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The TZR250 features a liquid-cooled 2-stroke inline twin engine on a delta-box type frame. In a recently held domestic production race with a total of 250 entries, 33 of which survived elimination heats, the Yamaha TZR250 proved its capabilities by holding top 19 places in the final.

TZR250

**RACER-REPLICA:
GROWING
POPULARITY**



Brisk Japanese Market



◀YZF400, an FZR-based F-3 racer (left) and FZR400. The 45° forward-inclined inline four engine, downdraft carburetor system and delta-box frame with the addition of a new digital ignition system and radial tires. Twelve-hundred dealers from around the country showed up for the test ride event held at the time of its release on the market.

At this time the most commonly heard comments were ones like: "It has a perfect balance of engine performance and driving stability" and "It is a highly refined machine".

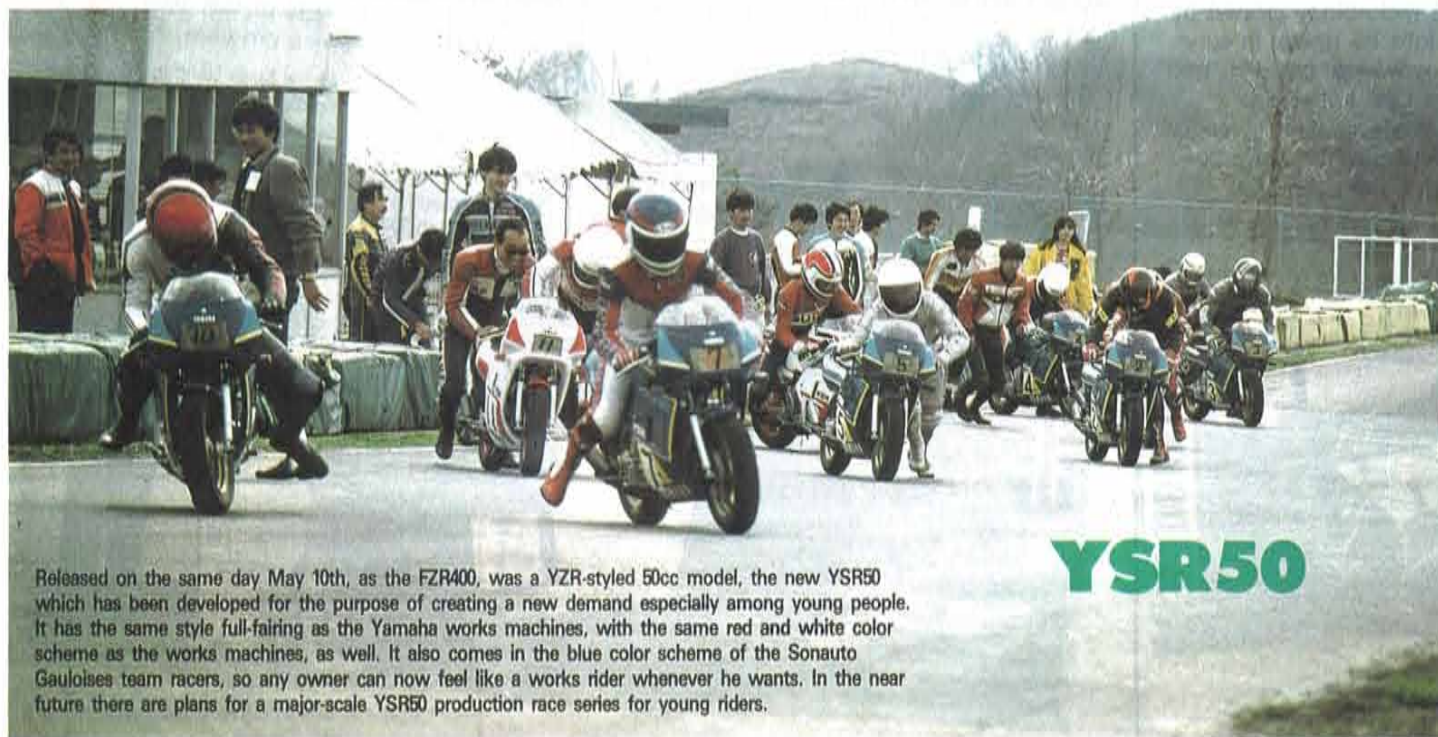
At present, about 2.1 million motorcycles are sold per year on the Japanese domestic market, among which 50cc models constitute the largest category, accounting for 78% of the total. However, the market is gradually changing, from one consisting primarily of 50cc utility models to a more diversified one including a growing range of model types from 50cc scooters to 750cc big bikes, with a wider variety of models especially in the 250cc-400cc mid-sized class.

Motorcycle use is changing, too, with less commercial and more pleasure and sports use, for which Yamaha is actively involved in all kinds of promotion and sales activities. The Y.E.S.S. activities program which was begun in 1984 is one of the good examples of these activities, as is the recent program which makes use of tie-ups with Japan Air Lines and, overland and marine transportation companies to expand the base of the sports bike market. Also, there is a growing popularity these days in production races which allow the average rider to enjoy the thrill of real racing, and this is creating a demand for more sophisticated high-tech production sports models.

In answer to these types of market trends, last September Yamaha released a replica of its YZR250 racer, the TZR250.

And just recently, on May 10th, Yamaha made more news with the release of what can be considered the 4-stroke version of the TZR250, the new FZR400.

Recently, interest in racing is not limited to men only, as more and more women are becoming involved, as well. The new Yamaha racer replicas are answering the needs of these riders as well as drawing the attention of the common street riders.



Released on the same day May 10th, as the FZR400, was a YZR-styled 50cc model, the new YSR50 which has been developed for the purpose of creating a new demand especially among young people. It has the same style full-fairing as the Yamaha works machines, with the same red and white color scheme as the works machines, as well. It also comes in the blue color scheme of the Sonauto Gauloise team racers, so any owner can now feel like a works rider whenever he wants. In the near future there are plans for a major-scale YSR50 production race series for young riders.

VENTURE ROYALES FOR A KING

THAILAND

His majesty the King (center) has a look at the Venture Royale. Seen on the extreme left are Mr. Kasem and Khunying Phornthip Narongdej.



Recently, three units of the Venture Royale were presented by Mr. Kasem and Khunying Phornthip Narongdej of Siam Yamaha Co., to the King of Thailand at the Palace. It is hoped that the superior cruising comfort and ease of the Venture Royale, along with its dignified styling will prove to the liking of his majesty.

JOCVA AS A PART OF THE EDUCATIONAL SYSTEM

JAPAN

As we mentioned in our last issue, there are now 39 former Japan Overseas Cooperation Volunteers Association participants employed at Yamaha, and for the first time this year a Yamaha employee is receiving a 2-year leave of absence to serve as a JOCVA member in Maldiv. On April 15th, this volunteer, Mr. S. Fukushige, departed for his assignment in Maldiv.

In Japan, it is still very unusual for an employee to be granted a leave of absence for such a long time. Usually the employee would be forced to resign his position at the company completely.

Yamaha's decision to grant a leave of absence to Mr. Fukushige has resulted from Yamaha's agreement with the basic goals of the JOCVA, and taking this case as an opportunity to strengthen its support of JOCVA volunteer activities, Yamaha has decided to recognize participation in JOCVA activities as a part of the company's educational system as of 1986.

In other words, Yamaha believes that not only can the skills and technology gained by its employees in their jobs be useful in serving productive causes overseas, but also that the experience and practical know-how gained by a volunteer while working overseas can be of considerable use in Yamaha's corporate development once the volunteer

returns to his job.

By consulting with his superior, an employee can receive approval for a leave of absence to participate in the JOCVA program. As the first employee to receive approval under this new system, Mr. Fukushige made the following statement:

"Because I have always felt that I wanted to maintain as international an outlook as possible in my work, I was very much moved by the JOCVA's appeal for volunteers. I couldn't suppress my desire to be a part of their important program.

So, I'm very thankful for having been granted this 2-year leave of absence. During the next two years in Maldiv I will do my best to work in a way that will make Yamaha proud of its decision to grant me this leave."

AWARDS FOR OUTSTANDING DEALERS

Recently, in Malaysia an awards ceremony and dinner party was held to honor dealers who achieved outstanding business records during the '85 business year. The awards were presented this time to dealers from the Ipoh district of Perak Province and the Kuala Lumpur district of Selangor Province. Conducted this year by district, awards were given to dealers in seven other districts besides the above Ipoh and Kuala Lumpur awards.

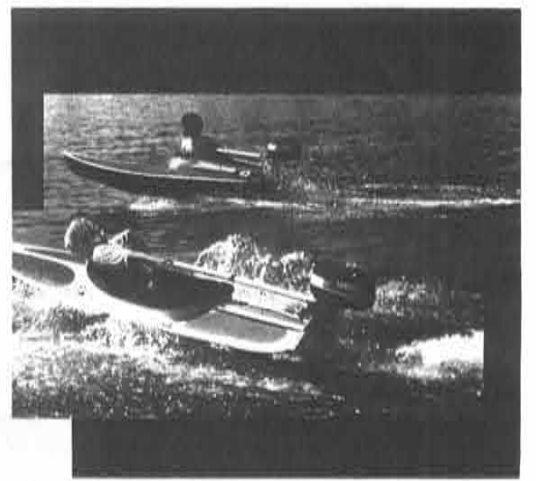
In advance of this year's ceremonies, short seminars were held in each district to explain the concepts of the new Yamaha Before-Service program.

At the Kuala Lumpur meeting on March 16th. Pictured below is the top dealer from Selangor district. He achieved the 2nd best business results nationwide, too.

The Ipoh meeting held on March 10th



Mr. Fukushige before leaving for Maldiv.



VIRGIN ISLAND

2HP DINGHY RACE MEETING

Introduced here is a unique Yamaha 2hp dinghy race meeting sponsored by the St. Thomas importer, Power Products, Inc. The company's Promotions Manager, Mr. Elisa Barron, conceived and planned an event in which anyone, young or old, who owned a Yamaha 2 could gather on a Sunday morning at the Long Bay Beach yacht harbor for a full holiday of fun.

The advertisement reads as follows:

- Free! registration
- Free! T-shirt for every entrant
- Free! food and booze (sodas too!)

Course:

A triangle course inside the bay

Schedule:

A.M.

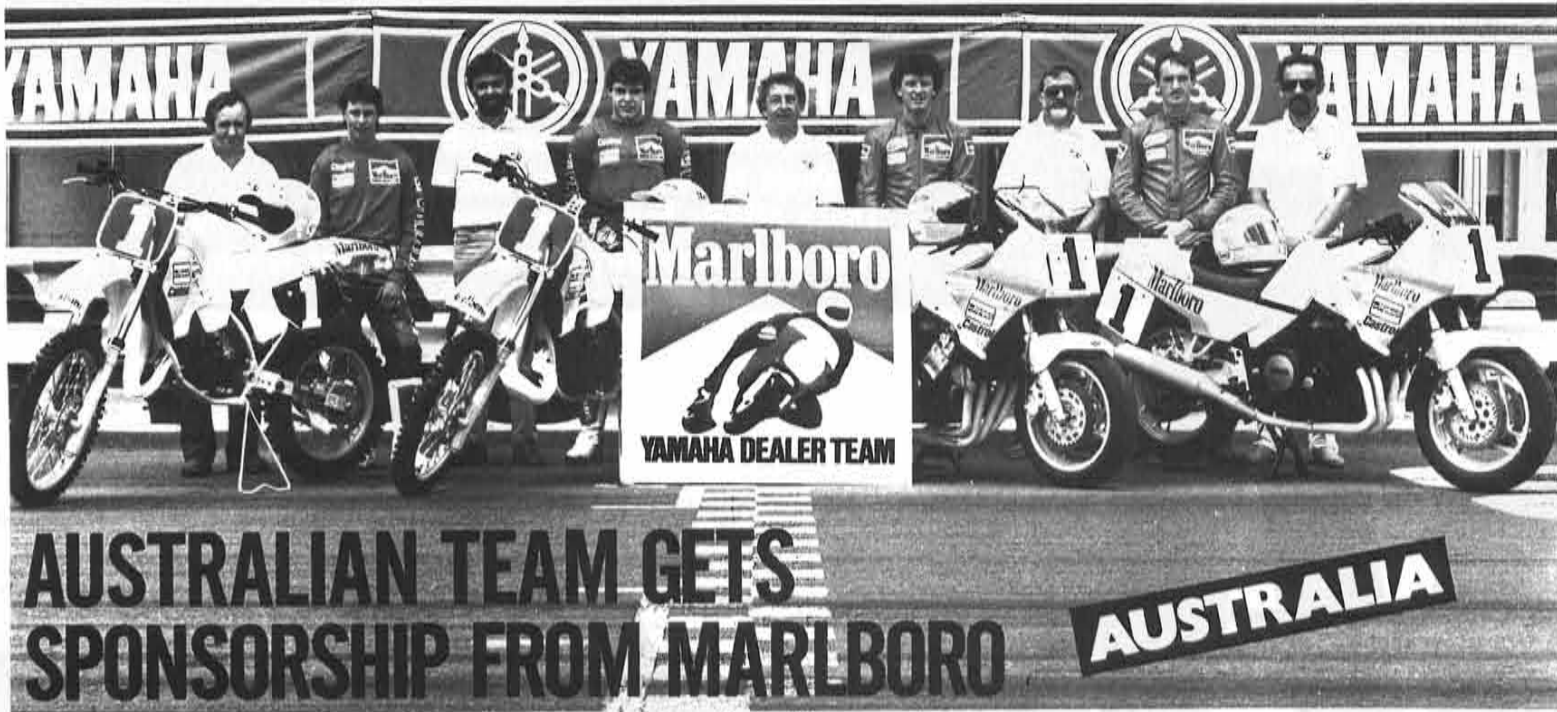
- 9:00 Registration
- 10:00 Skipper meeting
- Serious sailors race
 - 1st place prize - a brand-new Yamaha 2
 - 2nd place prize - \$50 cash
 - 3rd place prize - a Yamaha 100-meter diver watch

P.M.

- 12:30 Anything-goes race
- Prizes for:
 - Largest crew powered by 2hp
 - Fastest 2hp motor sailor
 - Best decorated dinghy
 - Fastest multi-powered dinghy (using two or more Yamaha 2's)
 - Runt of the fleet
- 3:00 Awards party

The first holding of the races on Sunday, Oct. 13th of 1985 was a first-time experience for Power Products, Inc., and was therefore held on a small scale. But, it turned out to be a great success with everyone coming away a winner. Already plans are being made for a second holding in larger scale.

MALAYSIA



AUSTRALIAN TEAM GETS SPONSORSHIP FROM MARLBORO

AUSTRALIA

The above photo shows the members of the Australian Marlboro Yamaha Dealer Team.

For the first time, this year an Australian Yamaha Dealer Team has been given a three-year sponsorship by the Marlboro Company.

The Marlboro Yamaha Dealer Team will be competing for all motocross and road race titles in the '86 season with

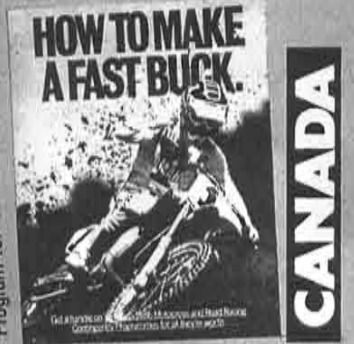
team members Kevin Magee and Michael Dowson, who placed 1st and 2nd respectively in the recent Arai 500 Endurance Race, competing in road racing, and Glen Bell and Phillip Sargent competing in motocross.

The team riders will be competing on YZ125, YZ250 and YZ490 machines in motocross and the FZ750 and modified FZ750 machines in road racing.

From left to right; Bruce Sargent (motocross mechanic), Phillip Sargent (motocross rider), Frank Pons (motocross team co-ordinator), Glen Bell (motocross rider, George Pyne (team manager), Kevin Magee (road race rider), Graham Laing (road race team co-ordinator), Michael Dowson (road race rider) and Graham Ellison (road race mechanic).

YMCA RACING NEWS

Yamaha's Motocross and Road Racing Program for '86



Yamaha Motor Canada is a company which believes in the importance of active support of and participation in all kinds of domestic sport events, including road races, supercross, motocross etc., as a means of motorcycle sports promotion. Recently YMCA announced its race support program and team riders for the '86 season.

Yamaha Canada's motocross race participation centers around a rider named Ross Pederson, who won his first Canadian Expert National Championship in 1980, and since then has literally dominated Canadian motocross, winning a total of 17 national titles. He is also a frequent participant and winner in supercross races. Following close in Ross footsteps is young Alan Dyck, the current British Columbia champ in the expert classes of both 250cc and 500cc. This January Alan has also been a top finisher in the California Golden State Series.

Close on the heels of Ross and Alan is Glen Nickolson, who, with the support of Hurst Yamaha of Toronto, is the reigning 250cc open class champion in Ontario Province. Other motocross riders receiving Yamaha support include Mike Harden, Rick Tripodi, Pat Bastedo and Gaby Gregoire, whose brother Serge, a former Team Yamaha factory rider, is now acting as coach and tuner for the younger generation of riders. The list of Team Yamaha supported riders goes on to include Kim Houde, Jeff Fawcett, Brad Holland and Stan Currington. In the road racing circuit Yamaha is proud to be represented by '85 R.A.C.E. Pro 750 Superbike Champion, Rueben McMurter. In spite of his easy-going off-track personality, Rueben has a list of career wins that are the envy of every rider on the Superbike circuit. Rueben's tuner, Rick Tomacic is part of the reason behind this outstanding record. His skills as a tuner are such that his reputation has begun to spread far beyond the Canadian borders. McMurter's toughest rival this season may well be another Yamaha-supported rider by the name of Miles Baldwin. Miles was the '85 winner of the Formula 2 class at the renowned Laguna Seca meeting. In addition to Rueben and Miles, Yamaha Canada is also supporting two up-and-coming riders Steve Crevier and Tom Douglas, who hope to make a name for themselves on the Canadian circuit this year. Always a supporter of a large number of races around the country, Yamaha will also be sponsoring its own Yamaha-Belvedere RZ (RD350) Cup Series for the first time this year in Canada.

THE SECOND SUPPORT AND ADVANCEMENT EXHIBITION



The 2nd Support and Advancement Exhibition was held primarily at Yamaha's R & D Center from March 18th to 19th. This technology exhibition, put on through the cooperation of the technical department of each business division of Yamaha, gathers in one show all the latest technical advancements, new products and research projects presently in progress at Yamaha. This year's show also featured exhibits from three affiliated companies, Sanshin Industries, Ltd., Moriyama Mfg. Co., Ltd. and Showa Works Ltd.

The exhibition was divided into three corners, a "Support Development" corner featuring CAD/CAM and various types of simulation, a "New Technology" corner featuring the different control system technologies and systems, and a "New Products" corner featuring the GHP System, DD Robots, a hydrofoil boat and others. In each corner all types of imaginative display techniques were used to help present each technology in as easy to understand a method as possible for the exhibition visitors. This exhibition will continue to be held at regular intervals in the future with the aim of stimulating the rate of development of new Yamaha technology and encouraging the exchange of technology between the different divisions within the company.



FRANCE

J-C Olivier, C. Sarron and Journalists.

A MEDIA PRESENTATION; FRENCH-STYLE

On April 17th, a very stylish event was held at an old castle on the outskirts of Paris. From the appearance one might have expected it to be a fashion show or dance party, but in fact, Sonauto-Yamaha prepared this extravagant meeting for the sole purpose of presenting C. Sarron and his new '86 GP machine to the French press. This castle has on its grounds a 1-kilometer

The old castle where the event was held.

per lap FIA-approved race course, and its owner is a motorcycle lover who, it is said, keeps an old F-1 machine in running condition for his own personal enjoyment. In attendance for the presentation were J-C Olivier of Sonauto Yamaha, Christian Sarron, his mechanic and representatives of the French media. After a demonstration run of the '86 machine on the castle's race track, the event ended in a luncheon party.

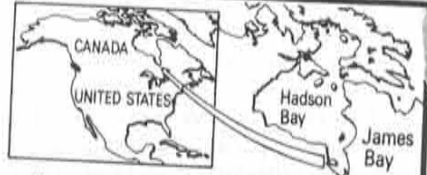
PROTOTYPE FRP BOATS BEING TESTED ON JAMES BAY

CANADA

As we mentioned in this year's Issue 4 of Yamaha News, a new joint-venture company, Cree-Yamaha Motor Enterprises Ltd., was formed recently in Fort Rupert by James Bay for the purpose of locally producing Yamaha FRP boats. In the search for a better type of boat to replace the traditional local boat, a 23-foot canvas-covered wooden canoe, with its stability, durability and running performance limitations, Yamaha developed two prototype FRP boats, 23 feet/25 feet, sending them to Canada for local testing. The test results so far seem to be very favorable. It is anticipated that these new boats

when locally produced will help improve the efficiency of fishing, transport and hunting activities that are the main uses in the target market area, James Bay, while at the same time contributing to the economical independence of the minority Indian and Eskimo peoples of this region.

The W23 presently being tested



Mrs. Brown was annoyed that the repairman she had asked to repair her front doorbell had still not come after several days. When she called to complain, the repairman explained: "I stopped by several times and rang, but you didn't answer!"

In the over 30 years since its founding, Yamaha Motor has sou development, market research and product planning toward une products for all types of users.

These efforts have won Yamaha products many a devoted fan, that their popularity has stood the test of time. The 25A outb

25A

YAMAHA OUTBOARD MOTOR



"A lucky boy"

For Mr. Susumu Matsushima, a technical expert in the Overseas Marketing Div. of Yamaha Motor's Marine Operations, the outboard motor performance test that was held from May 16th to 19th in 1973 in the fishing town of Veracruz on Mexico's Gulf coast is as clear in his memory as it had happened only yesterday. Held as a part of "Programa Presidencial de Embarcaciones Menores" (Presidential Program for Small Boats), a program begun in 1971 aiming at increasing food production and raising living standards among country's coastal fishermen, the test was one in which the performance of outboards supplied by Yamaha and other major manufacturers was thoroughly tested and examined in the presence of the Mexican Government officials and representatives of the fishing community.

At this time Yamaha submitted its 25A, a model developed just a year earlier based on the Yamaha P-450, and Mr. Matsushima, who had been sent to Mexico as part of Yamaha's service staff, participated in the test by giving advice to the government officials concerning fuel consumption testing methods.

He recalls - "At that time the Yamaha 25A was the largest model in our line-up. It was only its second year on the market and we had big expectations for it. When the actual testing began, I was both pleased and relieved to see the 25A outperform all other makers' models in cruising speed, towing power and fuel economy."

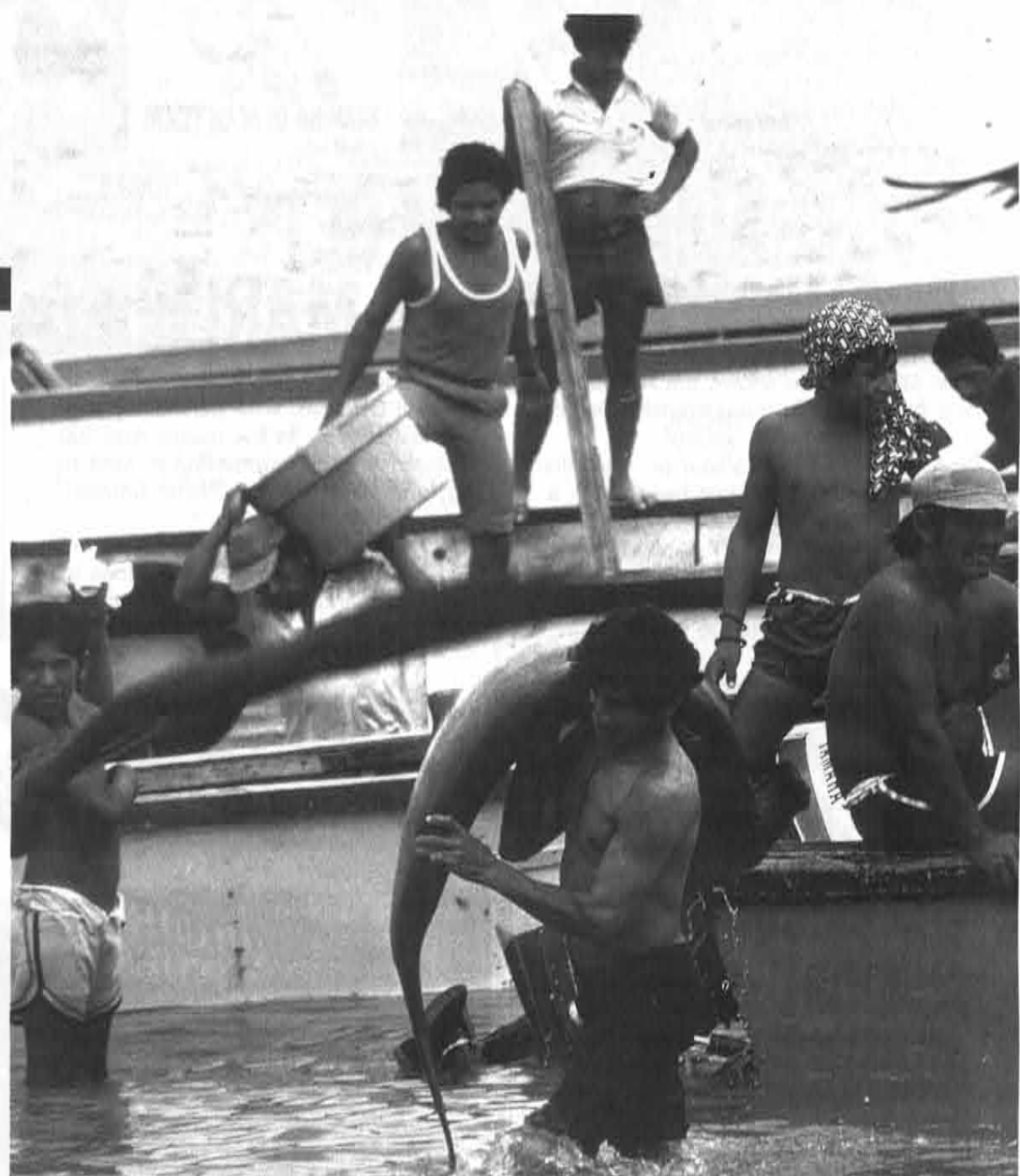
This bright debut of the Yamaha 25A on the Mexican market was a truly epoch-making event in the history of Yamaha outboard motor development.

This was because, although it was still several years before the enforcement of the 200-mile fishing zones in 1976-77, many countries around the world were already beginning to make fishery development an

important national priority, especially small-scale coastal fishery. The motorization of small-scale fishing boats that was an essential part of such national policies, was to create a tremendous new potential demand for outboard motors which would ensure a bright future for the Yamaha 25A. Therefore, the 25A was a real "lucky boy" in this sense. And, for those who know the curious circumstances behind the creation of this model, the term "lucky boy" carries another meaning, as well.

Originally designed for the pleasure marine market

The plans for the development of the 25A's predecessor, the P-450 (25hp), were first drawn up in June of 1969. Since the introduction of its first outboard model, the P-7 (7hp) in 1960, Yamaha had released a total of 13 models by that time on the domestic and international markets, which ranged in power capacity from 2 to 22 horsepower. Therefore, this 25hp model would become the largest outboard in the Yamaha line-up, and the design staff



assigned to its development were determined to build a model which would give Yamaha a firm foothold in the mid-sized outboard market.

The original development aim for this model, by the way, was to provide a serious pleasure boat drive source to combine with the Yamaha TRI-12 and TRI-14 powerboats especially in water-skiing.

Intended to be a model which would offer a solution for the deficiencies in the existing Yamaha P-250 (15hp), primary importance was placed on starting performance and acceleration performance in the development plan. Also, the fact that such details as the streamlined shape and dynamic graphic design of the top cowling were included in the design itinerary, is proof of the kind of intense concern for perfection the design staff showed with this model.

With the target horsepower set at 25ps/5000rpm, the displacement capacity was originally set at a similar size to competitive models of the other manufacturers in the 360cc range. But, during the development process this was changed first to 400cc and finally to 430cc. Development engineer Tsutomu Suzuki, who worked on this design, says of this change, that an engine with a large displacement capacity in relation to power output was decided on for the following reasons:

First of all, giving the engine a larger displacement would give it higher output in the low-speed range, making it a low-speed type engine which would (1) has better acceleration characteristics, (2) have more powerful response to large changes in load, and (3) would make it a better trolling engine. Also, it would mean less strain on the engine at peak rpm, from 4,500 to 5,000rpm, for better durability plus reduced engine noise and vibration, thus improving its qualities as a pleasure-use engine.

Suitable for commercial uses as well

The fact that this model, originally designed for water-skiing use, also proved to be extremely well suited to the heavy-duty demands of the fishery and transportation market which began to grow dramatically around 1972, was both an unexpected and very fortunate coincidence. Engineer Suzuki says about this phenomenon - "Since 1960, the primary field of outboard use has always been in the fishery industry. So, we have been constantly dealing with the problems encountered in the fishing grounds. Therefore, it is perhaps inevitable that the Yamaha P-450 should have inherited the fishery-use motor's blood naturally."

The advanced nature of the original development aim of using extra displacement capacity to achieve an engine design which would balance all the basic elements of speed, fuel efficiency, durability and competitive price, proved to be an outstanding success. And, this success can be best shown by the fact that, while Yamaha's other pleasure-use models have continued to undergo complete model changes one after another, this model alone has had only minor changes to become the 25A in 1972, the 25C in 1980 and the E25F in 1982, maintaining the same basic engine structure for an amazing 15 years, from 1971 to the present, making it truly deserving of the name "a long-time best seller". Also, in the process of its long-selling career, replacement parts for this model have reached all corners of the world increasing its product value even further, while also creating a valuable business network. Now, let us consider what was the actual mechanism which made the Yamaha 25A into such a long seller. The work of opening up new markets and making a particular product a steady seller is, of course, the job of sales staff including

ht to read the needs of the times and direct its technological
ding job of creating new and more enjoyable and more useful

and have led to a number of model series so superior in quality
ard motor is just an example.



Yamaha 25A is a very popular model in the transportation field, as well.



Serving in fishery and transportation

In Central and South America its breakthrough in the Mexican market was followed by a rapid spread to Venezuela and Colombia. Indonesia became its first foothold in the Southeast Asian market, as did Nigeria in the African market. Everywhere it went, however, the major and basic reason behind its unexpected success was the exceptionally wide range of demand that could be filled by a model of the 25hp class. Because at 25hp it was the right size outboard for motorizing boats and canoes of the 12 to 21-foot range, because its fuel consumption was in the range that would not burden small-scale fishermen, and because it was the perfect size for use by small-scale taxi boats, there was literally a worldwide demand just waiting for the Yamaha 25A. At this time the total number of Yamaha outboards produced jumped suddenly from 70,000 in 1972 to 110,000 in 1973, and it was the Yamaha 25A that played a major role in this dramatic market expansion. In its peak years of 1980-81, the total yearly sales of the Yamaha 25A alone reached the 20,000 mark.

Service staff combing the water regions of the world

Behind the long-selling success of the Yamaha 25A stands, first of all, the design staff responsible for its advanced, superior product design, secondly the manufacturing technology staff that worked to continuously improve the 25A with durability as its top priority, and finally the service staff whose constant user information gathering efforts led to vital improvements which kept the 25A from becoming just another insignificant model. The role of the service staff can be divided into two major categories. One is the improvement of routine service activities, while the other is to gather all kinds of information from the market and feed it back to Yamaha Motor so that it can contribute to the marketing and product planning activities directed by the sales department. This creates a particular dilemma for the service engineer. He is (1) responsible for observing the life-cycle of the different products and recognizing trends which can be used to bring new incentives to the market in the form of model changes, also (2) must consider parts exchangeability and the serviceability

in suggesting improvements which will result in products which best fit the technical level of the users in a certain area. But, at the same time, (3) it is also his responsibility to make sure that unnecessary model changes and design changes are not made. Because, especially in the developing countries where spare parts are often hard to get for both users and dealers, frequent model changes are by no means a favorable thing. The service engineer must always look at the market from three different viewpoints, that of sales, parts supply and service, all three of which are inter-related. This, then, is the motto of the service staff of Yamaha Motor and the principle they take with them as they travel to markets all over the world. There are probably few types of businessmen who do more traveling in the water regions of the world than these service experts. For example, the practice of chrome-plating water pumps was a result of observations made by these experts in the muddy water conditions in which products were being used on the Nechi River in Colombia, South America. Service engineers bring back all kinds of assorted information from markets all over the world. Taking this information, a meeting is held in which manufacturing staff, technical development staff and service staff gather to discuss what the immediate problems are, as well as what problems, although not immediate, should be considered in planning the next year's models. They also decide which problems belong to the design staff and which to the manufacturing staff.

One has to respect the diligence with which the service staff of Yamaha has fulfilled the tough responsibilities of this demanding job, traveling to all corners of the world to seek out vital information. It takes a special kind of person to fill such a role. Mr. Hiroshi Nakajima is a man who, like Mr. Matsushima, has devoted himself to Yamaha outboard service for over 10 years. He comments - "One of the most rewarding moments of my career so far was a time in Nigeria, Africa, during a period when we were exporting about 10,000 outboards a year to that country. A Nigerian dealer came up to me and patted my shoulder and said, "The Yamaha outboard is the Mercedes-Benz of the sea. We have complete faith in it always."

importers and dealers, but to make their business activities successful, they must be backed up by solid design and technical staff that constantly work to improve product qualities, as well as by service staff which conduct service activities and gather vital information from the market. And what is more, all of these work departments must work closely together in order to achieve a total product quality control program.

Continuing improvements

Soon after its birth, the Yamaha P-450 was to encounter a serious obstacle. A corrosion problem arose from the fact that the new die-casting method of manufacture replaced the traditional low-pressure casting methods.

But this problem was countered by increasing the range of application of the anodes already in use in outboards. Taking this problem as an opportunity to take a closer look at the general problem of corrosion, Yamaha's engineers began to perfect a number of anti-corrosion measures.

As a result, such improvements as a double-seal system to prevent salt water from entering the motor, etc. were eventually included in the production process, leading to minor changes in 8 different Yamaha models in 1972. This year, therefore, became the "Year of Improving Product Quality" for Yamaha outboards. As for the P-450, this was the year that it was improved and remodeled to be released as the Yamaha 25A. In 1972-73 Yamaha outboards began to be introduced to the commercial market in a number of developing nations. To Yamaha this represented a completely new type of market, but, although Yamaha was a newcomer compared to the established brands of Europe and America, it did have one advantage over these brands in this

type of field. That is the fact that, having long dealt with the problem of the fishery industry domestically, Yamaha had developed a unique capacity for dealing with the problems encountered in the harsh working conditions of commercial-use outboards.

While the established brands at that time were doing no more than supplying their pleasure-use models as they were to the commercial markets in these developing nations, Yamaha, from the beginning, established a clear distinction in its production standards between commercial-use models and pleasure-use models. That distinction existed primarily, of course, from the difference in total driving time. While a pleasure-use engine would rarely experience more than a hundred hours of use per year, a commercial-use engine would invariably be run over one hundred hours in a few months time.

Problems resulting from many hours of continuous running, such as bearing abrasion and con-rod seizure, were things that Yamaha was forced to deal with in the very earliest days of its outboard motor development.

In this connection, the designers of Yamaha Motor had already established five requirements that all of their new outboards had to meet before they could go into production. Those were that the motors be (1) powerful, (2) rust-free, (3) lightweight, (4) compact and (5) able to start faultlessly.

Meeting the wide-ranged demands of the 25hp class

Throughout the 1970's, the Yamaha 25A continued to make steady progress in its original goal market, namely, the domestic pleasure-use market, but, at the same time, it showed a tremendous growth rate in another completely different field as well, the commercial-use market in developing nations.



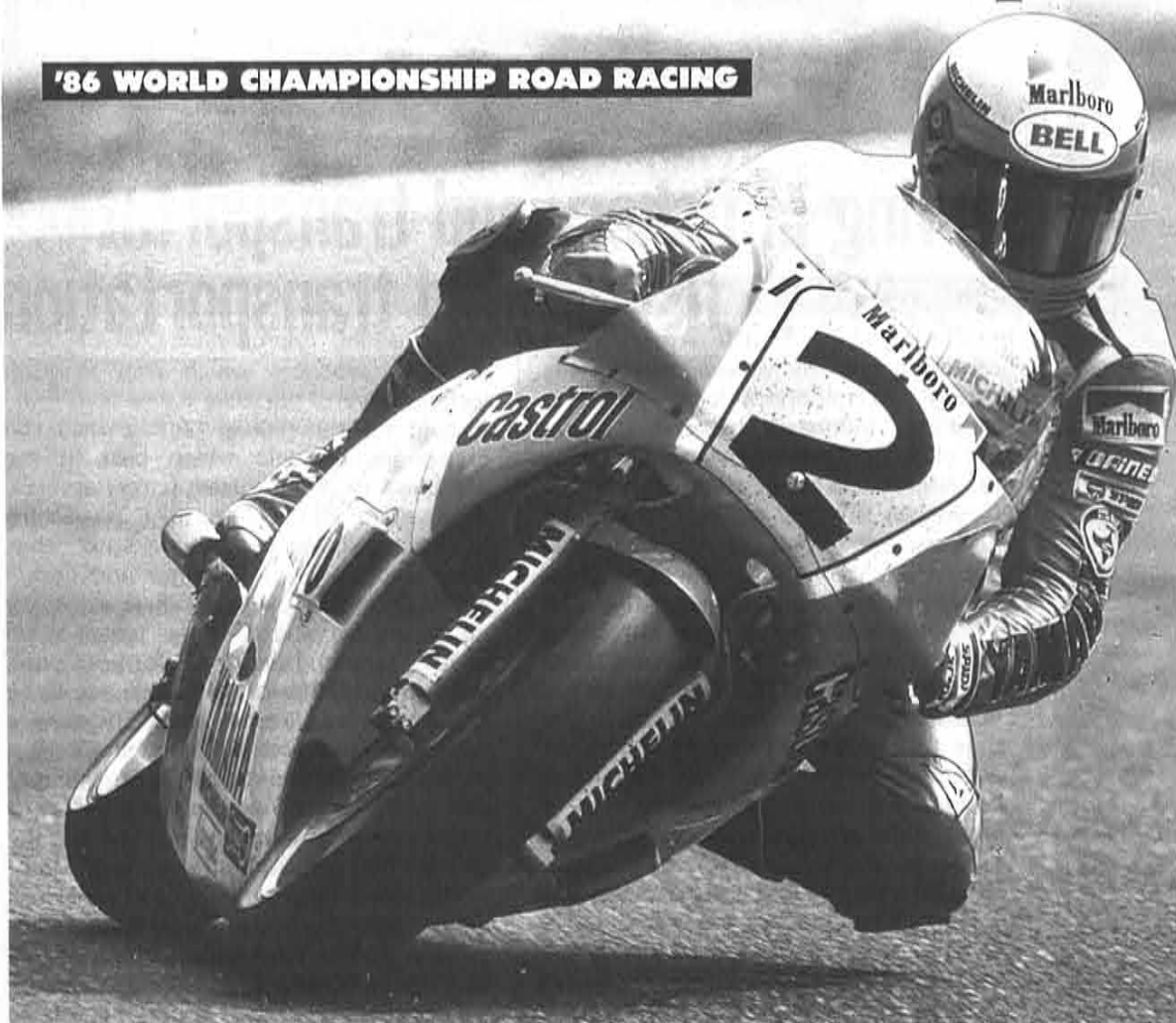
▲ In 1973, as part of the Mexican "Presidential Program for Small Boats", performance testing was done on outboard motors supplied by several manufacturers. In these tests, the Yamaha 25A, a model developed only a year earlier, outperformed the other makers' models in all the basic test categories.

← Thrust test

Yamaha Sweeps Top 4 Places

500cc class

'86 WORLD CHAMPIONSHIP ROAD RACING



Round 2 - Italy - May 18

The second round of the '86 World Championship Road Race Series, the Italian GP, was held on the Monza Circuit, 15 kilometers outside of Milano on May 18th. About 60,000 fans turned out to see the races on a warm, cloudy day. Thirty-six machines compet-

ed in the final race of the 500cc class, and this 25 lap race (5.8 kilo/lap) was won by the former world champion (1984), Eddie Lawson, in a pole to checkered flag victory. Posting a 1 minute 49.95 second best time in the previous day's practice to win the pole position, Lawson got a perfect start to take the lead, fol-

lowed by top names D. de Radiques (Honda), R. Mamola (Yamaha) and R. Roche (Honda). By the fourth lap, Mamola had moved into second position, and by the ninth lap a hot battle had begun for third place, between M. Baldwin, R. McElnea and C. Sarron, all riding for Yamaha teams.

A crash by McElnea on the 24th lap left Baldwin and Sarron making a run for third, and in the end it was Baldwin who took the checkered flag 2.6 seconds ahead of Sarron.

This gave the first four positions all to the Yamaha YZR. The winner of the first round of the series, W. Gardner (Honda) was hit from behind by another bike at the start and came away dead last. Then, after one lap he was forced to pit-in for repairs to his change lever, making for more lost time. He eventually finished 16th, a lap behind the leaders. Honda's real ace, F. Spencer, was absent from this race.

At the end of two rounds, Lawson stood at the top in series points with 27, while second place was shared by Baldwin and Mamola with 20 points each.

250cc class

C. Lavado is out front

Thirty-six machines took part in the final race of the 250cc class, contested over 18 laps of the circuit. The pole position went to M. Wimmer (Yamaha), who recorded a 1 minute 56.77 second lap in the practice, but he was to come out of the start in a disappointing tenth position. After the start, the race took shape with Lavado chasing leaders Mang (Honda) and F. Ricci (Honda).

By the third lap Lavado had taken the lead, which he held until the 17th lap, but Mang snuck by him on the last lap, leaving him to take the flag in second.

Meanwhile, Wimmer climbed steadily through the field to finish in fourth.

As for Japan's T. Taira (Yamaha), the injury suffered to his left leg in the first round still bothered him as he finished tenth in the practice. A bad start in the race left him 21 seconds behind the field. By the seventh lap he had climbed to 27th, and by the 16th lap to 22nd place, where he eventually finished the race. At the end of two rounds, Lavado and Mang shared the lead in the series point standings with 27 points apiece. (See page 8 for more)

YZF750s participate in Suzuka 8-Hour Endurance Race

This year's Suzuka 8-Hour Endurance Race will be held from July 26th to 27th and Yamaha will be supplying the works YZF750 machines to three different teams for the race.

The three teams and their riders are as follows;

•**Shiseido TECH 21 Racing Team:** Tadahiko Taira, Christian Sarron and Hiroyuki Kawasaki

•**Team Lucky Strike-Roberts:** Kenny Roberts, Randy Mamola and Mike Baldwin

•**Team Racing Sports:** Shinichi Ueno, Shoji Hiratsuka and Toshinobu Shiomori

The YZF750 is a modified racer for endurance races which was originally developed with the 4-stroke supersports FZ750 at its technical base.



Recently, Team Lucky Strike-Roberts held a press conference in Tokyo to announce their Suzuka entry.

An F-2 Hat Trick for Yamaha

The Japanese National 4-wheeler F-2 Championship

Results

1. K. Matsumoto March/Yamaha .54'12"54
2. E. Elgh March/Yamaha .54'13"32
3. G. Lees March/Yamaha .54'13"73
4. S. Nakajima March/Honda .54'16"61
5. M. Hasemi March/Yamaha .54'30"09



In the third round of the 4-wheeler F-2 championship, held on May 11th at the Nishi Nihon Circuit in Yamaguchi Prefecture, Keiji Matsumoto drove his Yamaha OX-66 powered March 86J machine to a pole to finish victory.

His finishing time of 54 minutes 12.54 seconds gave him an average speed record of 155.79Km/h. Following his win in the opening round of the series, this was Matsumoto's second win in three starts.

The starting order for the race had Matsumoto in the pole position, followed by E. Elgh (Yamaha), K. Hoshino (Honda) and G. Lees (Yamaha). The early stages of the race saw Hoshino pass Elgh to take second position.

Hoshino tried to overtake the leader Matsumoto until the 30th lap when engine trouble forced him to retire. Meanwhile, Lees had passed Elgh to hold second position.

Lees then tried to pass Matsumo-

to on the second corner of the 44th lap, but the attempt ended in a spin-out that dropped him back to third again and that was the order that they took the checkered flag, Matsumoto, Elgh and Lees with S. Nakajima (Honda) in fourth.

In this race, last year's F-2 Champion Nakajima was trying out a new electronic control fuel injection system on his March 86J/Honda for the first time, but in the end, it failed to be a match for the Yamaha OX-66 engine.

'86 WORLD CHAMPIONSHIP MOTOCROSS

250cc class

Round 3 - France - May 4

J. Vimond overall victor in 3rd consecutive round

In the third round of the '86 World Motocross GP 250cc class, held on May 4th on his home ground in France, Sonauto Yamaha Team rider, Jacky Vimond, followed up his victories in the Holland and Austria GP's with a third straight victory.

Finishing 1st in the first race and 2nd in the second, Vimond took the overall victory and brought his point total after three rounds to an amazing 106 points!

This puts him a full 36 points ahead of his nearest rival G. J. van Doorn of Holland.

Round 4 - Italy - May 11

Fanton takes over as Vimond takes a rest

In the fourth round of the series, held at the Gallarate Circuit in Italy on May 11th, Italian riders made an impressive showing on their home ground, while the series leader with three consecutive wins, Jacky Vimond, finished 4th overall for the first time. The drop wasn't enough to change the standings, however, as he still came away a solid 30-point leader over 2nd place G. J. van Doorn. In the first race, Italian Michele Fanton (Yamaha) took the lead in the third lap and held off a charge by second place Jem Whatley (Cagiva) to finish first with a 5-second lead. Sonauto Yamaha's J. Vimond finally dropped out of



J. Vimond



M. Fanton

this race after his third crash. The second race developed into a close and exciting battle between Italy's M. Rinaldi (Suzuki), Britain's J. Whatley, M. Fanton and J. Vimond. Eventually it was Rinaldi who broke loose to an eight-second victory followed by Vimond, Fanton and G. J. van Doorn in close succession.

125cc class

Round 3 - Italy - April 20

Van den Berk finishes 3rd overall

John van den Berk (Yamaha) finished 5th in the first race and 3rd in the second race at the 3rd round of the World Motocross GP 125cc class series held on the fast, dry hillside course at Grottozolina, outside of Ancona, Italy, to move ahead of Finland's Mika Kouki (Yamaha) into third place in the total point standings.

Round 4 - Belgium - May 4 Teen's day

In the Belgian round of the 125cc class, the day went entirely to the teenage stars from Holland, Dave Stribbos (Cagiva) and John van den Berk (Yamaha). Taking one first place and one second in the two races Stribbos took the lead in the series overall standings. But for many it was Yamaha's 18-year-old star John Van den Berk who was the hero of the day, as he defeated Stribbos in the first race by 14 seconds after the latter took a crash and dropped out of the battle for the lead.

RESULTS

'86 WORLD CHAMPIONSHIP ROAD RACING

1st round - Spain - May 4

500cc class

1. W. Gardner Honda
2. E. Lawson Yamaha
3. M. Baldwin Yamaha
4. R. Mamola Yamaha
5. C. Sarron Yamaha

250cc class

1. C. Lavado Yamaha
2. A. Mang Honda
3. A. Pons Honda

4. M. Wimmer Yamaha
5. J. Cornu Honda

2nd round - Italy - May 18

500cc class

1. E. Lawson Yamaha
2. R. Mamola Yamaha
3. M. Baldwin Yamaha
4. C. Sarron Yamaha
5. D. de Radigues Honda

250cc class

1. A. Mang Honda
2. C. Lavado Yamaha
3. J-F Balde Honda
4. M. Wimmer Yamaha
5. A. Pons Honda

3rd round - West Germany - May 25

500cc class

1. E. Lawson Yamaha
2. W. Gardner Honda
3. M. Baldwin Yamaha
4. R. McElnea Yamaha
5. D. de Radigues Honda

250cc class

1. C. Lavado Yamaha
2. A. Mang Honda
3. M. Wimmer Yamaha
4. J-F Balde Honda
5. F. Ricci Honda

Championship positions after 3 rounds

500cc class

1. E. Lawson Yamaha 42 pts.
2. M. Baldwin Yamaha 30 pts.
3. W. Gardner Honda 27 pts.
4. R. Mamola Yamaha 25 pts.
5. C. Sarron Yamaha 14 pts.
6. R. McElnea Yamaha 12 pts.
6. D. de Radigues Honda 12 pts.

250cc class

1. C. Lavado Yamaha 42 pts.
2. A. Mang Honda 39 pts.
3. M. Wimmer Yamaha 26 pts.
4. J-F Balde Honda 21 pts.
5. A. Pons Honda 16 pts.
6. J. Cornu Honda 15 pts.

'86 WORLD CHAMPIONSHIP MOTOCROSS

125cc class

3rd round - Italy - April 20

1st race

1. M. Contini Cagiva
2. D. Stribbos Cagiva
3. M. Manzo KTM
4. P. Vehkonen Cagiva
5. J. van den Berk Yamaha

2nd race

1. M. Contini Cagiva
2. D. Stribbos Cagiva
3. J. van den Berk Yamaha
4. D. Lacher KTM
5. M. Kouki Yamaha

4th round - Belgium - May 4

1st race

1. J. van den Berk Yamaha
2. D. Stribbos Cagiva
3. P. Vehkonen Cagiva
4. M. Contini Cagiva
5. I. Vehkonen Honda

2nd race

1. D. Stribbos Cagiva
2. M. Contini Cagiva
3. A. Panttila KTM
4. A. Bervoets Yamaha
5. A. Berozzi Benelli

World championship positions after 4 rounds

1. D. Stribbos Cagiva 111 pts.
2. P. Vehkonen Cagiva 107 pts.
3. J. van den Berk Yamaha 98 pts.
4. A. Panttila KTM 82 pts.
5. M. Contini Cagiva 81 pts.
6. M. Kouki Yamaha 74 pts.

250cc class

3rd round - France - May 4

1st race

1. J. Vimond Yamaha
2. M. Fanton Yamaha
3. P. Hansson Husqvarna
4. M. Rinaldi Suzuki
5. S. Mortensen Yamaha

2nd race

1. G.J. van Doorn Honda
2. J. Vimond Yamaha
3. R. Nannini KTM
4. M. Banks Honda
5. A. Eriksson Yamaha

4th round - Italy - May 11

1st race

1. M. Fanton Yamaha
2. J. Whatley Cagiva
3. R. Diepold Kawasaki

4. M. Banks Honda
5. D. Genkans Honda

2nd race

1. M. Rinaldi Suzuki
2. J. Vimond Yamaha
3. M. Fanton Yamaha
4. G. J. van Doorn Honda
5. K. Ljungqvist Yamaha

Championship positions after 4 rounds

1. J. Vimond Yamaha 123 pts.
2. G.J. van Doorn Honda 93 pts.
3. M. Rinaldi Suzuki 85 pts.
4. P. Hansson Husqvarna 74 pts.
5. M. Fanton Yamaha 54 pts.
6. D. Watson Honda 40 pts.

500cc class

2nd round - Austria - April 20

1st race

1. D. Thorpe Honda
2. H. Carlqvist Yamaha
3. A. Malherbe Honda
4. M. Magarotto Kawasaki
5. K. van der Ven KTM

2nd race

1. A. Malherbe Honda
2. L. Persson Yamaha
3. G. Jobe Kawasaki
4. R. Andrews Kawasaki
5. W. Siegle KTM

3rd round - Holland - April 27

1st race

1. G. Jobe Kawasaki
2. D. Thorpe Honda
3. E. Geboers Honda
4. A. Malherbe Honda
5. L. Persson Yamaha

2nd race

1. D. Thorpe Honda
2. A. Malherbe Honda
3. L. Persson Yamaha
4. E. Geboers Honda
5. K. van der Ben KTM

4th round - Sweden - May 4

1st race

1. L. Persson Yamaha
2. D. Thorpe Honda
3. K. van der Ben KTM
4. H. Carlqvist Yamaha
5. E. Geboers Honda

2nd race

1. K. van der Ben KTM
2. A. Malherbe Honda
3. D. Thorpe Honda
4. H. Carlqvist Yamaha
5. E. Geboers Honda

5th round - Finland - May 11

1st race

1. E. Geboers Honda
2. D. Thorpe Honda
3. H. Carlqvist Yamaha
4. L. Persson Yamaha
5. K. van der Ven KTM

2nd race

1. E. Geboers Honda
2. D. Thorpe Honda
3. G. Jobe Kawasaki
4. A. Malherbe Honda
5. K. van der Ven KTM

Championship positions after 5 rounds

1. D. Thorpe Honda 123 pts.
2. A. Malherbe Honda 105 pts.
3. E. Geboers Honda 99 pts.
4. L. Persson Yamaha 91 pts.
4. K. van der Ven KTM 91 pts.
6. H. Carlqvist Yamaha 76 pts.

'86 JAPANESE NATIONAL CHAMPIONSHIP MOTOCROSS

250cc class

4th round - Suzuka - May 11

1st race

1. T. Mitsuyasu Yamaha
2. S. Martin Honda
3. Y. Tofukuji Honda
4. L. Kinder Honda
5. A. Okabe Kawasaki

2nd race

1. T. Mitsuyasu Yamaha
2. S. Martin Honda
3. A. Okabe Kawasaki
4. Y. Baba Honda
5. Y. Tofukuji Honda

Championship positions after 4 rounds

1. T. Mitsuyasu Yamaha 141 pts.
2. Y. Tofukuji Honda 135 pts.
3. S. Martin Honda 103 pts.
4. A. Okabe Kawasaki 100 pts.
5. Y. Baba Honda 75 pts.
6. T. Fukumoto Honda 67 pts.



500cc class Round 5 - Finland - May 11

Carla places 3rd in the 1st race

Held at the Ruskeasanta Circuit, near the Helsinki airport, round five of the 500cc class turned out to be a luckless one for Yamaha riders, as Honda aces E. Geboers and D. Thorpe finished 1-2 in both races.

Although Persson and Carlqvist held 2nd and 3rd positions at one point in the race, the top three positions eventually went to Geboers, Thorpe and Carlqvist. In the

second race, Carlqvist was racing well in pursuit of the leaders, but a crash cost him nearly a minute and dropped him back to an eventual 8th place finish.



H. Carlqvist



L. Persson

Exciting Scenes

THE WORLD ROAD RACE CHAMPIONSHIPS
1st & 2nd ROUNDS

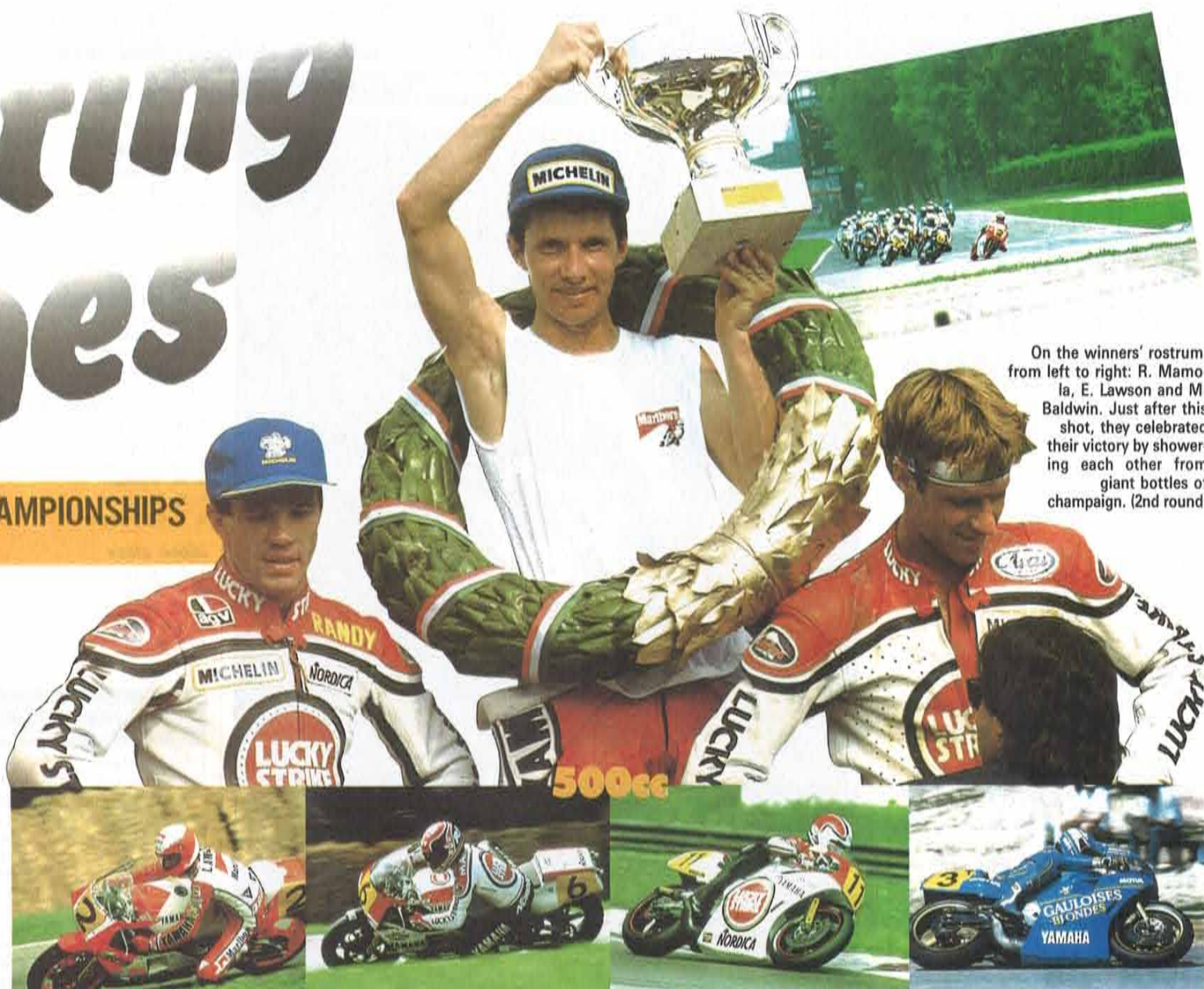
After the second round of 500cc World Championship Road Racing, Yamaha is out-shining all the competitive manufacturers, as it claims the top three positions in the point standings.

Yamaha's dominance was especially clear in the second round, the Italian GP, where E. Lawson, R. Mamola, M. Baldwin and C. Sarron gave Yamaha a sweep of the top four places.

The winners' rostrum looked like an advertisement for Yamaha and the two big American cigarette brands.

As for the 250cc class' winner, C. Lavado from Venemotos-Yamaha shared the series lead with Honda's A. Mang at 27 points apiece.

Moreover, in the 3rd round, German GP on May 25, Lawson scored another 500cc win, stretching the championship lead, while Lavado beat Mang, leading the 250cc championship alone.



On the winners' rostrum, from left to right: R. Mamola, E. Lawson and M. Baldwin. Just after this shot, they celebrated their victory by showering each other from giant bottles of champagne. (2nd round)

Lawson scores a runaway victory 6 sec. ahead of Mamola. (2nd round)

Mamola establishes himself in second after 3 laps in the Italian GP.

Baldwin captures 3rd in the last 2 laps after a fierce battle. (2nd round)

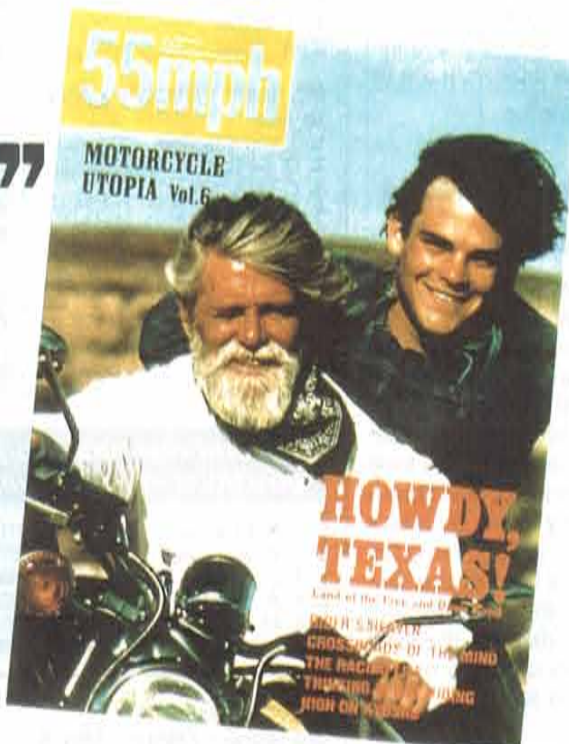
Sarron takes 5th place in the 1st round and 4th in the 2nd.



C. Lavado won the 1st round after the race was re-started. Having taken a bad crash himself in the 1st lap, Lavado didn't know that the race had been called for a re-start until he got around to the starting line again.

Volume VI of
"55mph"
published

Published on June 5th in irregular A4 (about 30x21cm) size, 100 pages all in color.



In order to help as many people as possible get the fullest enjoyment out of their motorcycle life, Yamaha has published its motorcycling book, "55 mph", once a year since 1981. Each issue features on-location articles and photographs from around the world, along with stories and plenty of photos on a wide range of interesting subjects. Its stimulating and picturesque contents answer the dreams of many a motorcycle fan.

The feature articles of Vol.6 of "55 mph" focus on American biking. Texas is the site of a beautiful pictorial with bikers riding through the magnificent scenery of the American West. Another article takes a look at the wide variety of motorcycle lives to be found in the state of California.

Other articles include a travel log of a tour through the Japanese motorcyclists' Mecca, Mt. Aso, and other famous sites in Kyushu, plus a special report on the increasing popularity of sports production races, an essay on riding theory by motorcycle journalist, Mr. H. Kashiwa and much more motorcycling from every possible angle.

Perfection of the "YAMAHA RACING ENGINE OX-66"

With three consecutive wins in the first three rounds of the '86 Japanese F-2 Championship Series, machines equipped with the Yamaha OX-66 engine are turning in an outstanding record on the track. Now Yamaha announces the release of a new film recording the development and perfection of this incredible engine. This documentary records the progress of the Yamaha OX-66, an F-2 class racing engine designed to develop a high performance production car engine, from the end of its shake-down runs and race debut,

through the '85 F-2 championship series, all the way to its momentous first victory in the first race of the '86 series at the "Suzuka Big 2 & 4" event, with exciting racing scenes and entertaining music sound-track.

Title: Yamaha Racing Engine "OX-66"
Film No.: A-954
Film size: 16mm, color
Narration: Japanese
Running time: 15 minutes
Price: 16mm - ¥50,000, FOB Japan
Video cassette - U-Matic ¥18,000,
Beta Max & VHS ¥5,000,
all FOB Japan

A film recording the Japanese 4-wheeler F-2 Championship

