



▲ The user can fly along with his bike to the touring region by jumbo jet and then start his touring as soon as he lands.

A Y.E.S.S. poster introducing the "Bike Shift Plan", "Jet Touring Plan" and "Ferry Touring Plan" across the map of the Japanese Islands.

A new turn to a motorcycle life

Y.E.S.S. that aims to consolidate the brand loyalty of sports bike users, while developing a new market

This issue also takes up the true picture of the Japanese domestic market in succession to the last issue. Along with the introduction of such sophisticated high-tech models as the TZR250 and the FZR400, Yamaha is concentrating its efforts on so-called "software" promotion activities, thus enhancing its brand image among users.

For example, Y.E.S.S. (Yamaha Earthly Sports System) is designed to bring together the three parties of Yamaha sales companies, the dealers and the users to share in activities which will both consolidate the loyalty of Yamaha's regular sports bike users and also create opportunities to attract new sports bike customers. Since its start in '84, we have seen a positive program of creative activities that have helped bring the number of members this year to an impressive 50,000.

As one part of this Y.E.S.S. program, three unique new types of touring plans have been begun over several months. These new plans are designed for those people who find it difficult to complete a tour entirely by motorcycle alone and involve transporting the bike to and from the region where the user wishes to tour. First, there is the overland transport "Bike Shift Plan" which transports the bike by truck. Through tie-up with a trucking company, this plan enables the organizers to transport the bike from the user's home to the desired touring area and then again from the touring area directly back to the home. Making use of a collect-call system, it is also convenient for sending the bike



On June 14th and 15th the 5th Jet Touring Meeting was held in Hokkaido. For this event about 60 members gathered from Tokyo, Osaka and Kyushu, all flying by jumbo from their local airports, to enjoy touring.

home immediately if the user encounters mechanical trouble during his tour.

The second plan, begun last year through a tie-up with Japan Air Lines, is called the "Jet Touring Plan". In this plan the user flies along with his bike to the touring region by jumbo jet, and then, when the touring is done, it is back home again by jumbo. Remote places which used to take several days just to reach by bike can now be reached in a matter of hours. This shortened touring time is a real boon for the busy bike-lover. The third, and most recently established, is the "Ferry Touring Plan", using a tie-up with marine transport companies. This plan makes it easy to get to tour places which can be reached by water transportation or more leisurely means. All three of these plans can be used by any Y.E.S.S. member, whether alone or in a group, and discount rates are provided for transport and hotels. When tours are planned as large-scale events, members can also enjoy parties and friendship exchanges put on by the organizers at the touring site. Yamaha is getting various proposals made by Japanese users in response to this unique project, while receiving a number of inquiries from abroad.

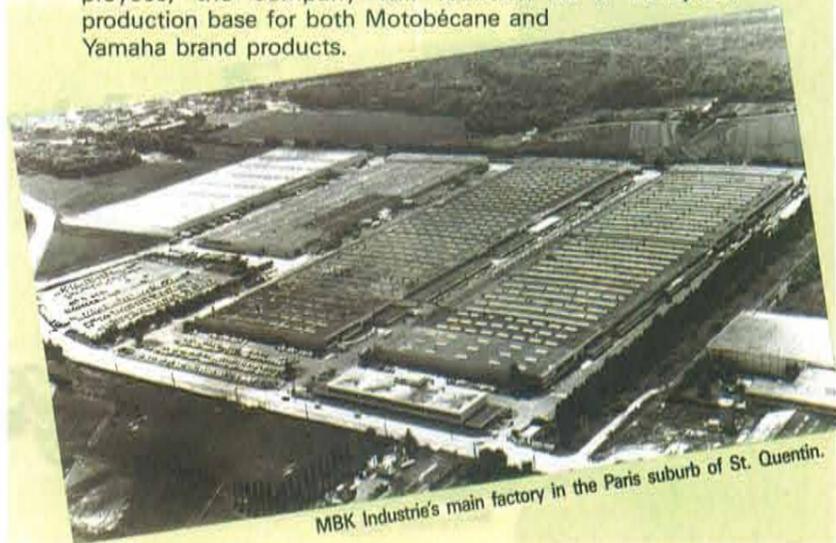
Increased international cooperation between Yamaha and MBK

Assuming leadership in renovated management for preserving the Motobécane brand name

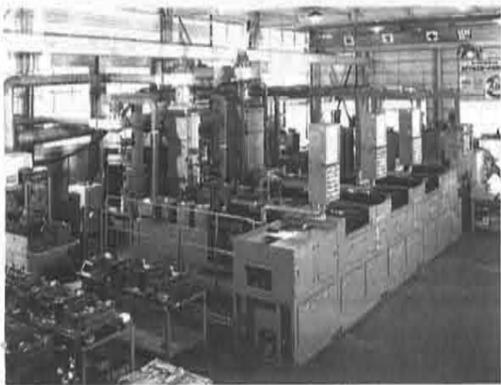
Since 1984 Yamaha Motor has held a technical assistance contract with the French moped manufacturer, MBK Industrie. Now, as a result of strong demands by stockholders, and with the cooperation of the French Government, a new agreement has been reached in which Yamaha will assume leadership of a renovated management for the purpose of preserving the Motobécane brand name by helping improve MBK's corporate activities in all aspects.

To achieve this, Yamaha acquired more than half of the stock at the end of July.

Under the new agreement Yamaha will send staff to assist in areas of technology, production and sales, and, maintaining the established sales network and relations with local suppliers, and also guaranteeing continued employment for MBK employees, the company will function as a European production base for both Motobécane and Yamaha brand products.



MBK Industrie's main factory in the Paris suburb of St. Quentin.



The Yamaha Rapid Plating System for GM.

THE FIRST "YRPS" IS DELIVERED TO GM

JAPAN

Yamaha Motor received its first overseas order for a Yamaha Rapid Plating System unit in July of last year from U.S. automobile manufacturer, General Motors. This commemorable first export unit was completed recently and shipped from Japan to GM-Delco on May 5th.

Having successfully met GM's stringent requirements for high-quality plating (accuracy of membrane thickness) and antipollution standards, the YRPS has been adopted in connection with a program of increased production for '87 models. It will be used for rigid chrome plating of rods for automobile suspensions.

Production is also underway on the same type of units to be used by the Japanese manufacturer of suspensions, Kayaba Company. It is believed that these important initial orders will lead to a rapid expansion of this system among suspension manufacturers around the world.

THE FIRST ITALIAN-MADE ITALY DT125LC ROLLS OFF THE LINE

Italian importer of Yamaha motorcycles, Belgarda S.p.A., began an assembly line operation for the production of DT125LC motorcycles in May. This project is based on technical assistance agreements which were signed between Yamaha Motor and Belgarda S.p.A. in September of last year, and between Yamaha and Motori Minarelli S.p.A., a manufacturer and distributor of motorcycle engines in March of '84. The agreements specify that Yamaha will supply all electrical parts, Minarelli will produce and assemble the engines and Belgarda will buy frame parts from Italian manufacturers and assemble the total machines.

While the imports of Japanese-made motorcycles to Italy are limited to over 380cc models due to self-imposed control on the side of manufacturers, Yamaha is enthusiastic about con-

tributing to the sound growth of the Italian motorcycle industry through this technical assistance.

By the way, during the Italian round of the Road Race World Championship Series held at the Monza Circuit on May 18th, Eddie Lawson showed up on a DT125LC which in itself was good publicity.



Eddie sitting astride a DT125LC at the Monza Circuit.



At the opening of Belgarda's assembly line for DT125LC's.

15HP OUTBOARDS FOR GAMEFISHING TOURNAMENT WINNERS

FIJI

The 15hp longshaft Yamaha outboard pictured here was the major prize for the individual top-scorer in the 2nd Fiji Times-sponsored International Gamefishing Tourna-

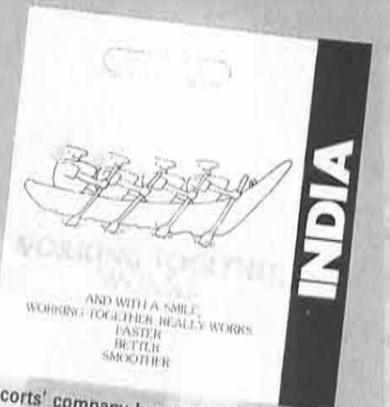
ment that was recently held at Pacific Harbour. It was donated by local Yamaha importer Automotive Supplies Co., Ltd. and won by Richard Garcia, right,

whose Flying Hawaiians walked off with the lion's share of the prizes, including the coveted Fiji Times Perpetual Trophy which was donated by Yamaha, too. Sharing Garcia's triumph are teammate Christi Fukuda and navigator Hector McDonald. A local fisherman, McDonald put his knowledge of the best fishing grounds to good use throughout the five-day tournament, and skipper Garcia's choice of the right lures to suit the conditions con-

tributed substantially to the team's success. The Yamaha team of Max Lane, Mike and Sharon Light and Automotive Supplies Yamaha division manager, Doug Thomson, also made a fine showing. Sharon won the Flying Angel Trophy for highest scoring woman in the tournament, and the team captured other prizes, as well. Fiji Times general manager, Rex Gardner, presented the trophies and certificates at Pacific Harbour International Hotel.



ESCORTS WELCOMES BIKING TOURISTS



Escorts' company house journal "Profitably Yours".

The editor of Escorts Ltd.'s House Journal "Profitably Yours", Mr. Promod K. Batra, is a regular reader of Yamaha News. In the No.4 issue this year he found an article which especially aroused his interest. The article entitled "A Big Single Around the World" informed him of the plan of Tokyo designer, Mr. M. Horiguchi, to make a two-year tour around the world on a Yamaha SRX. Although it will be April of next year before he reaches India, Mr. Batra says that he is already looking forward to greeting the young adventurer. To Mr. Horiguchi he says; "I hope we of the Escorts Dealers Association, Ford Tractors and Rajdoot/Yamaha Motorcycles can extend a welcome to you, not only in Delhi, but everywhere en route where you find our dealers across all of India."

He goes on to add that he hopes any such adventurers traveling through India will be sure to pay a visit to Escorts. Giving no notice of such trip schedules in advance will allow Escorts to arrange welcomes by their dealers. Mr. Batra hopes that this kind of encounter will help to encourage a spirit for adventure among his company's dealers and their sons.

So, if you meet a Japanese named Makoto Horiguchi on a blue SRX400 passing through your area, please relay the message from Mr. Batra that a welcome is waiting for him in India.

WANTED



M. HORIGUCHI

HAHAHA!

Tom: Hey, Jack! I see the shelf you put up in the garage yesterday has come down already.
 Jack: Yeah? I can't understand it. What happened?
 Tom: Did anyone mess with it?
 Jack: No! I put a couple of bricks on it and locked up the garage last night. When I opened up this morning, it was down.
 Tom: That's the answer, Tom. You shouldn't have put anything on it!

JAPAN
 A GOLD PRIZE FOR "55mph"



At the recently held '86 Exhibition of Industrial Advertising, a show bringing together superior examples of industrial advertising materials from the past year, Yamaha's "55mph" was chosen from among 390 candidates for the gold prize in the PR publications category, while in the Calendar category the "Yamaha Calendar '86" received the Bronze prize at an awards ceremony held at a Tokyo hotel on May 27th. "55mph", a book published once a year since 1981 for the domestic motorcycle market, has won many fans with its highly inspired photographs and articles.

RD

2-stroke twin sports

PART 1

The bikes that have played a vital role in building up Yamaha's corporate identity/history, making the brand reputation unshakable in the international racing world.....

Our long seller story, this time, has to be presented in two parts. The reason for this is that the RD series, as embodied by the RD350 is not only Yamaha's most representative bike, but also the world's representative 2-stroke sports model, and with its importance as the central figure in the race activities which Yamaha has consistently pursued since its founding, the history of this series is practically the history of Yamaha Motor itself.

The first part of the story will cover the period from the company's founding to the appearance of '70 model R5 (350cc, released in Japan as the RX350) which shared the same crankcase with the 250 (DS7), as well as a history of the production racer models TD and TR.

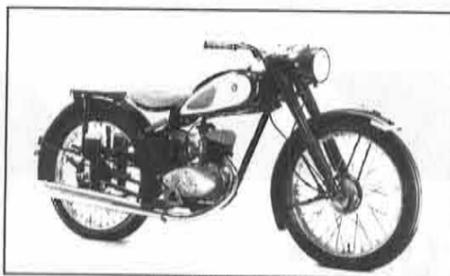
YA1, the first model

It seems that any creation which has been perfected over a long period of time possesses a unique depth of character and reliable feel of all its own. The Yamaha 2-stroke sports RD models can truly be said to be just such a creation, that have long stood above a large number of rival makes as the dominant figure in their field. What is the reason behind this long and illustrious career?

The answers lie in continuing repetition of the two-way process of feeding back race-developed technology into production models, and using the race machines as guinea pigs in the search for solutions to problems encountered in production models.

Speaking of race activities, it was only nine days after the official founding of the company on July 1st of 1955 that Yamaha entered its first race, the Fuji Highlands Race, one of the foremost races in Japan at the time, and succeeded in capturing 1st, 3rd, 4th, 6th, 8th and 9th, shocking the Japanese race world and immediately establishing the image of Yamaha as a reliable competitor. Then, in November of the same year, Yamaha machines came back to capture the top four places in the First All-Japan Endurance Motorcycle Race. From that day on the name "Yamaha" became synonymous with "racing". The machine that won these laurels was

Yamaha's memorable first bike, the YA1 (125cc).



YA1 (125cc)-1955

The start of a 2-stroke twin tradition, the YD1

The following year, 1956, in the Mt. Fuji Ascent Race it was once again the YA1 that left the traditional favorites behind, sweeping the first six places. The technical experience gained in these two years of race participation was to become the base for the completion of Yamaha's next model, the YD1. Making its debut at the 1957 running of the All Japan Motorcycle Endurance Race, the YD1 was also destined to be a winner from the very start. This victory marked the beginning of Yamaha's long and illustrious 2-stroke, twin history. With outstanding specifications like a maximum power output of 14.5ps/6,000rpm, a dry weight of 140kg and a top speed of 115km/h, the YD1 also featured original styling that rivalled that of the YA1. Its combination of speed, quality and styling represented the kind of all-around perfection that was to become the trademark of the Yamaha name.

In May of 1958 a modified version of the YD1 took part in the Catalina GP, held on the island off the coast of California. Here,



YD1 (250cc)-1957

In the over 30 years since its founding, Yamaha Motor has so development, market research and product planning toward un 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 RD motor



the YD1 was to fight to a respectable 6th place, racing for the first time against the experienced racers of European makes. Immediately the YD1 became recognized on the American scene, and the stage was set for Yamaha's expansion into the world market.

July of 1959 marked the appearance of Japan's first true sports model, the YDS1, a product of Yamaha's search for even higher performance standards from the YD1.

True sports performance, the YDS1

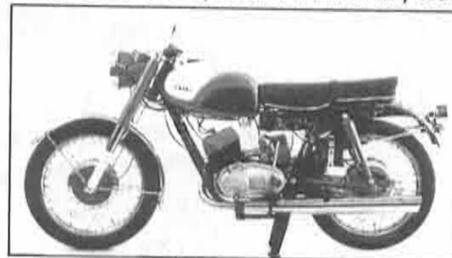
Having the same bore and stroke dimensions as the YD1, 56 x 50mm, the 246cc air-cooled, twin YDS1 delivered a max. power output of 20ps/7,500rpm. With a 5-speed transmission and a dry weight of 138kg the top speed was raised to an impressive 140km/h.

Compared to rival machines of the day, it was the YDS1's lightweight design that set it apart from the crowd. Along with its lightness came its easy handling on and off the road, and the combination of great cornering performance and rocket-like acceleration was the YDS1's trademark. Another feature of the YDS1 that we must not forget to mention was the optional race kit provided with it. This kit, designed to be used by the ordinary user, was to contribute to a rapid spread in motorcycle sports participation. Just as the now popular RD Cup Races offer a stepping stone for young riders aspiring to become professionals, Yamaha was already working to promote motorcycle sports at the grassroots level. One could go as far as to say that the RD machines were bred for motorcycle sports from the beginning and became matured along with a history of motorcycle sports development. After three years of solid growth as a company, Yamaha turned its

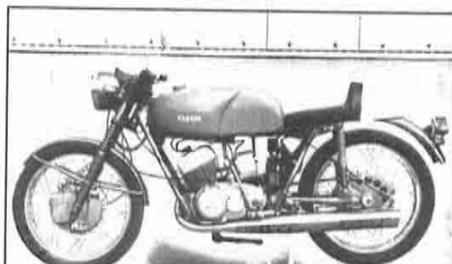
eyes to the World Championship GP. Full scale participation began with the third round of the '61 World GP series in France, for which Yamaha prepared the RD48 for the 250cc class. At this time the "R" stood for "racer", with the "D" signifying "250cc".

The roots of the name of the present RD models come from this 250cc machine. The RD48 was to race to an impressive 6th place finishes in the tough Isle of Man TT Race, and in doing so introduced the world to the Yamaha name.

The year 1963 saw the debut of a new factory racer, the RD56, with a feather-bed type double cradle frame and a new suspension. Featuring a 56 x 50.7mm bore and stroke, and a 6-speed transmission, this machine was to race to a strong second-place finish against the world's top-ranking racers at the opening of Japan's first international class course, the Suzuka Circuit. But, even more impressive on that day was



YDS1-1959

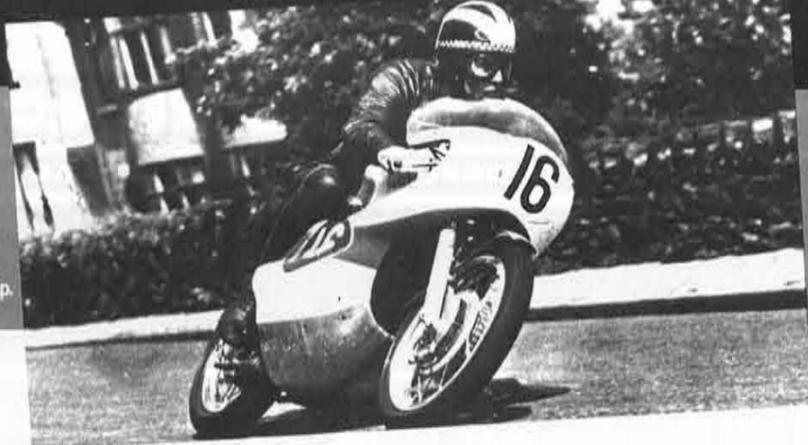


TD1-1962

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

nd have led to a number of model series so superior in quality
ycle series is just an example.

In 1964 British rider Phil
Read rode the RD56 to
dominate the 250cc road
racing world championship.



Track-bred bikes for the road



RD350 (1980)

the novice race. In this race Yamaha released its new TD1 and TE1 (240cc), models based on the YDS1's successor, the YDS2 featuring a lightweight new aluminum cylinder construction with excellent heat dissipation qualities, the result of which was overwhelming victories in both the 250cc and 350cc classes.

The "T" in the names of these models stood for the famous Isle of Man Tourist Trophy Race, and as models they represented the first marriage of the production model with the pure road racer.

1964 saw Yamaha set a milestone in its 2-stroke twin development history. British rider Phil Read won both the rider and the manufacturer titles in the hard-fought 250cc world championship aboard the RD56. The following year he clinched the titles once again.

Bringing race technology to production models

The TD1 delivered a maximum output of 32ps/8,500rpm. Considering that the YDS2 introduced in March of '62 had a max. of 23ps, it is clear that the tuning of a machine like this required quite a bit of technical ability. The know-how gained from working with the TD1 was then immediately fed back into the next season's production model, the YDS3.

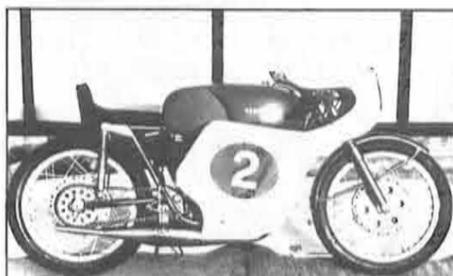
First introduced in 1962, the TD1 was to continue development until 1968, with changes taking the form of the TD1A, TD1B, and TD1C in the interim. Among these the TD1B had an engine based on that of the YD1B and YDS3.

The YDS3 introduced in April of 1964 was the first model to feature automatic oil supply from an oil tank, at a time when it was still necessary to pre-mix oil and gas for 2-stroke engines. This mechanism was to be called the "Yamaha Autolube". This

revolutionary system freed the user from the bother of pre-mixing and the worry of engine seizure. This fact consequently led to a new acceptance and popularity of 2-stroke models in the American market. The YDS3, like its predecessors, had a twin, air-cooled, 2-stroke engine with a 56mm x 50mm bore and stroke. With a displacement capacity of 246cc, a max. power output of 24ps/7,500rpm and a dry weight of 159kg, it reached a maximum speed of 147km/h. The addition of the oil tank called for a side guard to also be added. The red color of the body became known as "candy-tone" red. Perhaps the most uniquely outstanding quality of this YDS3 model was the superior high-speed durability achieved by the introduction of the Autolube function. Truly this YDS3 was a memorable model that endeared the 2-stroke sports machine to a new generation of motorcycle lovers.



YDS3-1964



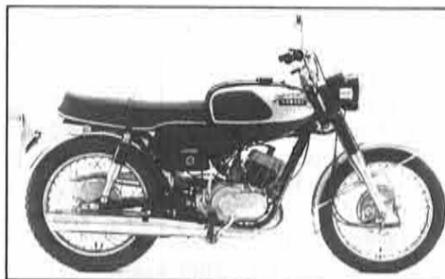
TD1(B)-1964

Solid entry in the 350cc class, the R1

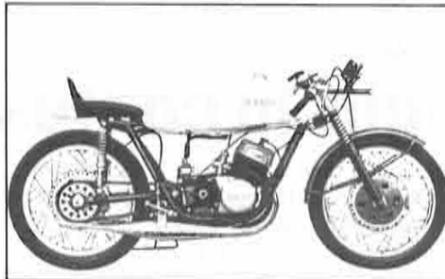
The introduction of the 305cc YM1, a bore-up version of the YDS3, in February of 1965 was followed by the completion of Yamaha's first full-size 350cc sports R1 in 1967. This model became Yamaha's first production model to break the 100mph barrier and would become the base for entrance into the present 350cc class. Meanwhile, in the World GP Yamaha had risen as both the manufacturer and rider champion of the 250cc class, but increasing competition soon forced the development of Yamaha's first V-type 4-cylinder, air-cooled machine, the RD05, and later an even more sophisticated water-cooled RD05A. Eventually, however, changes in the FIM race regulations prompted Yamaha to withdraw temporarily from all factory-level race activities.

In 1968 the TD1B, based on the YDS3 was to be replaced by the TD1C, based on the DS5.

In the same year, Canadian Yvon Duhamel scored a stunning victory at Daytona, riding a modified TD1, using the chassis technology from the RD56. This event had an important effect on the upcoming model, TD2.



R1-1967



TD1(C)-1967

The first production model to win the GP, the TD2

In January of 1969, the TD1, which had been ridden for six long years by devoted production racing fans both domestically and abroad, was finally replaced by the new TD2. Using the crankcase from the DS6 and a chassis identical to the feather-bed type used on the Daytona-winning TD1, the TD2 was a completely and decisively redesigned model in everything from its engine to its chassis. The resulting performance level proved to be equal to that of the RD56, opening up possibilities for it as a serious GP contender. With the Yamaha works team having withdrawn from the World GP scene, it was left for Swede K. Andersson to ride the TD2 in the German round of the GP series and become the first winner ever on a production racer.

Then the following year, 1970, R. Gould rode his TD2 to seven victories on the GP circuit, clinching the first World Championship Titles ever for a production racer. The TD2 continued to conquer everything in sight, as P. Read rode to the '71 250cc class World Championship. The year 1970

also saw the appearance of the first production racer in the 350cc class, the TR2, a model taking its engine base from the 350cc sports R3, an improved version of the R1 through the R2. In fact, this TR2 should have been called the TR1, but since Triumph already had a model named "TR1", it was decided to make the name TR2 to correspond with the TD2.

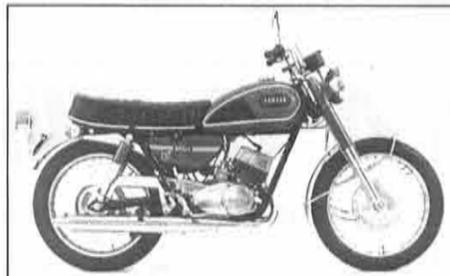
In this way the development of models in the 250cc class continued as a give-and-take process between the racers and the production models, while in the 350cc class it was with the appearance of this TR2 in 1970 that we see the roots of what was to grow to become the RD350.

In September of '71, while the TD2 was at the peak of its popularity worldwide, the new version was introduced as the TD3. At this point the TD3's crankcase, derived from the successor to the DS6, the DS7, was the same as that adopted on the 350cc R5, creating a link for the first time between the 250cc and 350cc racers, and, at the same time, the DS7 and R5 (released in Japan as the RX350) created a link between a production model and a racer.

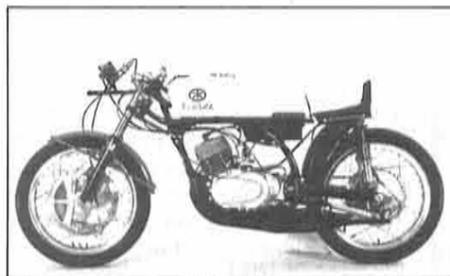
Along with these changes, the bore and stroke which had been 56 x 50mm up until the TD2, was altered to 54 x 54mm while the 350cc adapted a 64 x 54mm bore and stroke that enabled them to use the same crankcase.

Eventually, this marked the point at which the long illustrious development of Yamaha 2-stroke sports machines shifted its center to make the 350cc model the base for future development. Up to this point, we have seen the history of progress and victory which led up to the establishment of the Yamaha 350cc 2-stroke twin. And, it should be clear, now, that the RD was born of thoroughbred parents with blood of a true sprinter in its veins.

In the next edition we will trace the evolution of the TZ from the TD and TR racers, and follow the unification of the DS7 and the R5 into the RD and explore its progress right up to the present.



DS6-1968



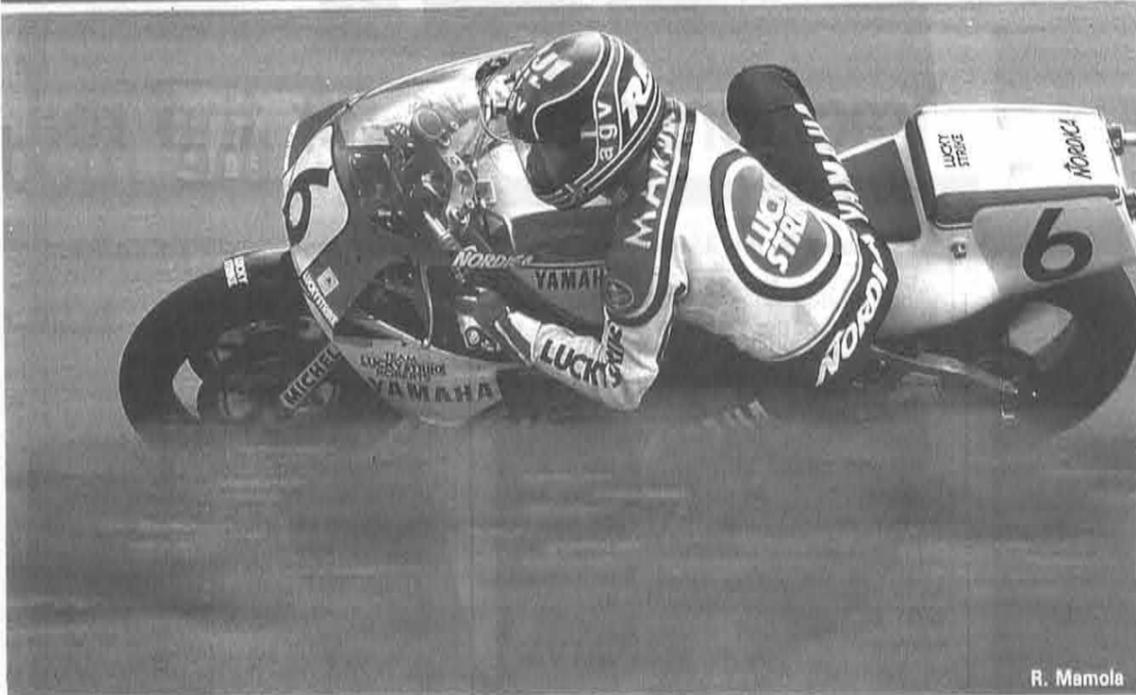
TD2-1969

APOLOGY

The caption of the photo appearing at the right top of page 5 of our last issue was not correct. The outboard motor that powers the boat is not a 25A but a larger Enduro model. We are awfully sorry for this error.

SPORTS NEWS RUNDOWN

'86 WORLD CHAMPIONSHIP ROAD RACING



R. Mamola

Round 7 - Belgian GP - July 5

500cc class

Mamola shows the top of his form in the rain

Randy Mamola (Lucky Strike-Roberts Yamaha) scored a start-to-finish victory in the 20-lap 500cc race of the Belgian GP, the 7th round of the series held on the rain-lashed Spa Francorchamps circuit on July 4.

Current championship leader Eddie Lawson (Marlboro Yamaha), who had been forced to retire in the previous round, the Dutch TT, putting an end to his GP winning streak, settled into safe runner-up position right after the start until he crossed the line about 17 seconds behind the winner. The rain made the track extremely tricky and a number of riders crashed out of racing one after another on the slippery hairpin curve. These crashes included Ron Haslam (Honda) on lap 3, Raymond Roche

(Honda) on lap 7 and also Mike Baldwin (Lucky Strike-Roberts Yamaha) on lap 10 when he was in pursuit of Lawson.

With Baldwin out, Christian Sarron (Sonauto Gauloises Yamaha) climbed to 3rd just midway through the race and held it until the finish.

Lawson's nearest rival, Wayne Gardner (Honda) who had kept rather an eased pace for the first half of the race in the rain, began

to launch a tough challenge, accelerating his Honda machine harder for the second half. On lap 15 he shot past Rob McElnea (Marlboro Yamaha).

Mamola chalked up his first GP win since the Dutch TT of last year. Adding a valuable 15 points to his tally, Mamola was just 10 points behind championship leader Lawson, while leading the Honda ace by 2 points.

250cc class

A fight in confusion

The 16-lap 250cc race was also a melee in the rain. Championship leader Carlos Lavado (Venemotos Yamaha) who had clinched his

fourth win of the season in the Dutch TT, clocked fastest in the practice of this GP. He made a good start from the pole position

but failed to complete even a single lap before retiring. The wet, slippery hairpin curve took a heavy toll of him even during the opening lap. Lavado's tough rival, Anton Mang (Honda) managed to avoid being involved in Lavado's hairpin crash but was forced to ease the pace. Martin Wimmer (Marlboro Yamaha) kept his pace

after a bad start, lying lower than 10th throughout the race.

Sito Pons (Honda) took the lead during the opening lap and held it until the finish. With this win Pons captured the runner-up position in a title battle. Lavado scored no points in this round but kept still a 10 point - lead from Pons.



C. Lavado

'86 WORLD CHAMPIONSHIP MOTOCROSS

125cc class

Advance and retreat



John van den Berk who is riding for Yamaha Motor B.V. (Holland) placed 3rd and 1st in the two races of the Spanish GP, the 5th round of the series held on June 1, sharing the overall top position with Pekka Vehkonen (Cagiva). These

results hoisted his point total to 133, only 9 points behind championship leader Vehkonen. But he gave a poor showing in the Czech GP, the 6th round held on June 15. He was beaten into 8th and 9th places in the two races. These disappointing results made him retreat to 4th place behind Dave Stribos (Cagiva), Vehkonen and Massimo Contini (Cagiva) in a title battle. Stribos and Contini finished 1st respectively in the two races.

250cc class

Vimond consolidating the lead

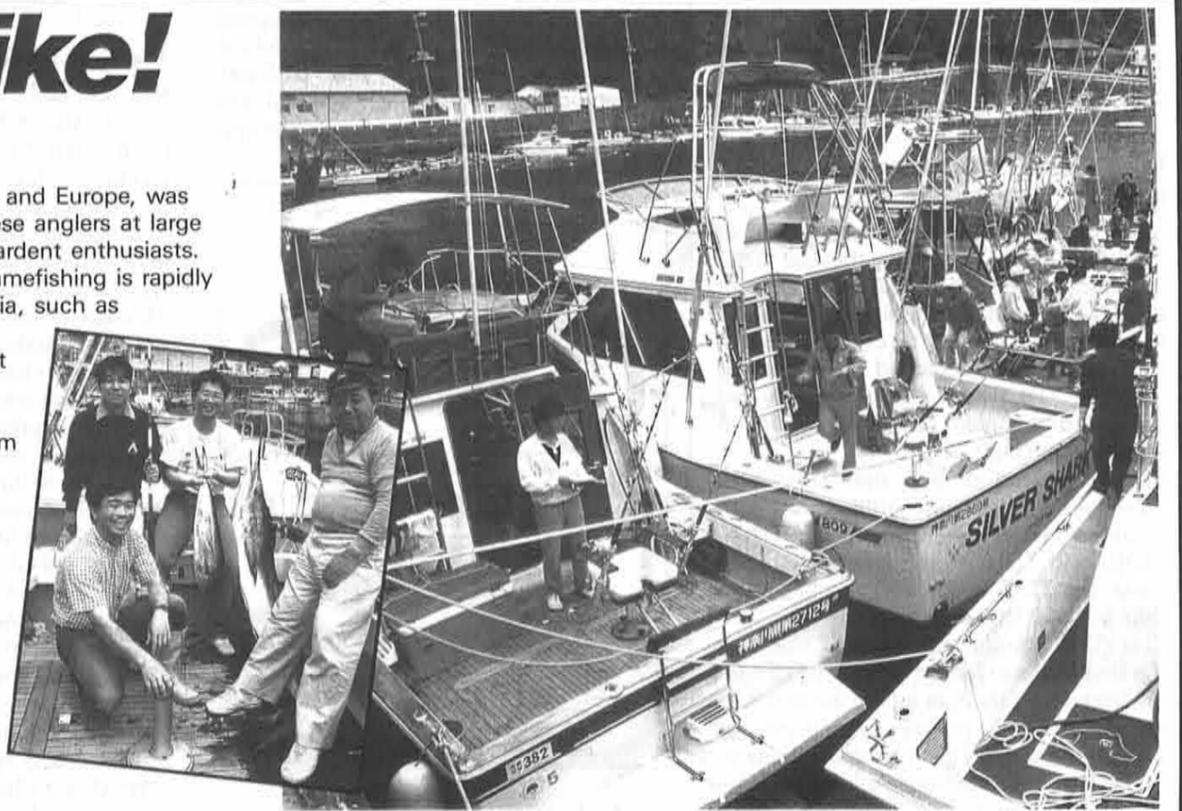
Jacky Vimond (Yamaha) proved himself unbeaten once again! He dominated the Yugoslavian GP, the 6th round held at Trzic near Klagenfurt on June 1. Two wins in this round raised his point total to 187, a massive 40 point lead from the nearest rival Michere Rinaldi (Suzuki) who placed 2nd in the

A thrilling strike!

"Yamaha Big Fight Tournament" kicks off

Gamefishing, which has long been very popular in North America and Europe, was brought in Japan just 10-odd years ago. But in those days Japanese anglers at large became little interested in it, except for a very limited number of ardent enthusiasts. Things, however, have taken a great turn in the last few years. Gamefishing is rapidly growing in popularity in Japan as well. Mass communication media, such as newspapers, magazines, TV and radio, are covering and reporting various gamefishing events in rather a sensational way, helping set spurs to another growth of enthusiasm among Japanese anglers. Encouraged by this tendency, Yamaha Tokyo has decided to organize an annual event titled "Yamaha Big Fight Tournament" from this year, with support being given by JGFA (Japan Game Fishing Association). The event consists of four trolling contests. The first contest of this year took place on June 22 on the water area of Izu Ohshima Island about 60 miles southwest off Tokyo, attracting 33 anglers from Tokyo and neighbouring prefectures. This water area is known as a mecca for pleasure boaters and yachtmen. It is about this season that big fish species such as swordfish migrate into this area. With a great number of strikes, all anglers experienced a pleasant thrill of expectations.

The contest continued for 6 hours, during which Yurianderi V (Yamaha PC-30) caught a swordfish weighing 40kg, the biggest of all the fish caught.





J. Vimond

first race followed by Jo Martens (KTM). In the 2nd race Jorgen Nilsson (Suzuki) came in 2nd ahead of Rinaldi.

The 7th round, the British GP took place at Farleigh Castle on June 8, watched by some 10,000 spectators. Championship leader Vimond finished 1st and 2nd in the two races, further broadening the lead from the nearest contender. British rider Andy Nicholls (Mitsui-Yamaha UK) made his day in this GP. In the first race he followed closely on the heels to Vimond until he finished 2nd eventually. This

kept the homeground spectators thrilled and exhilarated. Another Yamaha rider Anders Eriksson came in 3rd.

Jem Whatley (Cagiva) won the 2nd race and Finnish rider Kurt Ljungqvist (Yamaha) finished 3rd behind Vimond.

Nicholls plays it cool

British up-and-coming rider Andy Nicholls (Yamaha) showed one of

his best rides in the Belgian GP, the 8th round held on the tough, hilly circuit of Angrau near the France-Belgium border on June 15.

In the first race Nicholls played it consistently cool, overcoming the rough bumps and heat.

Having already built a commanding lead over the others for the first half of the race, he settled down into a steady pace for the second half and kept it until he took the checkered flag well ahead of M. Rinaldi. The 2nd race was almost the same story.

Championship leader J. Vimond was extremely unlucky. In the first race the dust cloud prevented him from seeing the turn, causing him to smash through the ropes. Again, later in the race he hit a fallen rider and went through the ropes causing him to retire after all.

RESULTS

'86 WORLD CHAMPIONSHIP ROAD RACING

4th round - Austria - June 8
500cc class

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

250cc class

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

5th round - Yugoslavia - June 15
500cc class

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

250cc class

1. S. Pons Honda
2. J-F Balde Honda
3. D. Sarron Honda
4. F. Ricci Honda
5. C. Cardus Honda

6th round - Holland - June 29
500cc class

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

250cc class

1. C. Lavado Yamaha
2. A. Mang Honda
3. S. Pons Honda
4. D. McLeod Armstrong
5. M. Wimmer Yamaha
6. T. Taira Yamaha

7th round - Belgium - July 6
500cc class

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

250cc class

1. S. Pons Honda
2. D. McLeod Armstrong
3. J. Cornu Honda
4. D. Sarron Honda
5. A. Carter Cobas

World Championship positions after 7 rounds

500cc class

1. E. Lawson Yamaha ..84 pts.
2. R. Mamola Yamaha ..74 pts.
3. W. Gardner Honda ..72 pts.
4. M. Baldwin Yamaha ..52 pts.
5. C. Sarron Yamaha ..43 pts.
6. R. McElnea Yamaha ..39 pts.

250cc class

1. C. Lavado Yamaha ..72 pts.
2. S. Pons Honda ..62 pts.
3. A. Mang Honda ..51 pts.
4. J-F Balde Honda ..45 pts.
5. M. Wimmer Yamaha ..44 pts.
6. D. Sarron Honda ..31 pts.

'86 WORLD CHAMPIONSHIP MOTOCROSS

125cc class

5th round - Spain - June 1

1st race

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

2nd race

1. J. van den Berk Yamaha
2. M. Contini Cagiva
3. P. Vehkonen Cagiva
4. P. Kover Kawasaki
5. D. Lacher KTM

6th round - Czechoslovakia - June 15

1st race

1. D. Strijbos Cagiva
2. M. Contini Cagiva
3. A. Barozzi Benelli
4. A. Puzar KTM
5. A. Pantilla KTM

2nd race

1. M. Contini Cagiva
2. D. Strijbos Cagiva
3. I. Vehkonen Honda
4. M. Kouki Yamaha
5. R. Moore Suzuki

7th round - Ireland - June 29

1st race

1. P. Vehkonen Cagiva
2. J. van den Berk Yamaha
3. B. Moore Suzuki
4. D. Strijbos Cagiva
5. A. Barozzi Benelli

2nd race

1. M. Kouki Yamaha
2. D. Strijbos Cagiva
3. M. Contini Cagiva
4. A. Lejeune Suzuki
5. I. Vehkonen Honda

World championship positions after 7 rounds

1. D. Strijbos Cagiva ..187 pts.
2. P. Vehkonen Cagiva ..186 pts.
3. J. van den Berk Yamaha ..174 pts.
4. M. Contini Cagiva ..167 pts.
5. M. Kouki Yamaha ..146 pts.
6. A. Pantilla KTM ..114 pts.

250cc class

5th round - Czechoslovakia - May 25

1st race

1. J. Whatley Cagiva
2. M. Fanton Yamaha
3. D. Rangelov Kawasaki
4. M. Rinaldi Suzuki
5. G.J. van Doorn Honda

2nd race

1. J. Whatley Cagiva
2. M. Rinaldi Suzuki
3. J. Vimond Yamaha
4. M. Fanton Yamaha
5. S. Taimi Husqvarna

6th round - Yugoslavia - June 1

1st race

1. J. Vimond Yamaha
2. M. Rinaldi Suzuki
3. J. Martens KTM
4. D. Watson Honda
5. G. J. van Doorn Honda

2nd race

1. J. Vimond Yamaha
2. J. Nilsson Suzuki
3. M. Rinaldi Suzuki
4. G. J. van Doorn Honda
5. P. Hansson Husqvarna

7th round - Britain - June 8

1st race

1. J. Vimond Yamaha
2. A. Nicholls Yamaha
3. A. Eriksson Yamaha
4. J. Nilsson Suzuki
5. J. Whatley Cagiva

2nd race

1. J. Whatley Cagiva
2. J. Vimond Yamaha
3. K. Ljungqvist Yamaha
4. M. Banks Honda
5. G.J. van Doorn Honda

8th round - Belgium - June 15

1st race

1. A. Nicholls Yamaha
2. M. Rinaldi Suzuki
3. K. Ljungqvist Yamaha
4. J. Martens Husqvarna
5. J. Nilsson Suzuki

2nd race

1. A. Nicholls Yamaha
2. P. Hansson Husqvarna
3. J. Martens Husqvarna
4. M. Rinaldi Suzuki
5. J. Nilsson Suzuki

9th round - Switzerland - June 29

1st race

1. J. Vimond Yamaha
2. M. Rinaldi Suzuki
3. A. Eriksson Yamaha
4. J. Whatley Cagiva
5. A. Nicolls Yamaha

2nd race

1. J. Vimond Yamaha
2. M. Velkeneers Yamaha
3. J. Whatley Cagiva
4. A. Eriksson Yamaha
5. A. Ledovskoy KTM

10th round - West Germany - July 6

1st race

1. J. Vimond Yamaha
2. R. Diepold Kawasaki
3. J. Whatley Cagiva
4. S. Taimi Husqvarna
5. K. Maehr KTM

2nd race

1. J. Vimond Yamaha
2. K. Ljungqvist Yamaha
3. R. Diepold Kawasaki
4. J. Nilsson Suzuki
5. M. Velkeneers Yamaha

World Championship positions after 10 rounds

1. J. Vimond Yamaha ..304 pts.
2. M. Rinaldi Suzuki ..220 pts.
3. J. Whatley Cagiva ..150 pts.
4. G. J. van Doorn Honda ..148 pts.
5. P. Hansson Husqvarna ..133 pts.
6. M. Fanton Yamaha ..132 pts.

500cc class

6th round - West Germany - June 8

1st race

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

2nd race

1. D. Thorpe Honda
2. G. Jobe Kawasaki
3. A. Malherbe Honda
4. K. Nicoll Kawasaki
5. E. Geboers Honda

7th round - Canada - June 22

1st race

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

2nd race

1. A. Malherbe Honda
2. E. Geboers Honda
3. G. Jobe Kawasaki
4. L. Persson Yamaha
5. K. van der Ben KTM

8th round - USA - June 29

1st race

1. R. Johnson Honda
2. J. Ward Kawasaki
3. D. Bayley Honda
4. R. Lechien Kawasaki
5. A. Malherbe Honda

2nd race

1. R. Johnson Honda
2. D. Bayley Honda
3. J. Ward Kawasaki
4. A. Malherbe Honda
5. E. Geboers Honda

9th round - France - July 6

1st race

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

2nd race

1. G. Jobe Kawasaki
2. D. Thorpe Honda
3. E. Geboers Honda
4. A. Malherbe Honda
5. K. Nicoll Kawasaki

World Championship positions after 9 rounds

1. D. Thorpe Honda ..229 pts.
2. A. Malherbe Honda ..227 pts.
3. E. Geboers Honda ..207 pts.
4. G. Jobe Kawasaki ..184 pts.
5. K. van der Ven KTM ..162 pts.
6. L. Persson Yamaha ..148 pts.

6 OX66's in top 10

G. Lees



Fuji GC Championship

Geoff Lees drove a Yamaha OX66-powered racer to an easy win in the 2nd round of the '86 Fuji GC Championship Car Race Series staged at FISCO (Fuji International Speedway) on June 8.

20 machines were entered in this race and the final heat was contested by 16 machines including 8 OX66-powered racers. Lees (MARCH85J MCSVII YAMAHA) set the fastest lap time at 1'22"89 in the elimination heat to take the pole posi-

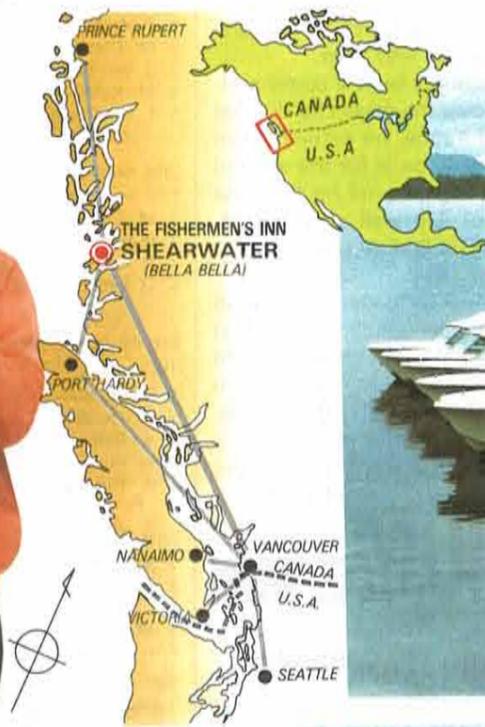
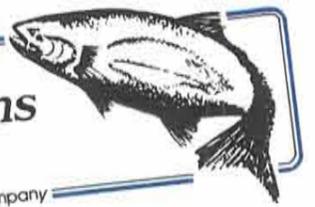
tion on the starting grid as he had in the previous round. 2nd to 7th places on the grid were also taken by Yamaha drivers. In the final heat Lees outclassed the others, increasing the lead over the runner-up driver each lap until he scored his first win in the 86 GC Series. Takao Wada (MARCH85J MCSVII YAMAHA) finished second with Keiji Matsumoto (MARCH85J MCSVII YAMAHA) third.

THE FIGURES PROVE IT

Economical operation record at Fishermen's Inn

The Fishermen's Inn

a Shearwater company



One of the first fishing resorts in British Columbia to use Yamaha outboard motors was the Fishermen's Inn, located at Shearwater Bay, Bella Bella, British Columbia. This fishing resort is 300 miles north of Vancouver along the inside passage of the west coast.

Fishermen's Inn accommodates approximately 400 fishermen and processes 3,200 fish in the 5 months from May to September. This is an enormous quantity for line-caught salmon.

This is the second season that Fishermen's Inn has been using Yamaha outboards of 70 and 40hp. The Inn's owner, Mr. Craig Widsten, and manager, Rollie Back, spoke in detail about why they chose the Yamaha over the various other brands two years ago.

The Yamaha outboards were the ones that best answered their rigid requirements. Those requirements were; (a) that the outboards be economical performers, but have the power to get to the outer fishing grounds fast; (b) that they feature oil injection systems to avoid confusion in mixing oil with partially full tanks; (c) they needed outboards with dependable starting and economical in terms of parts and maintenance."

Compared to the outboards previously used at Fishermen's Inn, the Yamaha's demonstrated at least 50% savings in oil use. The power combination also proved more efficient with the Yamaha 40hp motors. Previously, a day's fishing used 11 4/1 gallons of gas, but the Yamaha's were found to use only 7 2/1, meaning a 33% saving. For one season this resulted in actual savings of \$5,610 in gas alone.

As for reliability, the Inn reported 95% last season. Never have they had to tow in a boat. In two seasons now, they have never had lost time due to failure with the Yamahas. This is a big factor, as a fisherman pays \$300 a day and demands satisfaction. Breakdowns are also critical when considering that the Inn is 300 miles from the nearest town. Of course, Fishermen's Inn is now sold on the Yamaha outboards completely and will be using them next year, for sure. They encourage visitors to the Vancouver Expo '86, which began in May, to come up to the Inn to try the Yamahas and some trophy salmon fishing.

A FRENCH ROAD SHOW

The Road Show campaign in France was begun as a promotional activity to increase demand by enabling a larger number of potential customers to experience the superior performance of Yamaha products first-hand, while also introducing them to the unique features of each model.

Traveling around the country, the Road Show is held in cooperation with local dealers, with the organizers providing the motorcycles for display and for test-ride events for customers.

Sonauto Yamaha has held its Road Show for the third time this year at such famous circuits as Carole, Castellet, Le Mans Bugatti and Nogaro. More than 8,000 people turned out for these weekend shows to testride the road model range, including the FJ1200, XJ900, FZ750, XJ600, RD350LC and RD500LC.

Excellent organization made the shows a great success, with special gifts for the participants offered by the organizers adding to the excitement. Attractively laid-out dealers villages gave potential customers an excellent opportunity to speak to the dealers, as well.



At Le Mans Bugatti Circuit



Lots of people are waiting for testrides. (Carole Circuit).