to September; Turkey—Iran—Pakistan—India from September to December; and finally January to April of 1988 will be spent crossing Australia, after which he will return to Japan by plane. Somewhere along the way he may even show up at your office or shop!

Bike of the Year

FZ750

Yamaha's FZ750 sports-touring motorcycle has been named Bike of the Year by Australia's top-selling motorcycle magazine.

The award was made by the road test staff of "Two Wheels" Magazine. This award followed the Yamaha FZ750's victory in the recent Castrol



Mr. Kevin Ryan, general manager of Yamaha Motor Australia (right) accepts the Bike of the Year award for the Yamaha FZ750 from "Two Wheels" magazine editor Mr. Bill McKinnon.

Six-Hour Production Race, the world's most prestigious race for street-going motorcycles.

Bike of the Year judges said 1985 represented the greatest year of engineering and design advancement in motorcycles since the arrival of the modern Japanese motorcycle in the late 1960s.

The Yamaha FZ750 features a unique five-valves-per-cylinder design.

"This design breakthrough gives the machine a combination of sports performance and economical, flexible power for suburban riding," judges said.

The Yamaha FZ750 engine produced 75 kw at 10,500rpm. Its excellent fuel economy was highlighted in the Castrol Six-Hour Production Race, where it required fewer fuel stops than its opposition.

The Bike of the Year judges also noted the machine's ability, fine steering, low seat and center of gravity, and tractable engine.

The new Yamaha cylinder head design allowed the engine to be laid further forward in the chassis, resulting in a lower center of gravity for improved handling.

The Yamaha FZ750 last year won three of the five long-distance production races it contested, plus the Regina Chains Production Sprint Race series, run during the November-December international season.

The criteria for the "Two Wheels" Bike of the Year award include value for the price, performance in regards to intended function, and advancement of design and engineering excellence. Yamaha has been named Bike of the Year on three occasions in the 13 year history of this award.

Jewels for a king

Extracts from "Cycle", March issue of 1986

In the United States 250s and 400s are considered as beginner bikes - the last machines you would expect to find "King" Kenny's personal collection. But, in fact, his garage stable two small Yamahas, an FZ250 and FZ400. Why does this superstar make so much of these machines, especially the 250 Phazer.

"They handle like my GP bikes", says Kenny, "That's the kind of fun I have on GP bikes. My race bikes have very direct steering response. I know exactly what the front end is doing all the time. I'm not comfortable on big street bikes because they don't tell me what's going on at the front end. But this Phazer is direct. I can stuff it hard into corners and not worry about stuffing myself into the ground." The Yamaha 250 snaps into corners like a rubberband on the rebound, and no matter how hard you push - accelerating through turns on a tight line, braking deep over rough pavement,

Spanish outboard dealers meet in Madrid

Recently, Yamaha's Spanish importer, LEDASA held an O/M dealer meeting in Hotel Cuzco, Madrid.

During the meeting the outline of '86 sales policies was announced by Mr. I. Hasegawa, Director of Yamaha Marine Div. and Mr. Sugiyama, Manager of Overseas Marine Business Dept. on behalf of Yamaha Motor.

Giving a speech is Mr. Fdo German Lopez, President of LEDASA.



cornering at speeds beyond the grasp of most sport bikes - the Phazer's front end stays planted. By middleweight standards the Phazer doesn't make much power, but

Roberts doesn't need much; he goes fast simply because he never slow down. This is a unique kind of road game. Says Roberts: "Everything has to be just right - your line, your braking point, the gearbox - or you come out of the corner slow. Anybody can come out fast on a Superbike - just grab a handful of throttle." He thinks it's a great beginner bike, something a budding sport rider can grow into, have fun on without going too fast....

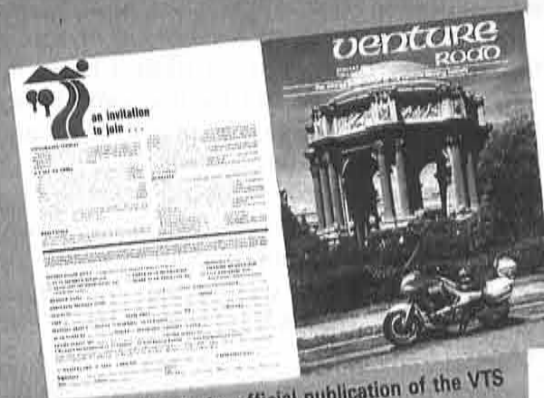


Teacher: "Did your big brother help you with your homework, Jack?"

Jack: "No, miss, he did all the work himself."

VTS

Open to All Venture Owners



Venture Road, the official publication of the VTS

In America there is an international organization known as the Venture Touring Society. This is a motorcycle club for Venture and Venture Royale owners that provides its members with something more than the usual club. It is a true touring society that keeps its members informed with all types of information concerning their machines, parts and accessory sources, local and regional rallies, and how to contact fellow Venture owners. The VTS has an official publication called "Venture Road" which gives its readers up-to-date information, reader input, classified ads, touring and rally information, news from local chapters and much more. A unique feature called Venture GRAM enables members to contact the home office and manufacturers immediately. In the Venture, Yamaha has designed "the ultimate touring machine", and VTS is determined to make itself one of the world's foremost touring organizations.

The VTS's objectives are:

- To unite XVZ (Venture/Venture Royale) owners and establish leadership throughout the country, including State Directors, Area and Chapter Representatives, that will assist the home office in collecting information vital to its members.
- Future plans call for establishment of a 24-hour message and forwarding service, health and accident insurance at group rates (several states already have this), a credit union and a national directory listing campgrounds, motels, restaurants, etc. that welcome members of the motorcycling community, some possibly offering discounts, making touring adventures even more enjoyable.
- Continuing efforts to add to the growing list of Yamaha dealers who will participate in the Priority Dealer Network, assuring members and their motorcycles a place that will take care of them in the quickest and best way possible.
- To promote safety, brotherhood and the upgrading of the motorcycle image throughout the land, without surrendering the freedoms afforded us.
- To continue to find new ideas, ways and benefits to make membership in the VTS the best thing going.

Benefits:

- A gold plastic membership card entitling the members to all privileges and services provided by the Venture Touring Society.
- An official club patch, pin, decal and certificate (full member). Other club apparel and regalia are available, designed exclusively for members of the VTS.
- A year's subscription to Venture Road, a glossy, fullcolor monthly magazine listing important information to riders and dealers, letters from other members, and articles that make enjoyable as well as informative reading to one and all.
- Access to a toll-free emergency number to assist members while on the road, giving their information to dealers and/or members in the area, should they need help.
- An International Rally each year hosted by the VTS and open exclusively to Venture owners and their guests.
- A low-cost group insurance plan for members is available.
- A low-cost extended warranty plan is also available for the Venture.

Quality Products in

YAMAHA BEFORE-SERVICE ACTIVITIES

No matter how excellent a machine or tool may be, if one doesn't understand how to use it, or uses it in an incorrect way, it will prove to be nothing but a useless and troublesome thing to its owner. On the other hand, the same machine or tool, in the hands of someone who knows how to use it to its full potential, will always be a reliable partner he will want close at hand.

Since its founding, Yamaha Motor has always made a policy of striving to supply the highest quality products to the peoples of the world, and at the same time, in order to ensure that these products are used in the best possible way, it has also continued great efforts in the area of service activities.

Manuals and parts lists for each new model have been made, and service training and organization of service networks have been undertaken for the purpose of creating satisfied customers everywhere, regardless of differences in the social and economic conditions, the geography or customs of the different countries where Yamaha products are used.

Since last year, with introduction of the Yamaha Before-Service campaign, hailed as the most up-to-date and effective service system for motorcycles, even greater efforts are being made by servicemen and salesmen who have attended special training seminars and by instructors sent abroad by Yamaha to establish this new service system in markets all around the world.

What is Before-Service?

In a word, the goals of Yamaha Before-Service are: 1) to develop trouble prevention service activities, and 2) to increase the reputation of Yamaha motorcycles. Trouble repair type service activities are already out of date. After-service is still important but Before-Service can help the customer enjoy a trouble-free Yamaha motorcycle life. By receiving Before-Service, Yamaha motorcycles can provide better performance at lower running cost than other brands. This brings the customer greater satisfaction and wins his higher trust for Yamaha. So Before-Service is considered a very effective sales promotion strategy for the future. Also, if the number of troubles is decreased by the promotion of Before-Service, not only salesmen, but also servicemen and parts handlers can play a larger part in sales expansion. This will greatly increase the total sales capability of importers and dealers. And, at the same time, Before-Service creates a new type of communication with the customer through ideal service activities. In addition, through this new type of communication with the

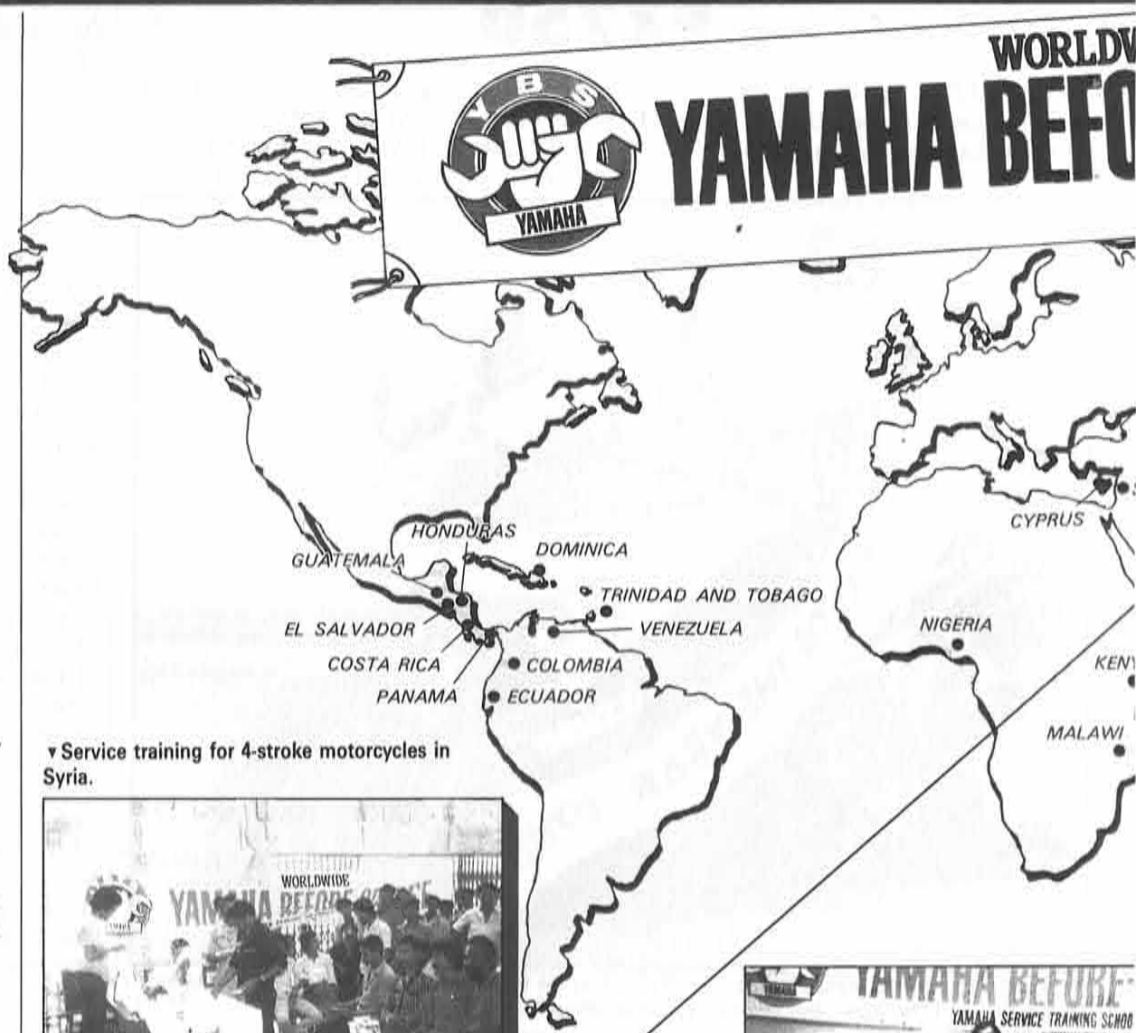
customer, data on Yamaha motorcycle evaluation can be collected and fed back to Yamaha for the development of more suitable models in the future.

What you learn in YBS training

"Practical Instructions for YBS Activities" and Video Cassette for the YBS introduction become two important tools when servicemen and salesmen undergo YBS training in line with the abovementioned philosophy and goals.

Here are the contents of what they learn in YBS (Yamaha Before-Service) training:

- 1. Promotion of Before-Service**
Clarification of the contents, goals and effective methods for Before-Service activities.
- 2. Improvement of service staff capability**
Instruction in the know-how of Before-Service activities such as general product knowledge and service knowledge necessary for customer instruction.
Even now, a considerable number of



Service training for 4-stroke motorcycles in Syria.



YBS training for police bikes in Dubai and Sharjah.



A mobile service campaign in Bangladesh.

In addition to the various types of YBS YSTS (Yamaha Service Training School) in various countries around the world, all over the world also come to study Motor Company's training programs

customers follow service staff's advice in the choice of their motorcycles. The service staff will have more chances to contact customers through Before-Service activities.

Sales talk based on better and wider product knowledge will help increase sales.

3. Improvement of sales staff capability

Instruction in the know-how of Before-Service activities such as general product knowledge and service

knowledge for customer instruction.

In Before-Service activities, pre-delivery service and periodic inspection will be done by servicemen alone. But all other operations must be done by salesmen as well as servicemen.

These include "proper explanation of product features", "instructions for customer's self-maintenance" and "collection of after-sale product information".

Good service knowledge will also help improve sales techniques.

2 Yamaha Before-Service Target for 1986

Last year YBS activities were introduced in the fifteen countries in the world and in each case it received the high acclaim of its participants.

Now these participants are planning and promoting YBS programs actively in their own countries.

For 1986 Yamaha Before-Service program is being promoted in a more aggressive way and expanded to all the main world markets for the purposes of greater customer satisfaction, greater sales results, and a more powerful global Yamaha service network.

And information is being transmitted to

YMC in a more accurate and speedier way for the purposes of minimum customer annoyance due to problems, reflection of improvements in future models and insight into proper model selection for each individual market. Here are some of the actual activities that are planned for this year:

(A) Strong efforts will be directed toward the development of YBS activities in the 28 countries of the world.

(B) A YSTS (Yamaha Service Training School) is scheduled to be held, as well, at YMC's Head Office in September.

'85 organizing countries	'86 organizing countries
Thailand, Malaysia, Taiwan, Singapore, India, Bangladesh, Dubai, Syria, Nigeria, Venezuela, Colombia, Dominica, Guatemala, Panama, Trinidad & Tobago	Malaysia, Taiwan, Thailand, Singapore, Indoneisa, Philippines, India, Pakistan, Bangladesh, Sri Lanka, Nepal, Dubai, Syria, Cyprus, Nigeria, Kenya, Malawi, Reunion, Venezuela, Colombia, Dominica, Guatemala, Honduras, El Salvador, Costa Rica, Panama, Ecuador, Trinidad & Tobago

Development of Before-Service

Before-Service training for servicemen and salesmen

Contents of Before-Service

- Before-sale operations
 1. Proper explanation of features and operating merits of Yamaha motorcycle.
- Pre-delivery operations
 2. Perfect set-up and pre-delivery service of a motorcycle.
- Customer instruction
 3. Instructions for the correct use of a motorcycle.
 4. Instructions for correct self-maintenance.
 5. Instructions for appointment of periodic inspections.
- After-sale operation
 6. Collecting and feeding back customers' Yamaha motorcycle evaluation data to Yamaha Motor.

What is Before-Service

Effects

1. The customers can use their Yamaha motorcycles to their fullest potential.
2. The motorcycle can maintain good function and performance for a longer time.
3. Fuel cost and repair expenses can be kept to a minimum.
4. The motorcycle can be traded in at a high price.

Greater customer satisfaction

1. Increased Yamaha reputation
2. Increased sales
3. Increased profit

Top Condition



WORLDWIDE BEFORE-SERVICE



▲ Service managers from Malaysia, Bangladesh, Taiwan, Guatemala and Venezuela gathered for a service managers' meeting at Yamaha Motor's Head Office.



▲ A YBS school in Taiwan.



▲ YBS education for dealer servicemen in Thailand.



A YSTS program in Malaysia.



Service schools and schools being held in Japan.

CHARACTERISTIC	PERIOD	SPECIAL FEATURE	YOUR COST PER PERSON
(A) Same as YSTS '85 at YMC	Sept. 17-27	High intensity of curriculum	Same as YSTS '85. Round trip ticket fee plus US\$300
(B) Cooperate with AOTS*. This course should be 1 week in AOTS and more than 30 days in YMC course.	Sept. 10-16 AOTS, Sept. 18-27; YSTS, Sept. 28-Oct. 17;	(A)-style course and 2-week actual practice at YMC Service Center in Tokyo	Each distributor was already informed of the approx. cost directly from YMC in Dec. of last year.

* AOTS: Association for Overseas Technical Scholarship. Participants in AOTS technical training courses, promoted by the Ministry of International Trade and Industry, who undergo training in accordance with the rules and regulations established by AOTS are eligible for financial assistance in the form of scholarships from the Ministry.

Two types of courses are planned for this year's school program, as shown in the above graph, in hopes of attracting as many participants as possible. (C) At present a "Market Information Gathering Contest" is underway for the period from February 1st to the last day of December this year, which will be judged based on the following three items:

1. Quality and amount of market information gathered.
 2. Quickness of response to important market problems.
 3. Efforts in researching the cause of problems.
- Awards will be presented to the top three distributors at the end of the contest.

3 YBS tools

In order to aid in more effective promotion of YBS programs, the following types of tools have been prepared. These tools are also useful as educational materials to aid in the training of servicemen and salesmen.

FOR BEFORE-SERVICE OPERATIONS

Yamaha new model guides, leaflets etc. These are used in explaining the merits

and special features of a Yamaha motorcycle to the customer.

FOR PRE-DELIVERY OPERATIONS

Check sheet
It is essential to deliver a perfectly set-up machine to every customer. Before handing the motorcycle over to the customer this check sheet is used to make a final check of the product with the customer.

FOR CUSTOMER INSTRUCTION

Owner's manual/service manual
These publications should and can be used together with the newly set up YBS tools. They contain all the necessary information you need to keep your motorcycle always in the best running condition and explain the necessity of periodic check-ups and how to perform them.

"Do YBS" video cassette/customer's note

These tools to be given to new customers provide complete and easy-to-understand explanations of the engine, chassis and electrical equipment, and how to maintain them, as well as an explanation of the proper way to ride a motorcycle. Dealers can

show this DO-YBS-video cassette at his showroom. Dealer's servicemen and salesmen can use this customer's note for their customers.

FOR COLLECTING INFORMATION

Customer questionnaire sheet

This is a customer questionnaire designed to aid in information gathering. Information gathered from the customer—dealer—importer—Yamaha Motor is evaluated and fed back into the market.

In addition to these tools, there are also available YBS shop signboards and banners, a "Do! Yamaha-Before-Service" poster, a Self-Maintenance poster and a Self-Maintenance sticker.

YBS tools

YAMAHA BEFORE SERVICE
CUSTOMER'S NOTE

YAMAHA BEFORE SERVICE
CUSTOMER'S NOTE

Two kinds of customer's notes

▼ YSTS sticker

▼ Check sheet

▼ Self-maintenance sticker

YAMAHA BEFORE SERVICE SELF MAINTENANCE

CHECK YOUR MOTORCYCLE & ENJOY THE GOOD YAMAHA LIFE

START

FINISH

YAMAHA MOTOR CO., LTD.

"Do! Yamaha Before-Service" poster (about 84×60 cm)

Comparison of wear on engine parts (piston, piston ring, cylinder, etc.)

With maintenance

Without maintenance

Perfect operation

Distance/operation covered

Engine overhaul (cylinder boring, piston ring change, etc.)

(MERITS FOR YOU)
1 YOU CAN USE THE FULLEST POTENTIAL OF YAMAHA MOTORCYCLES
2 YOUR MOTORCYCLE CAN KEEP ITS PERFORMANCE CAPABILITY FOR A LONGER TIME
3 FUEL COST AND REPAIR EXPENSES CAN BE KEPT TO A MINIMUM
4 YOUR MOTORCYCLE CAN DEMAND A HIGH PRICE WHEN IT IS TRADED IN AS A USED PRODUCT

YAMAHA

▲ Self-maintenance poster (about 84×60 cm)



Ready to serve Northern China's Yamaha owners

Yamaha Beijing Service Center

The Yamaha Beijing Service Center, which was established for the purpose of maintenance and service of Yamaha motorcycles in cooperation with the Beijing General Transportation Company, moved to a new facility on the same day as the opening of the Yamaha Beijing Office, March 1st. The move marks a big level-up in both facilities and machinery and tools for the Center, as well as strengthening of the organization of the service and part supply staff.

The new Service Center has a workshop space of 120m², a training room of 60m², a showroom of 132m² and a parts storage room of 132m². There has also been an increase in the machinery and tools in use, such as bike lifts, boring machines, oil presses, various kinds of air-tools and other special tools.

This Yamaha Beijing Service Center serves as the central station for service management, technical training, parts supply and

user care (such as periodic check-ups and maintenance), to cover the whole northern half area of China. At present the Center has a capacity to repair about 600 machines per month.



Shaking hands are Mr. Wu Hai Feng, Vice-Director of the Transportation Bureau, Beijing General Transportation Company (right) and President Eguchi of YMC. Mr. Eguchi and 19 other Yamaha staff members visited the Service Center while they were in Beijing for the opening ceremony of the New Yamaha Beijing Office.

48 representatives of the Chinese Embassy tour Yamaha's Main Factory

The other day prior to the opening of the Yamaha Beijing Office, a group of 48 members of the Chinese Embassy in Japan visited Yamaha's head office to tour the factory and increase their familiarity in general with Yamaha Motor. In response to President Eguchi's welcoming speech, the head counselor of the Embassy made a return speech in which he said that Yamaha motorcycles and musical instruments are now enjoying great popularity in China, and that recently a movie entitled "The Yamaha Fish Seller" (the story of a young man who made a successful business for himself delivering fish to customers by Yamaha motorcycle) was a big hit around the country. He went on to say that Yamaha is also highly respected for the number of Chinese technical trainees it receives for training seminars every year.

He finished by saying that these types of activities have made Yamaha a very popular company in China, and that he and his colleagues were thus very pleased for the opportunity to tour the Yamaha Main Factory.

After their tour of the factory guided by factory manager, Mr. Yoshida, and the present Chinese technical trainees at the factory, to which they showed profound interest, the group headed off for a tour of "Tsumagoi".



Newly developed V-drive fishing boats for the Japanese market

On February 1st Yamaha introduced four new fishing boats in 10 variations for the Japanese market, all of which feature the new "Yamaha V-drive system", a new type of V-drive propeller mechanism. In conventional fishing boats (inboard type) the drive shaft has always been connected directly to the engine, a fact which required that the engine be located somewhere near the middle of the boat. In the new system, however, the engine is positioned in the

rear of the boat and connected to a V-type drive shaft, through marine gears, to drive the screw. This new positioning of the engine means not only 20% more work space in the center section of the fishing boat, but also allows for a new type of low-resistance hull design that increases cruising speed by approximately 10% (over conventional hulls) and improves fuel economy.

This, of course, means that a more economical and easier-to-use fishing boat design is now possible.

Also, the fact that the engine is not directly connected to the drive system means that the engine can be mounted on rubber-mounts and enclosed in a more completely sealed compartment for reduced vibration and running noise.



Luxury on the Links

Golf carts were conceived as simple, functional machines that would ferry players around courses that often stretched for three or four sinuous miles. Now, however, more and more linksters prefer to ride in style. Japan's Yamaha, and more linksters prefer to ride in style. Japan's Yamaha, which is becoming the deluxe class of fairway transport, has just introduced the fanciest, priciest cart ever to cruise past a clubhouse. Called the Sun Classic, the "golf car," as Yamaha refers to it, sells for \$4,230 and comes with tinted windshield, headlights with high beams, turn signals, chrome bumpers, and tail lights, adjustable seats, and chrome wheels. The white wall tires, 15" of plush carpeting, and an FM radio can be added for more to the sticker price.

The Sun Classic is an especially big hit in retirement communities that allow people to drive golf carts on public courses. In Sun City West, Ariz., Yamaha Dealer Ned Leary says golf carts have become a major mode of transportation. He adds, "Here, parking lots have spaces marked just for golf carts."

Powered by a small gasoline engine that gets as much as 24 m.p.g., the Sun Classic is geared to travel at 13 m.p.h. but can be souped up to hit 30. Jim Hakeman, 66, of Sun City West, uses his new Sun Classic for shopping expeditions and

visits to friends' condominiums. Says he: "It's a beautiful machine. It's the first golf cart that doesn't look like one." It is fast becoming an object of envy. Says Larry Koch, 52, who lives near the Round Hill Country Club in Alamo, Calif.: "The Sun Classic is very stylish. A dozen guys have already bought one after seeing mine."



Yamaha's "golf car" handles a roadway as well as a fairway

GOLD PRIZE for Yamaha ad



Yamaha's English-language magazine ad was recently awarded "Gold Prize" for its excellence in the Best Corporate Category of FCC Prize for English-language Advertising. FCC (Forum for Corporate Communications) was founded in 1979 in Tokyo by Japanese and foreign specialists involved in the Japanese information industry, with the intent of improving communications between different cultures. In 1983 FCC adopted the Prize for English-language Advertising for the first time in Japan. It is divided into five different categories, namely, Best Campaign, Best Corporate, Best Industrial, Best consumer Product and Best Service. Gold and silver prize ads are selected in each category, and the best one of these prize-winning ads is awarded "Grand Prix".

An upscale "golfcar" designed by Yamaha Motor especially for the USA market is being very well received.

The "Sun Classic" is a deluxe model which takes a basic golf cart body and adds to it a roof, tinted windshield, headlights with high beams, an adjustable automobile-type seat, turn signals, locking truck, chrome wheels, radial white wall tires and a locking glove compartment.

With a 214cc displacement engine, the "Sun Classic" goes 12 miles per hour and has a 6.3 gallon fuel tank that delivers more than 150 miles per tankful.

Recently, in the USA, closed communities for the elderly which include residences, shopping and sports facilities all in one closed area have become very popular, and the "Sun Classic" is making a hit as a means of transportation for inside such a community.

Although last year was only a test marketing, the response was so favorable especially in retirement communities, and articles about the new "Sun Classic" were written up in a number of important American publications such as "Time", "TODAY", "Money" and "Los Angeles Times".

All according to plan!

Vimond wins 1st round of 250 motocross championship

Riding a modified YZ250, Sonauto-Yamaha's Jacky Vimond, scored a brilliant victory in the first round of the 250cc Motocross World Championship held at Venray, Holland on March 9th.

Before the first race Vimond said; "I'm going to give the first round everything I have. I have to make a good scoring in the race. By my rough calculations, based on last year's series, if I can finish in the top three in each round, I have an excellent chance of winning the championship". Based on this comment, he must be pleased with the results of this first round. For Vimond, who just missed taking the championship in 1985, it looks like '86 is going to be a very good year.

As far as the race itself went, Venray is a very sandy course, and this fact gave many riders a lot of trouble.

In the first race, after a false start accidentally caused when D. LaPorte, who was forced to start behind the first row because of the narrowness of the starting gate, tried to get through a gap in the



line, a restart was held and it was local favorite J. Verwijst (Yamaha) who jumped out to the early lead to the roar of 15,000 local racing

fans. But it was another local rider Gert van Doorn who proved to be best at handling the deep sand, which forced many riders to slow down

For the second race many riders changed to larger fuel tanks, but again, it was van Doorn who moved into the lead until he hit a wrong jump and snapped the bars on his bike. With van Doorn out, it was the steady-riding Vimond who took the lead and held it to the finish, followed by Britain's

Dave Watson, who ran out of fuel in the first race.

Vimond, who considers the Dutch sand track his worst event, was very pleased to become the overall point leader in this, the first round of the championship.

RESULTS

1st race	
1. G. van Doorn	.....Honda
2. J. Verwijst	.....Yamaha
3. P. Hansson	.....Husqvarna
4. L. Combee	.....Honda
5. M. Rinaldi	.....Suzuki
6. J. Martens	.....Husqvarna
7. J. Vimond	.....Yamaha
2nd race	
1. J. Vimond	.....Yamaha
2. D. Watson	.....Honda
3. L. Combee	.....Honda
4. H. van Mierlo	.....Honda
5. J. Martens	.....Husqvarna
6. P. Hansson	.....Husqvarna
7. P. Johnsson	.....Honda

500cc MX series opener cancelled

The Swiss GP, the first round of the '86 500cc MX World Championship, scheduled to take place in Payerne, Switzerland on April 6, was cancelled due to heavy snow that prevailed at the time.

The second round (Austrian GP, April 20) will see Yamaha's title contenders Hakan Carlqvist and Leif Persson ride their new restyled Yamaha YZM500 machines.



'86 season opener

Sri Lanka

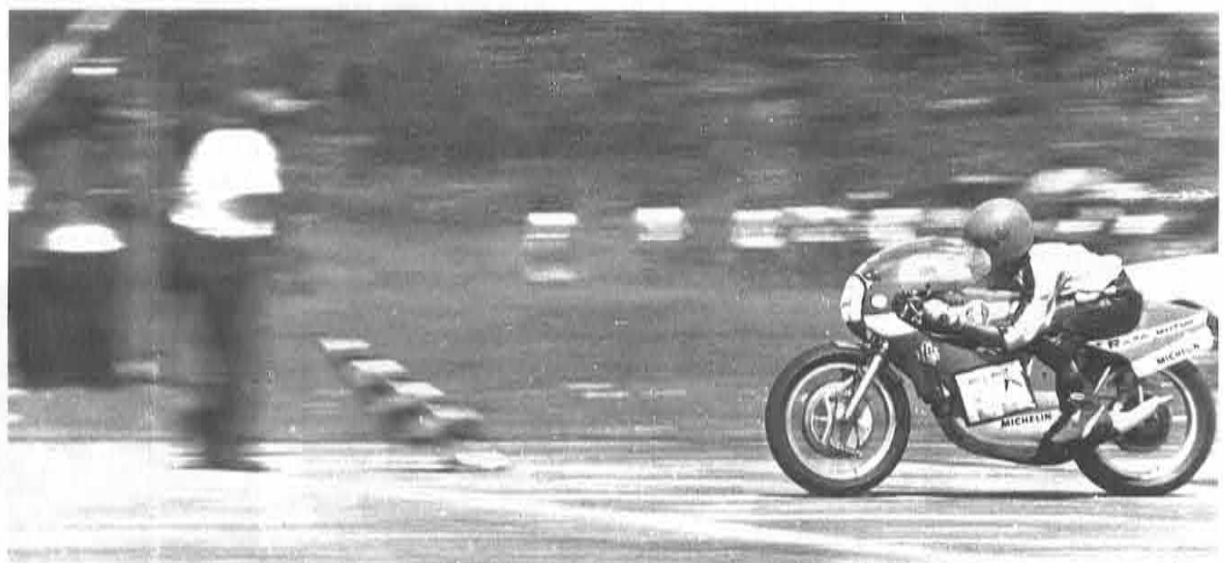
In the first motorcycle race event of the '86 calendar in Katukurunda, Sri Lanka, Yamaha bikes finished first in all eight race categories. The hero of the day was young Nihal Perera, riding the same legendary Yamaha TD2 with a TZ250F engine that his father before him had used to thrill the racing fans of his day. Proving himself to be a real chip off the old block, Perera took first in all three of the

major events of the day; the 250cc class, 350cc class and unlimited class races.

What is more, he did it all on one bike, outclassing many a newer and larger model.

Winning by a large margin in the 250cc class over Anoop Hirdramani (Honda RS125) and Upali Dasanayake (Yamaha TZ250), and again in the 350cc class, lapping veteran Chandra de Costa (TZ350), Nihal was hailed as "the Prince of Two Wheels" by local newspapers the next day. It was in the unlimited class, however, that

he really showed his skill in passing early leader, Senaka de Saisa, on a powerful RD350, and riding unchallenged to the finish. Earlier in the day in the production model divisions, Kishan Dharmartha (RD350), Rohan Meegama (RD350) and K. Jagath Aruna (RD350) made a clean sweep of the 350cc race.



Nihal-Prince of two wheels



Eddie faces the greatest challenge!?

Lawson's off-season

The editors and staff of "Cycle" Magazine (USA) include a group of amateur and former professional riders who know motorcycle racing and its stars inside and out. And, of all the superstars of the motorcycle world, the man that they respect perhaps more than any other (and would give anything to beat just one time in a race) is Yamaha's Eddie Lawson, the '84 500cc world champion. Of course, none of them could ever hope to actually beat Lawson in a real road race, so they put their heads together and came up with an idea that would give them a chance to beat the champ at the next closest thing. They invited Eddie, who was enjoying a relaxing off-season, to a nearby video-game arcade to try his skills on a sophisticated motorcycle race simulator called "Hang-on". Having played this machine once in Japan, the former world champion accepted their offer with his usual confidence. What he hadn't counted on, however, was the fact that his opponents, in their attempt to beat the unbeatable Eddie in any way they could, had spent long hours practicing and polishing their skills on the "Hang-on" simulator, a life-sized replica of a racing bike that the player maneuvers

through an obstacle-ridden course by leaning the machine from one side to the other much like a real motorcycle.

After winning the pole position (the right to choose his place in the order of competition) by finishing with the highest score in the preliminary round, Eddie chose to be the last one to play in the final round, a choice he was later to regret.

It was M. Homchick who scored the highest of the four "Cycle" team members, setting the mark that Eddie had to beat as he climbed onto the simulator for his final run. What he thought would be an easy victory, though, turned out to be one of the toughest catch-up races of his life as the champ crashed into more obstacles and other riders than he has in his whole career of GP road racing in his vain attempt to outscore Homchick.

Although this was a rare defeat for Eddie, it is not likely to shake his confidence much when he takes to the circuit again this season. For the staff of "Cycle" magazine, though, it was a hard-earned victory that they will long remember. By the way, by the time this issue is published, the 1st round of the Road Race World GP will be held and we may be able to see some results from this unique off-season training.

from FIM

'86 Spring Meeting

• 16 GP's in 1987

The number of road race GP's will be increased from 12 to 16 in 1987, including a return for 3 events as follows: The Argentine GP is back to open the series for the first time since 1982. It will again be organized on the fine circuit on the outskirts of Buenos Aires (250 and 500 classes). The Japanese GP returns for the first time since 1967. Only 250 and 500 classes will be run at Suzuka.

The Czech GP returns for the first time since 1982 when the old Bruno track was declared too dangerous. All 5 classes will be held on the new track at Bruno.

• A boon to privateers

GP road race riders are to get a 30% increase in prize money, and much of it will go to the needy privateers. In two separate deals they agreed a 10% increase in travel allowance for this year and a 30% prize money deal for 1987, and this means that at current rates a five-class GP organizer would need to find an extra £36,000 prize money. It also means an end to the strike threat that hung over the '86 series opener at Jarama in Spain on May 4.

• Ruling on superbikes

A special meeting will provide the rules for the proposed new TT Superbike 4-stroke world championship road race class. The rules would then be presented to the annual congress in October. But there is considerable argument about when the new series will start. Some want it to start next year, some the year after. If it doesn't start until 1988 then the current F1 and F2 classes will have an extra year of life.

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Shots of the '86 Daytona 200

Fastest win in history

With a modified FZ750, Eddie Lawson knocked nearly four seconds of the previous course record to win his first Daytona 200 in grand style.

The former world champion, Lawson averaged an amazing 106.03 mph during the race, to put him nearly four miles per hour faster than the record set by Freddie Spencer last year.

The main event of the Daytona Speed Week, the Daytona 200 mile race held on March 9th was a real thriller. Yamaha's Eddie Lawson was the picture of racing perfection as he powered his way to the fastest time ever in the 44 year history of the

Daytona 200. Throwing off a challenge by his Honda rival, Wayne Rainey, Lawson turned out lap after lap of superb riding skill and dazzling speed. When the race was over he had averaged an unheard 106.03 miles per hour for the 57-lap race with his FZ750 superbike. Later Lawson spoke about the race: "I thought I had a race on my hands at one stage", he said referring to the first 10 laps where he and rival, Rainey, traded the lead a half-dozen times.

"But I could see Rainey accelerating really hard and spinning his rear wheel and I knew his tire wouldn't last." Lawson's judgement proved to be true. Rainey was forced to make an unscheduled stop for new rubber on the 11th lap, before his pit crew was ready. This pitstop cost him a painful 42 seconds and all but put him out of the race. After that Lawson was out on his own all the way to the checkered flag, in a brilliant display of his championship-winning form.

With only the backmarkers to worry about, Lawson flew on, making one stop for fuel and another for a new rear tire, just to be sure but coming out of the pit each time still in the lead. It was truly a one-man show for the former 500cc world champ and his FZ750 Yamaha machine.



Eddie and second place finisher K. Schwantz shower each other with champagne.



The only thing in sight of the amazing Eddie are the backmarkers.



Lawson and Rainey get off to a perfect start. After Rainey's 11th lap pit-in, the race became a one-man show for Lawson.



Kel Currathers and Eddie plot their race tactics. Their faces show the confidence of true champions.

Now is the time for us to begin to see all kinds of movements that suggest the coming of a season of outdoor activity. Recently, on the west coast of the United States, three shows were held one after another by the boat, power products and golf industries. As always, Yamaha products were represented in booths at all three shows.

Three shows on the west coast, USA

AED's Condex Exhibit

In San Francisco Yamaha generators were put on display at the "AED's Condex Exhibit", a show for construction industry machinery, organized by the Associated Equipment Distributors. Put on display in the Yamaha booth were various construction-use generators, water pumps, etc. Which attracted special attention from a lot of visitors.



The 30th Southern California Boat Show

Yamaha outboard motors and generators were on display at the Southern California Boat Show, held from January 31st to February 9th at the Los Angeles Convention Center. The show, which was open from 2:00 to 10:00 p.m. on weekdays, 11:00 a.m. to 10:00 p.m. on Saturdays and 11:00 a.m. to 7:00 p.m. on Sundays, attracted a large range of age groups among the visitors.



GCSAA 57th International Golf Course Conference and Show

Also in San Francisco, the Golf Course Superintendents Association organized its International Golf Course Conference Show. Over 300 manufacturers displayed their latest products at the show, among them was a Yamaha booth displaying golfcars.

