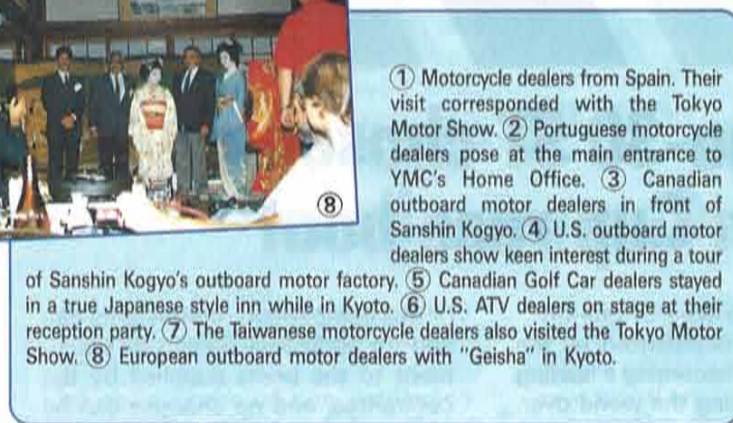


YAMAHA MOTOR NEWS 1987 No.9

YAMAHA Yamaha Motor Co., Ltd. PUBLIC RELATIONS DIVISION., 2500 Shingai, Iwata-shi, Shizuoka-ken, Japan Tel: 05383 (2) 1145 Telex: Iwata 4263-751 Yamaha J Fax:05383 (7) 4250

INTERNATIONAL DEALERS GATHER AT YMC

Japan Trips for outstanding dealers



There was an especially international flavor to the town of Iwata this autumn. The reason is that Yamaha Motor invited dealers from North America, Europe and Asia who posted outstanding sales records this season for a tour of Japan in the fall. Shown below are the dealer groups that have visited and their schedules;

.Sept.15 - 26: 91 European outboard motor dealers accompanied by YMENV staff. (West Germany, Holland, Belgium, Switzerland and Italy)

.Sept.25 - Oct.4: 8 Canadian Golf Car dealers

.Sept.29 - Oct.8: 131 US outboard motor dealers and their families. (In addition, a group of 95 U.S. outboard dealers who had often visited Japan in the past went instead to China, and rejoined the Japan tour for the farewell party at the end of the trip.)

.Oct.25 - Nov.1: 300 Taiwanese motorcycle dealers

.Nov.2 - 10: 350 European motorcycle dealers (Britain, W. Germany, France and Italy) including the importers

.Nov.6 - 13: 56 Spanish motorcycle dealers and their families, and 24 Portuguese motorcycle dealers

.Nov.11 - 18: 106 Canadian outboard motor dealers

.Nov.14 - 21: 199 ATV dealers from the U.S. including staff members of YMUS

Each of these groups visited the home office of Yamaha Motor, were given a reception party at Tsumagoi, toured the related Yamaha factories and enjoyed shopping and sightseeing in Kyoto and other famous spots. For most it was their first visit to Japan, and that meant their trips were full of interesting and exotic discoveries. Being the outstanding businessmen they are, they all showed great interest in their tours of the home office and factories as well.

ACF Grew and Yamaha Motor seal partnership

On October 20 in Toronto, Yamaha Motor signed a technical assistance agreement with Canada's largest and oldest pleasure boat maker, the ACF Grew Company (Mr. Peter Francis, President), for the local production of Yamaha design FRP pleasure boats.

The boats ACF Grew plans to produce are 3 types of Yamaha pleasure-use power boats between 15 and 19 feet, and production is scheduled to begin in January of 1988 for the market of Eastern Canada. Plans call for the production of 300 boats in the first year, and, as of the second year, the line-up will be expanded with production and sales reaching a 1000-boat-per-year level by the third year. As for the brand name under which these boats will be sold, it has been decid-



The power boat models which ACF Grew plans to produce.

ed to use the name "Beau Soleil", which means "beautiful sun". The recent agreement with ACF Grew follows an agreement in March of last year for the local production of FRP fishing boats by a joint venture company, Cree-Yamaha Motor Enterprises Ltd. This venture is making a contribution to local employment and industrial development. Also, in September of the same year a technical as-

sistance agreement was signed with CAMI (Canadian Aero Marine Industries Inc.) of Alberta for the production and supply of pleasure boats in Western Canada. The new ACF Grew

agreement, therefore, means that Yamaha-design pleasure boats will now be marketed in all regions of this big, marine sports-loving country.



At a press conference; from left, Vice President of YMCA Mr. D. McKeen, President of YMCA Mr. M. Aoba, President of ACF Grew Mr. P. Francis, Managing Director of YMC Mr. I. Komiya, Mr. I. Toyama and Mr. K. Minami.

Mexico removes the brakes, Yamaha Motor moves in



From left: Mr. F. Turner, President of Motocicletas Carabela S.A. (sitting), Mr. F. Villarreal, Director of Carabela, Mr. I. Komiya, YMC Managing Director, Mr. T. Tokudaiji, Manager of C. Itoh & Co., Ltd., Mr. K. Matsunaga, Managing Director of C. Itoh, Mr. Y. Watanabe, Manager of YMC and Mr. B. Watanabe, President of YMUS.

JAPAN Yamaha Motor is set to enter into the Mexican market in full stride after signing a sales tie-up agreement with Motocicletas Carabela S.A. Because of restrictions since 1982 that virtually banned the import of motorcycles, such an agreement would have been impossible a year ago. But since Mexico's joining of GATT last year, there has been a renewed promotion of free trade after five years of stringent protectionist policies prompted by Mexico's economic crisis. One of the immediate results of this shift was the lifting of a ban on the import of 550cc and under CBU (Complete Bulid-Up) motorcycles. And now, as a result of the recent agreement, Mexico's only local motorcycle manufacturer, Motocicletas Carabela S.A., has the exclusive rights to import Yamaha CBU motorcycle. At the ceremony of September 24 in Mexico City to officially announce the new enterprise and introduce the two companies and the line-up of '88 models they will handle, over 1000 people turned out. The attendants include

motorcycle dealers, government representatives, traffic regulation officials and representatives of financial concerns. YMC's Managing Director, I. Komiya and General Manager, M. Shibuya flew in for the ceremony, as did YMUS President B. Watanabe.

Making inroads in Hawaii, too

By the way, a similar agreement was signed in Honolulu, Hawaii, on June 23 this year, between Yamaha Motor and Pure Sports Distributing Inc. The 50cc scooter is very popular as a rental bike for vacationers on the island, so the new importer is predicting brisk business in this area.

Newspapers report Carabela-Yamaha ceremony



Yamaha-30 ST chosen as Nippon Cup race boat

JAPAN The type of one-on-one match race popularized by the America's Cup is becoming a leading form of yacht racing the world over. Right now, in fact, a "World Cup Match Race" series is in process that will climax in the crowning of a world champion team at the 9th and final round of the series to be held at Long Beach, California, in August of next year. The 3rd round of this series, the "Nippon Cup", was held from November 12 to 15 at the Hayama Marina in Kanagawa Prefecture. The boat chosen by the organizing committee for this race was the Yamaha 30-ST. According to the rules

of this competition, contestants can add no additional rigging or equipment to the boats supplied by the committee, and no changes can be made in the standing rigging with the exception of back stay adjustments. This puts all the contestants on completely even ground to vie for the lead purely on the basis of strength, skill and strategy. Teams from the U.S., Britain, Australia, New Zealand, France and Japan gathered for the "Nippon Cup", and in the final racing under clear skies and good winds, it was Peter Gilmour's team from Australia that defeated Edward Warden-Owen's British team to take home the Cup. Some of our readers may recognize that Gilmour was the starting helmsman for Australia's defender Kuukaburra III, at last year's America's Cup. By the way, this important international race was seen throughout Japan on a nationwide television broadcast.



Jeff and Yamaha: Big winners down under

AUSTRALIA Since the holding of the America's Cup early this year, no one needs to be told that Australia is big on marine sports. But yachting isn't the only water sport Australians go all out for. Motorboat racing is also a big sport "down under", and the big name this year on the outboard racing scene is Jeff Brown. Piloting a Yamaha-powered Wingboat 25 (air-assisted monohull), Jeff has followed up a great '86 season by sweeping every top title in his class this year, including the Australian 20km (25hp) Outboard Championships (stock motor), the Australian 550cc Super Sports Outboard Championship (modified motor), the New South Wales 20km (25hp) Outboard Championships and the N.S.W. 550cc Super Sports Championship. Jeff gives credit to his team sponsors Gore-Tex and Go-Boating Yamaha of Liverpool, which supply him with excellent technical and maintenance support throughout the racing season.

Learning from a good example



THAILAND The group shown in this photo are the representatives of P. T. Cahaya Harapan Abadi, Yamaha Motor's Indonesian distributor and their dealers who came to visit Siam Yamaha's Plant II on September 23. The purpose of the visit was to study Siam Yamaha's marketing activities, especially the highly effective ones used for the promotion and sales of the new Y100 model which is scheduled for release on the Indonesian market sometime next year.

Thanks for all your letters. We're receiving wonderful letters with interesting topics for Yamaha Motor News from all over the world and every letter we get helps us bring you a more informative and more useful Yamaha Motor News. So, please keep the letters coming.



Letters from readers

A 55 year-young world traveler

"I have been touring the world for the last 4 years and 8 months. My story begins when I left Costa Rica in Central America on January 22, 1983, on a 175cc Yamaha Enduro with the intention of settling down to live in Brazil. When I got there, however, I was told that because of Brazilian law, my bike could not stay there for more than six months. So, I decided to carry on and visit a few more countries. After 2 years and 57,000km of traveling through 18 countries on the American Continents my bike was worn out. I flew from Miami, Florida to visit my family in Paris, France. Then I bought a Yamaha XT350 (the heaviest bike I can pick up, because I am not Tarzan and 55 years young). I carried on my little "stroll" through 5 European and 25 African countries, covering a distance of 61,000km, and all without any sponsorship or planning. But, luckily, I had the help of many beautiful people along the way. From here on my plans are to try to go back up Eastern Africa, Egypt, Israel, Turkey, Greece and then on to Asia!



Yours truly,
Roland Saban
September 29, 1987

On the front fender of his XT350 are the names of each of the countries he has visited. On the shield of the mini cowling he has drawn a map of the route he has traveled so far.

Moller Yamaha makes a big move

NEW ZEALAND In May of this year Moller Yamaha Ltd., Yamaha Motor's New Zealand importer made the decision to move all its operations from New Plymouth to a prestigious new office facility in Auckland, the business hub of the New Zealand. It was a big move that meant

almost all of the company's senior staff had to relocate themselves and their families to an entirely new city. But they believe they have made the right decision and are now in a better position than ever to serve their dealers and their customers. By the way, the new facility which now houses all Yamaha Operations

in New Zealand, i.e. Marine, Motorcycle and Power Products, were officially opened in time to host a national conference for motorcycle dealers on November 1. Best of luck to Moller Yamaha in their new home.



The first TR1 owner's meet

WEST GERMANY Although it isn't especially recent, here is a bit of news that we think will be of interest to people with a love of touring. In mid-August of this year, a first-ever TR1 owners meeting was held in Schotten, Germany. This first meeting gave TR1 owners a chance to enjoy touring and camping together with a new found group of friends and fellow enthusiasts.

Yamaha TZR250 International Cup Final

Getting more "International" every year

ITALY The Yamaha International Cup Final, now in its sixth year, was held on October 18 at the Vallelunga circuit near Rome. The big question this year was whether anyone could break the Anglo-French hold on the Championship.

Ever since its first holding at Brands Hatch, England in 1982, the cup has gone to either British or French riders, with the French leading the cross-channel rivalry 3 wins to 2.

This time there were up-and-coming young riders from 14 countries in contention to break the Anglo-French streak. And, it was Ian Saunders of Australia who emerged from the pack to win and take the Cup "down under", at least until next year.

The Yamaha International Cup Final is the climax to a season of Yamaha Cup events all around the world - from Europe to North America, from South America to Oceania.

Individual winners and runners-up from the various countries are sent to Europe by their national Yamaha importers to compete in the Final event; organized by Yamaha Motor Europe N.V. from their base in Amsterdam. Each year



TZR Cup Race, Germany round

a different country hosts the Final.

In addition to this year's host, Italy, riders representing Britain, France, Germany, Belgium, Holland, Switzerland, Denmark, Sweden, Spain, Greece, Austria, Finland, Australia, Canada and Brazil were on hand for the event. Such widespread participation makes the Yamaha Cup the most international of all the "one make" motorcycle competitions. Sponsorship was also international, with support coming from such big names in motor sports as Marlboro, Pirelli and Castrol.

This year's competition saw a change in machines for the competitors. Whereas they had previously been using Yamaha's well-proven high-performance middleweight, the RD350 2-stroke twin, for '87 the 30 competing riders were mounted on the new Yamaha TZR250. The 100cc drop in displacement, however, didn't slow them down one bit. The new liquid-cooled, 2-stroke twin is basically a "race replica" of the TZ250 machine that carried Frenchman, Christian Sarron, to the 250cc World Championship in 1984.

The final race turned out, as always, to be a hotly-contested battle, with final honors going to Australia's Ian Saunders followed by Britain's D. Dixon. Another Australian, M. Blair, and a Brazilian, C. Alvas, finished in the top four, as well, making the winners' circle as international as the event itself has become.



India's renown cricketer joins Escorts promotion campaign

INDIA Sports writers on cricket were already calling Sunil Gavaskar India's greatest batsman when he began settling records early in his career. His record setting has never stopped, and now this amazing sportsman has signed a contract with Escorts Ltd., Yamaha's Indian partner, for a sales campaign in that country. The people of India have a feverish love of cricket, and Sunil Gavaskar is sometimes referred to as "the most famous person in India". Yamaha Motor enlisted Sunil Gavaskar to promote the RX100, and filming for the campaign began in September. The launching of the campaign was timed to coincide with the Reliance Cup, an international cricket event that opened this October in India.

One of the campaign themes for carrying the Gavaskar-Yamaha message is "PERFORMANCE AND DURABILITY...ON THE FIELD. ON THE ROAD." Sunil Gavaskar's high public image is also being used to encourage correct and sensible riding habits through a second campaign theme, "PLAY IT BY THE RULES...IT'S THE SAFE TRACK TO SUCCESS." Escorts is supporting this theme with Learn-To-Ride schools and other related activities. India is one of the world's fastest growing markets, with motorcycle sales soaring. The new Sunil Gavaskar-Yamaha alliance is giving Yamaha a tremendous advantage in this rapidly expanding country.

The next generation Christian Sarrons?

FRANCE During this year's Lyon Exhibition, the Marietton Motorcycle Riding Center organized a special "Bol De Grenadine" competition earlier this year in which children of ages 5 to 10 competed on Yamaha Pee-Wee bikes.

This unique race was the brainchild of Jacky Montchalin, Director of CFM Marietton, which is an organization that deals exclusively with Yamaha motorcycles. He organized the race with the help of Land Army, which took care of security and sound effects, and sponsors Credit Agricole, Credit Lyonnais and

Jacadi (a children's clothing maker), each of which supported one team.

In this its second holding, a total of 36 children, or 12 teams of three children each took part, much to the delight of their parents, the press, and the organizers, including Land Army and the other sponsors. Of course, no competitive pressure is involved, and the children all love the fun and excitement. And, who knows, we may see the next generation of top international riders like Christian Sarron coming from fun, well-organized events like this.



A Big Bear and some big bears

U.S.A. Mr. Mike Farrar of Monson, Maine, is a professional hunting guide who depends on a YFM350FW "Big Bear" as his backwoods wheels.

The Big Bear is a true heavy-duty ATV with 4WD (4-wheel drive) that makes it a great companion for hunting trips.

The Big Bear proved its worth one day this fall hunting season when Mike road proudly back to town with a load of two real bears shot by his clients. It looks like the bear on 4 wheels is now the king of the north woods!

TDR250
(For European market)

With the TDR, Yamaha creates a totally new category in motorcycling. Powered by a two-stroke parallel-twin engine with YPVS and "cross-up" exhaust system, the TDR boasts great acceleration, far exceeding that of normal dual-purpose machines. Combining nimble handling and powerful acceleration on paved roads, this lightweight machine proves its running ability on rough roads, as well.

And in its race debut, S. Kazama claimed victory in the 250cc class on his TDR in the '87 Pharaoh's Rally.



Blaster YSF200
(For the North American market)

With ATV's becoming ever more powerful, complex and expensive, a need exists for simpler, less-expensive machines. The Blaster is it. This lightweight, maneuverable sport ATV far underweights other machines in its class.



XT600Z Ténéré
(For European market)

Unquestionably the most popular dual-purpose machine currently on the European market. The large, tank-mounted fairing, low front fender, dual headlamps, big fuel tank and stylish side covers are all new and follow the styling theme of the YZE600 - Yamaha Motor's works racer for the Paris-Dakar Rally.



XV250 Roadstar
(For the North American market)

Here is Yamaha's answer to the lack of simple machines for the workman.

'88 NEW PRODUCT RANGE

FROM PLAYMATES

Yamaha-25 "My Lady" I/B Limited

A 25-foot class sailboat for the Japanese market. The addition of a toilet facility makes it especially popular with women.



Yamaha-38 Marin - SF

A sport-fishing powerboat aimed at the Japanese domestic market. This is a customized boat built to satisfy the serious offshore fishing fan.



Malta
(For Europe)

The new Malta is Yamaha Motor's first 3hp outboard model. There has always been a big market in Europe for outboard motors in the 2 - 5hp range, where they are used to power all sorts of boats, tenders, sailing dinghies, inflatables and even as auxiliaries. The name Malta itself conjures up the sun-drenched world of marine leisure sports.



(For Europe)
One of the new versions of snow... 80cc... at the... it has... popul... who... or exp...



140HP
(For Europe)

Yamaha Motor's V4 outboards have long enjoyed an excellent reputation. Now Yamaha introduces a new 140hp model, an up-graded version of the existing 140hp model. (130hp: For the North American market)

(For Europe)
A fully-equipped, high-performance machine. An extra-long, extra-wide propeller was added for greater load-bearing traction and floatation performance. A 535cc 2-stroke engine gives all the power you need. This is Yamaha Motor's first machine with 2 forward and 1 reverse gear.



CW50
(For the Japanese market)

A scooter version of the TW200. A great little outdoor playmate that will hold its own even when the roads get a bit rough or sandy.



FZR400
(For the North American Market)

With the FZR400, Yamaha introduces Genesis performance and sophistication to the 400cc class. The result is a middle-weight supersport combining the performance of a 600 with the agility of a 400.

Yamaha Motor is also striving to constantly expand the scope of its research into new fields



Industrial robot, YK1200

66
(American market)

Yamaha's bid to make up for the loss of the affordable-priced new rider. In its light weight and reasonable price, the Yamaha Route 66 should be just what most beginning riders are looking for in a first bike.



An unmanned helicopter



TO WORKHORSES

Wherever you live in the world, the new Yamaha Motor product line-up has something to make your life a little more convenient, a little more fun or your work more productive. From recreation and leisure to industry, all around the world Yamaha Motor is working to make your life a little better with its growing line of quality products.

Snoscoot
(North American market)

Would you call this a "scooter" or a "snowmobile"? It's a new type of vehicle, featuring an engine. Since its debut at the U.S. dealers meetings, it has enjoyed unprecedented popularity, even among people who previously had no interest in snowmobiles.



Lawn tractor YT3600

A product for the North American market, this model features excellent ergonomics, easy operation and fine styling. Yamaha Motor sought out the Roper Corp., one of the U.S.'s top lawnmower and garden tractor makers, as its collaborator on this model regarding cutting deck technology.



VK540
(Japanese market)

A utility vehicle with side track for driving.



Snow thrower YT1211E

Yamaha Motor's first 12hp model. This piece of snow removing equipment can throw 70 tons of snow in one hour. For the Japanese market.



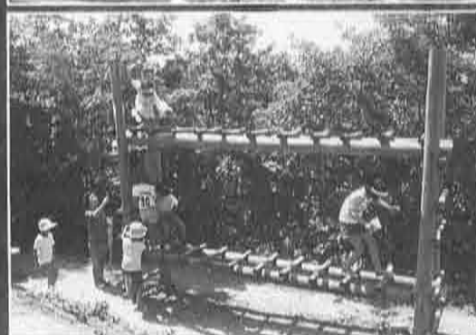
Lawnmower YLM446

A manual type lawnmower for the European market, developed and manufactured by Yamaha Motor under a technical assistance agreement with Gaby la Société d'Application de Mécaniques Agricoles, a leading French lawnmower and agricultural equipment manufacturer.



The aim is enrichment of people's lives

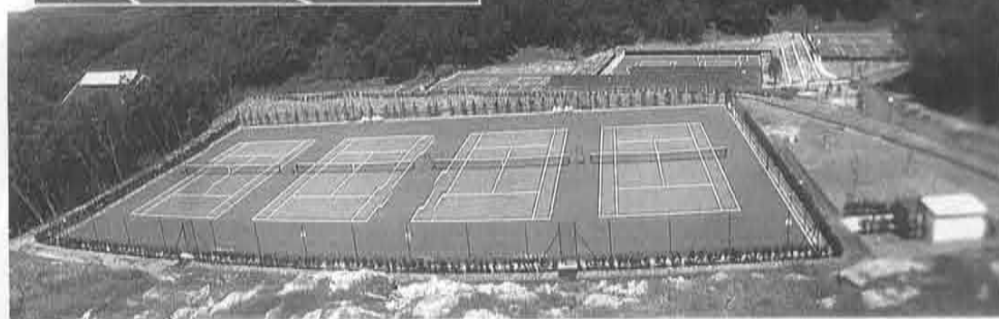
SPORTSLAND SUGO



The Field Adventure Course is a survival game type facility in a natural setting that is popular among children and adults alike.



Sugo has a total of 27 indoor and outdoor tennis courts. The indoor facilities are equipped with lighting for nighttime play.



A Japanese restaurant, "Miyama-tei". Sugo also has European and Chinese restaurants, and an outdoor barbecue garden and cafe terrace.



On October 17 and 18, over 35,000 race fans gathered to see top World GP riders Eddie Lawson, Randy Mamola and Tadahiko Taira battle it out with up-and-coming Japanese riders in the hotly contested TBC Big Road Race. Earlier in August, the same circuit had echoed with the cheers of over 50,000 fans as Kevin Magee put on a spectacular show of riding skill and courage to win the seventh round of the TT F1 World Championship series. These are the kinds of scenes that are seen every season at Sportsland Sugo. But, such thrilling motor sports events as these are only one aspect of the many ways people can enjoy this multipurpose leisure sports complex throughout the year.

A facility with two big aims

In May 1975, the Yamaha Motor affiliated leisure sports complex, Sportsland Sugo, opened near Sendai in Northeastern Japan. At that time the facility was conceived as having two major aims. One was to fulfill Yamaha Motor's obligation as a motorcycle maker to not merely



Land cars are a very useful means of transportation around the widespread facilities of Sportsland Sugo.

involve itself in the manufacture and sale of its products, but also to provide its users with the place and the chance to enjoy motor sports, to be trained in proper riding technique, etc., and in doing so create an environment where they could make better use of their bikes. Of course, these activities would also serve to create new demand, as well.

The second aim was to build a leisure sports complex that the whole family could enjoy together - a facility where everyone, young and old, male or female, could enjoy sports in their own way, where they could find relaxation for both mind and body, and finally, that they would want to return to again and again. Of course, an undeniable part of this aim was the hope that, such a facility would serve to give a better understanding of motor sports to an ever larger number of people. In other words, because Sugo is a diversified sports complex it would attract many people who had never seen a motor sports event - people who didn't really know about or properly understand motor sports. Here would be an environment where they could be introduced naturally to the excitement and joys of motor sports.



Something for everyone in the great outdoors

In the center of this beautiful 2.1 million square meter site with its view of the Zao mountains to the west is the road race circuit and kart course. Here visitors can enjoy watching motor races or enjoy test rides themselves. Around the circuits are scattered a variety of other sports facilities, each in its own natural setting. To name a few of these, there is a field adventure course, 27 tennis courts, a multipurpose 10,200m² sports field, a garden golf course, archery range, campground, a barbecue garden, etc. And of course, just walking through the wooded parkland that surrounds these facilities is refreshing in itself for today's city-dwellers.

Playing host to the world

Another attraction of Sportsland Sugo is its comfortable hotel facility, "Kunugi Sanso", and the variety of delicious cuisines served there. When Sugo hosts a large number of foreign and domestic riders and press at its big race events, the menu includes an array of Japanese, European and Chinese style dishes in a buffet-type restaurant setting. And no matter what country visitors may come from, they comment on the delicious food.

And lately, with both the extension of the Northeast Japan Shinkansen (Bullet Train) and new freeways that have made the area extremely accessible in terms of transportation, it is also becoming a gathering point for skiers who come to the area's fine ski facilities in winter.

Yamaha Motor is a company that got its start with the manufacture of a single motorcycle. Since then we have let the branches of our imagination spread and nourish new leaves that we hope are helping to make people's daily lives richer and more fulfilling. Sportsland Sugo is one manifestation of our efforts toward this ideal.



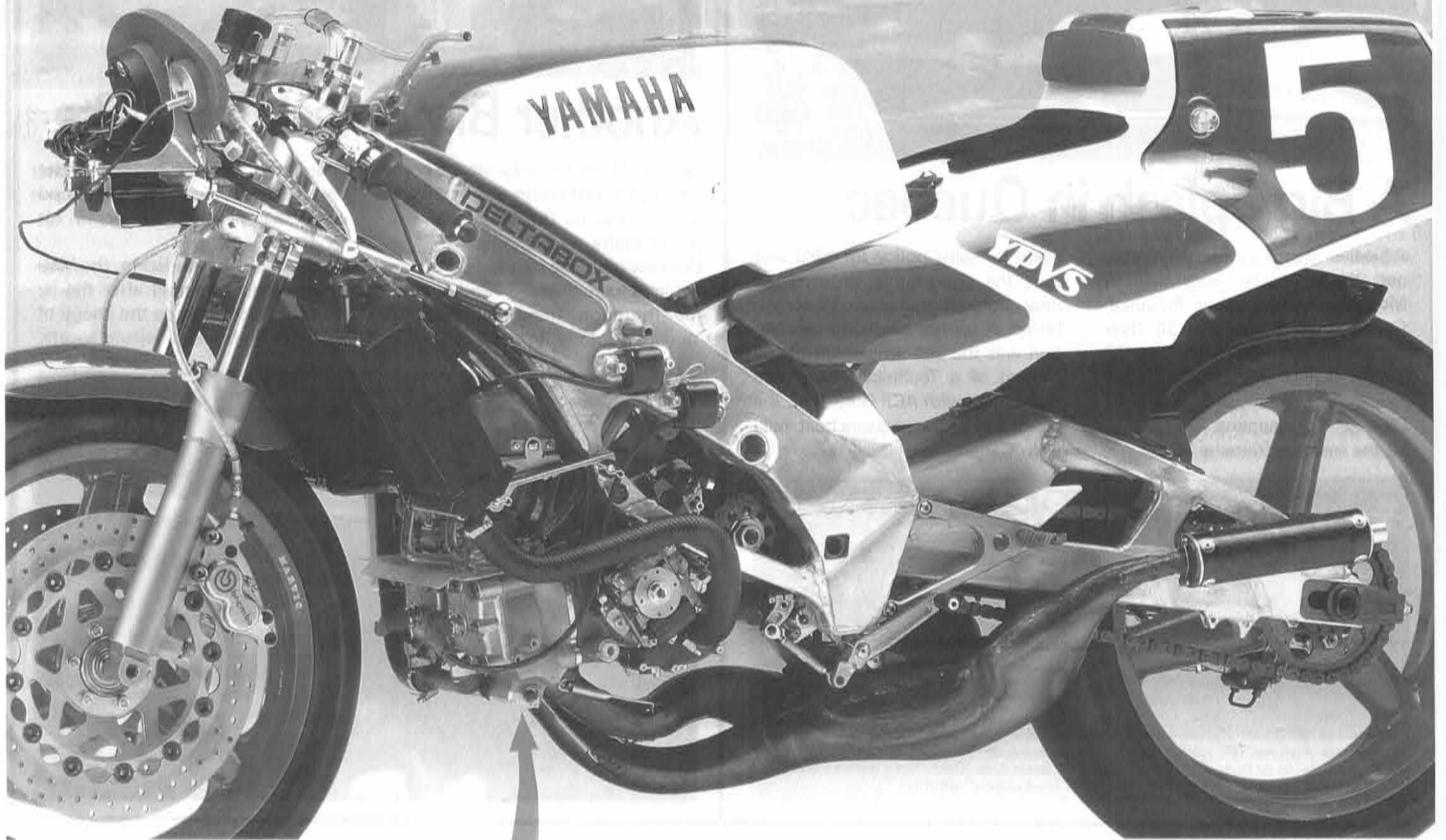
Every year the YESS Summer Festival for the Northeast region of Japan is also held here. Sportsland Sugo plans its yearly event schedule to include not only national and international level races but also events that draw a wider audience, like local athletic meets and tennis tournaments.

YAMAHA TECHNOLOGICAL HIGHLIGHT

Revolutionary 2-stroke technology
born and bred on the race track

“YPVS”

(Yamaha Power Valve System)



No matter what the use, be it for motorcycles, outboard motors or racing car engines, all of Yamaha Motor's 2 and 4-stroke engines are designed around a single, consistent development philosophy. That is, to pursue the ultimate in combustion efficiency, and by doing so, create engines with high power output, excellent performance characteristics and low fuel consumption.

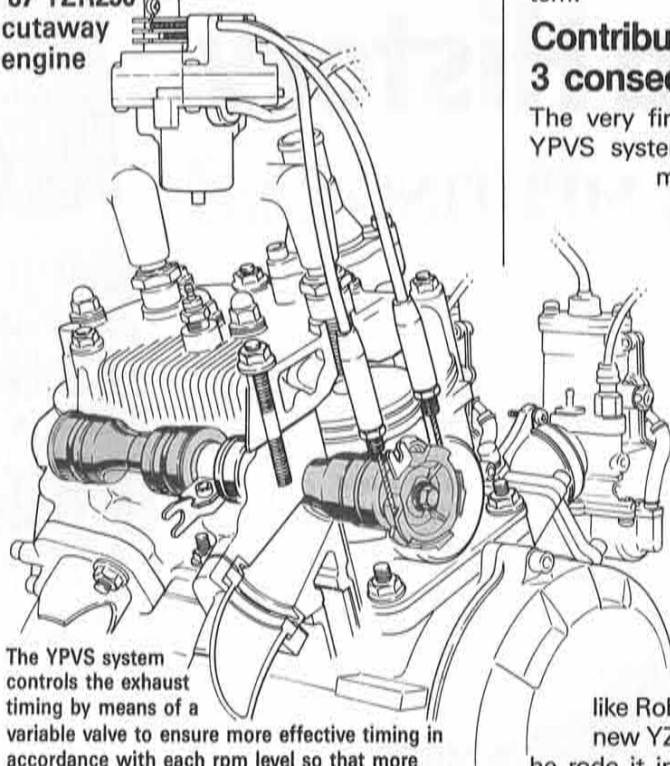
This pursuit has led to a number of advancements including the DOHC · 5-valve system that is now performing so brilliantly on Yamaha motorcycles and racing car engines. Among others is the revolutionary 2-stroke technology we introduce here, YPVS (Yamaha Power Valve System).

A variable exhaust valve helps give ideal performance characteristics

With a 2-stroke engine, the power output characteristics of an engine change with adjustment in the exhaust timing. The faster the timing the better the engine will perform at high rpm and high power output range, while slower timing will give it good low rpm, high torque performance characteristics.

This means that in order to get both good high speed performance and strong middle/low speed performance, you need to control the exhaust timing in accordance with the engine's rpm. "YPVS" is the result of Yamaha Motor's quest for a "variable exhaust valve" which would be fitted to the exhaust port section and, responding to changes in engine rpm, would adjust to maintain ideal exhaust timing at all times. This breakthrough technology was first developed in the years 1974 - 75.

'87 TZR250 cutaway engine



The YPVS system controls the exhaust timing by means of a variable valve to ensure more effective timing in accordance with each rpm level so that more power output is obtained.

Improving accuracy by means of a micro-computer function

This YPVS system consists of a spiral shaped valve, fitted to the exhaust port section of the cylinder, which rotates in accordance with rises and falls in engine rpm, and thereby controls exhaust timing. From the very beginning of the development process, the link between the engine rpm and the YPVS valve rotation included two types, one which made use of a micro-computer and another mechanical one which made use of a centrifugal governor. Today, however, all Yamaha engines fitted with YPVS, whether they be factory racers or production models, feature the more accurate micro-computer type control system.

tem.

Contributing to King Kenny's 3 consecutive world titles

The very first model to incorporate the YPVS system was the YZM125 factory machine which made its debut in the 1976 Japan Motocross Championships. Then the next year, 1977, it was added to Kenny Roberts' YZR500 racer, and his three world championship titles that followed in '78 - '80 proved to be one of the strongest statements possible about the effectiveness of this revolutionary new technology. The motorcycle world took notice.

Even a long-reigning pro like Roberts had just one word for the new YZR500 with YPVS the first time he rode it in 1977; "Fantastic!". And, of course, many will remember the dismay of his rivals like Barry Sheene who had to eat

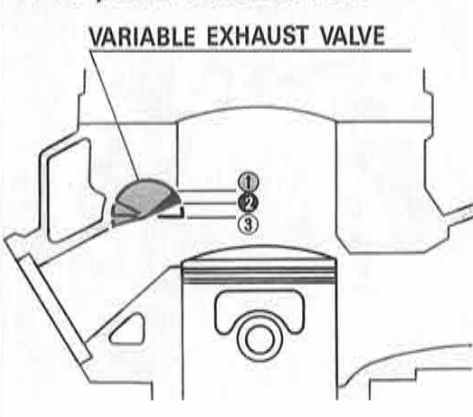
Kenny's dust because they lacked the same kind of high-tech mechanism.

Now a standard mechanism on most 2-stroke engines

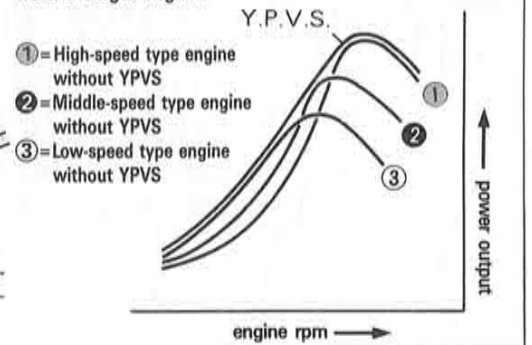
Following its debut on the YZM/YZR factory racers, the YPVS system was put to use on the TZ500 production road racer in '77, the TZ250 in 1980, and for the first time on mass-production models, the YZ125/250 in '82. Then in 1983 it was seen for the first time on road-sports models, the RZ250R/350R. By this time it had helped change the whole 2-stroke scene in one clean sweep, bringing the benefits of race-bred technology to the general user with unprecedented speed.

And now, on models like the RZV500R and TZR250, a revised version of the YPVS system, which incorporates an Autolube function, has added still more power and economy to engines equipped with this revolutionary technology. Like the monocross suspension technology we featured in our No.7 issue, the YPVS has matured into one of the basic mechanisms of 2-stroke motorcycle technology that has the other makers are always working to catch up.

YPVS power characteristics



In a YPVS-equipped model the valve adjusts automatically depending on engine rpm, resulting in exciting high speed performance and reliable low speed power from a single engine.



Marine Meets in Europe and Canada



A Big Splash in Quebec

A Dealers' Meet for outboard motors and Water Vehicles was held in Mont-Tremblant, Quebec Province, Canada, from August 25 to 26. Over 350 people attended, including 150 marine dealers and Sanshin Kogyo President, T. Shuin, as well as YMC Director, T. Hasegawa. At the meeting Yamaha Motor rev-

ealed its sales policy for 1988 and took the opportunity to unveil its new outboard motors and Water Vehicles. A further cause for celebration was the announcement of the signing of a Technical Assistance Agreement with ACF Grew Inc., the oldest and largest pleasure boat maker in Canada.



In September of last year, YMC completed a technical assistance agreement with CAMI (Canadian Aero Marine Industrie Inc.) for the production of Yamaha-design FRP pleasure boats. Pictured here is one of the beautiful boats produced recently at CAMI's Calgary factory. The brand name is "SPECTRE".



Another Big Splash in Malta

Yamaha Motor hosted a marine conference for distributors and members of the press on the Mediterranean isle of Malta on September 3. Our new outboard motors and Water Vehicles were displayed and offered for thorough hands-on testing. Yamaha Motor's first-ever 3hp out-

board, the "Malta", and the Water Vehicles made a very big splash and were highly rated by all in attendance.

In case you are wondering, the Malta was indeed named after the island, to help reinforce the image of sun, fun and marine leisure sports.



A day of Yamaha History

YAMAHA OLDIES BIKE MEETING

On November 3, the Yamaha Test Course in Fukuroi, Shizuoka Pref, was the site of a gathering of 80 vintage bikes and their owners.

Being the first meeting of its kind ever held in Japan for vintage Yamaha bikes, proud owners of such models as Yamaha's very first bike, the YA1, and other now rare early models like the YD1, YDS1, YC1, DT1, RS350 and XS1 turned out to show off their machines and be part of a nostalgic moment of motorcycle history. Needless to say, these owners have kept their beloved antique models spanking clean, and most of them in ex-

cellent running condition, as well. Everyone was delighted with this opportunity to display their "oldie" bikes before a group of fellow Yamaha bike lovers and to put them through their paces on the Yamaha test course. For some it was also a chance to exchange valuable spare parts and information. In all, over 200 members turned out for this YESS (Yamaha Earthly Sports System) planned event, and to see them all together amid their beautifully polished bikes was like watching a contented group of art collectors in a gallery of masterpieces.

