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See pages 2 and 3 for the major technical features of the 1984 American models. Page 7 is devoted to an interview report of the three Yamaha stars — Kenny Roberts, Hakan Carlqvist and Carlos Lavado.

Yamaha Dealer Meetings in the United States and Canada

THE VITAL ONE FAMILY SPIRIT!

The 1984 new models received very enthusiastic responses from all dealers present when it was introduced at Yamaha dealer meetings held in the United States as follows:

- *Nov. 13 — Las Vegas, Nevada
- *Nov. 20 — Atlantic City, New Jersey
- *Dec. 6 — New Orleans, Louisiana

Mr. Hideto Eguchi, President of Yamaha Motor who attended the Las Vegas Meeting, expressed his view of new business goals as follows:

"As the result of the worldwide recession, which began early in 1980, motorcycle manufacturers are now facing the most difficult times they have ever experienced. Yamaha is no exception and neither are our dealers.

So, we have developed a new strategy to get out of these difficult times. This new strategy includes the significant streamlining of our organization and the restricting of our operations.

I assure you the steps we have taken will make Yamaha healthier and stronger than ever before within one year.

Now, let me address our new philosophy and direction for our future worldwide business. I would like to reemphasize the following three points:

First, Yamaha will restore the highest quality to all of its products and enhance its corporate image.

Second, Yamaha will continue as the most innovative and unique company in the industry in every aspect of our business.

Third, Yamaha will continue as the company within the industry who cares most for its dealers and customers. We will also recapture the vital one family spirit.

Accordingly, we have changed our previous goal of maximizing units sales to that of providing a profit opportunity to our dealers and Yamaha. In other words, Yamaha has set its target to be the best, not necessarily the biggest enterprise.

To achieve this target, one area of our operation stands out as more important than any other. That area is, product development. This area is essential to our future and has the potential to earn us more worldwide attention and more corporate resources than ever before..."

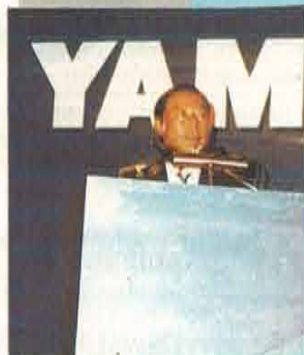
In Mr. Eguchi's speech new model concepts were announced and the importance of the Yamaha Family cooperation was also emphasized.

At the same meeting Mr. Satoshi Watanabe, President of Yamaha Motor Corporation, USA also delivered a speech, pointing up the encouraging future for Yamaha based on closer cooperation between Yamaha and all dealers.

The new model line-up was also unveiled during the Canadian Yamaha dealer meeting held in Toronto on Nov. 20. The meeting celebrated the 10th anniversary of founding Yamaha Motor Canada.

On behalf of Yamaha Motor Mr. Toshimori Shuin, Managing Director congratulated YMCA for their past success while at the same time wishing all people well in meeting the challenges of the years to come.

the United States



Mr. Watanabe says "During the last few years, the joy of riding has been missing. Yamaha will take the lead to put fun back into the sport! YAMAHA BUILT FOR THE FUN OF IT!"

President Eguchi expresses his firm confidence — "I assure you that you will be offered excellent profit opportunities for the coming season. Through Yamaha Motor Corporation, USA, you will continue to have the programs and support you need in order to succeed in the motorcycle business. By working closely together as members of one Yamaha Family we will surely have a prosperous future."



Scooter research is also conducted on a number of dealers.



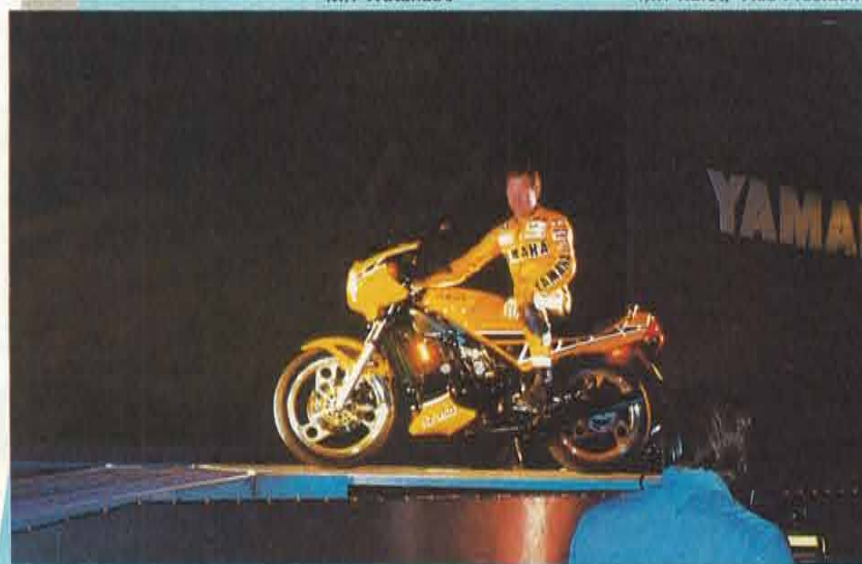
Mr. Watanabe



Mr. Karst, Vice-President



Virago enjoys invariable popularity.



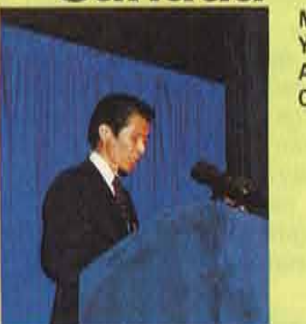
"King" Kenny and 2-stroke RZ350 are given great cheers. Kenny receives President Reagan's congratulatory telegram. Eddie is also present.



Canada



Mr. T. Shuin, Managing Director of Yamaha Motor and Mr. Keisuke Abe, president of Yamaha Motor Canada.



New 3-wheelers and 4-wheelers are hailed as exciting terrain vehicles.



New models enjoy very enthusiastic responses from all people in the Toronto Meeting, too.



Virago is one of the most popular bikes in Canada as well.

The 1984 American Model Line-up

Built for the fun of it!

The 1984 American Model Line-up which was introduced at Yamaha's "Dealer Convention" series started at Las Vegas, Nevada on Nov. 13 and at Toronto, Canada on Nov. 20, received very enthusiastic responses from all dealers present.

Introduced below are the technical highlights of each model which has been built for the fun of it:

Venture, Venture Royale

The ultimate touring machine

The Yamaha Venture/Venture Royale is the most complete motorcycle originally designed for the American touring riders last year, and introduced to the European long-distance riders this year. In fact, it was the first bike in history to be developed entirely, from the very beginning, with no purpose in mind other than touring. At its heart is a unique 70-degree V4 of 1198cc, with double overhead camshafts, 16 valves, four downdraft CV carburetors, liquid cooling, and YICS — the Yamaha Induction Control System.

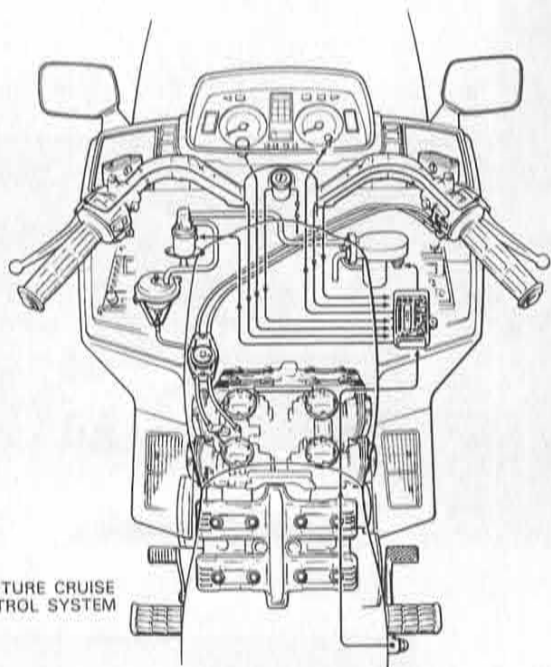
New improvements for 1984

The new Venture/Venture Roy-

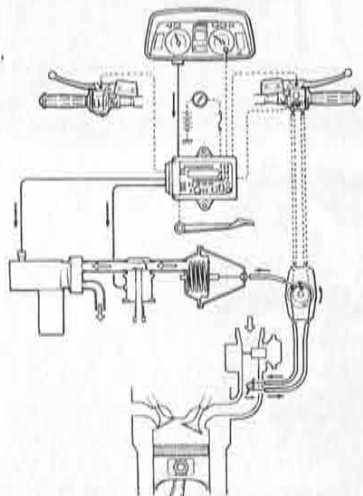
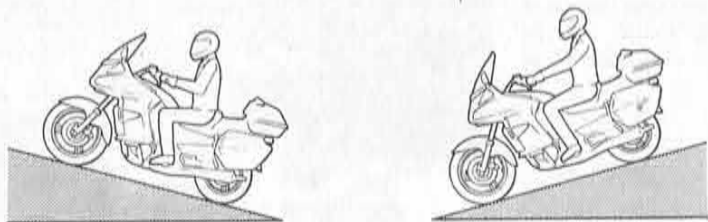
ale comes with several significant improvements as follows:

The carburetion and ignition advance have been recalibrated for better fuel economy, improved starting and more performance. A stop watch, gear position indicator, illumination control and smoked glass panel have been added to the instrumentation. Damping both front and rear has been altered, the rear shock piston diameter has been increased from 30 to 36mm, and the damping adjustment control has been improved. For more comfort the seat has a new shape, and is two-tone in color. The saddlebag and travel trunk mounts have been improved for easier operation and elimination of rattles. A mudguard is added to the rear fender. With a new fuel petcock, there is now 3.3 liters of reserve capacity. Front wheel width has been increased from 2.15 to 2.50 for more stability.

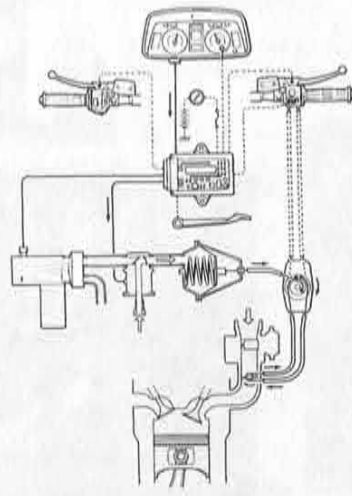
• An automotive-type cruise control is available, and will be standard on the Venture Royale.



VENTURE CRUISE CONTROL SYSTEM



VENTURE CRUISE CONTROL SYSTEM—ON UPHILL ROADS



VENTURE CRUISE CONTROL SYSTEM—ON DOWNHILL ROADS

XV1000 Virago



XV1000 Virago

King of the custom bikes

The big OHC V-twin now displaces 981cc, and Yamaha's new Air Induction System (AIS) allows it to meet stringent emissions requirements while also improving response and drivability.

Major technical features

- Compared to the XV920, the bore has been increased from 92.0 to 95.0mm, with stroke remaining at 69.2mm, for a displacement of 981cc. Both exhaust pipes are routed along the right side.
- Yamaha's exclusive new Air Induction System is a method of introducing fresh secondary air into the exhaust stream to complete the burning of exhaust gases and thus reduce hydrocarbon emissions.
- The gearbox is essentially as before, except the shift lever is remote mounted through a linkage. Shaft drive remains.
- The front suspension consists of 38mm air-assisted forks with an equalizing tube.
- The rear suspension conveys the full custom look with a conventional, dual-shock layout.
- The front tire is 100/90-19, and the rear is 140/90-15.
- The braking system includes dual discs in front and a drum in the rear.
- The recirculating fuel system includes a main tank of 12.5 liters, and a sub-tank, located beneath the seat, of 2.0 liters capacity.
- The new rear suspension and redesigned frame allow a low seat height of only 700mm.

XV700 Virago

Owning main street

Radiating from the powerful OHC V-twin engine, the look is long, low and lean in every direction. The look is Virago.

Style is what makes a custom motorcycle, and style is what the XV700 Virago delivers. For 1984 the frame has been completely redesigned, with a longer front

end, lower "separate-look" seat, dual-shock rear suspension and fat rear tire.

Major technical features

- Compared to the previous XV750, the engine's bore has been reduced from 83.0 to 80.2 mm, with stroke remaining at 69.2mm, for a displacement of 699cc.
- The gearbox is unchanged from the XV750 with the exception of a new remote linkage; the shaft drive remains.
- An entirely new frame design incorporates a conventional, dual-shock rear suspension.
- The front suspension has 38 mm stanchion tubes, a leading axle, and a caster angle of 32 degrees. Wheel travel is 150mm.
- The rear shocks have a 70mm stroke and a new type barrel spring.
- Tire sizes are a 100/90-19 on the front, and a 140/90-15 on the rear.
- The braking system includes discs on the front and a drum on the rear.
- Fuel capacity is 12.5 liters.

Note: This model is marketed as XV750 in Canada

XT600

Redefinition of dual-purpose

Descended from the popular 550 series that made the concept of a big, four-stroke single a modern reality, the SOHC XT600 engine, with four valves and the Yamaha Duo Intake System (YDIS), delivers the king of horse power that can flatten any hill and shorten any highway. And with a gear driven counter-balancer it does its job with a minimum of vibration.

XT600



Major technical features

- Compared to the XT550, the engine displacement of 595cc was reached by increasing the bore from 92.0mm to 95.0mm; the 84.0mm stroke remains as before.
- Weight reduction in the piston, pin and related components means reciprocating mass is equivalent to the 550.
- The crankshaft, connecting rod, camshaft, rocker arms and other components are light weight parts developed for the TT600.
- A scoop directs cooling air to the cylinder head.
- The air-assisted front forks have 41mm stanchion tubes and low-friction Du-metal bushings.
- The Monocross rear suspension, with gas/oil shock absorber rebound damping adjuster and box-section aluminum swing arm.
- The front tire is 3.00-21 and the rear is 4.60-18. They each have a new tread pattern.
- Other major features include a larger, 11 liter fuel tank; a forward-extended seat for more control in traffic; a sealed O-ring chain; newly designed instrument panel for less inertia about the steering head:

XT250

New technology on and off the road

With the all-new XT250 for 1984, Yamaha leaps to the head of the dual-purpose 250 class. The XT250 has everything needed for work-a-day chores on the weekdays and off-road fun on the weekends.

Major technical features

- The most obvious feature of the XT250 is its entirely new engine, a DOHC single with four valves for optimum breathing. It is fed by the patented Yamaha Duo Intake System (YDIS), which employs a cable operated slide-type primary carburetor and a constant velocity carburetor on the secondary. The two intake valves are offset relative to the cylinder bore axis, so a strong swirl is induced to the mixture for optimum combustion. The new engine also features a gear-driven, single shaft counter-

balancer with two weights to reduce vibration to a minimum.

- The air-assisted forks mount a leading axle, and there is 255mm of front suspension travel.
- The Monocross rear suspension provides 220mm wheel travel.
- The final drive is by a sealed O-ring chain.
- The tires are 3.00-21 front and 4.10-18 rear, mounted to aluminum rims, and front and rear brakes are drums.

DT200

A lightweight super trail

The brand-new lightweight DT200 is technically one of the most exciting machines in the entire Yamaha range, adopting the same engine design and chassis construction as its smaller brother DT125LC for the European market.

Major technical features

- The newly designed 2-stroke single-cylinder engine features the Yamaha Power Valve System (YPVS) which provides infinitely-variable exhaust port timing. Matching the YPVS exhaust layout is the advanced intake system (Torque Induction) on this model.
- Combined with this system is the Yamaha Energy Induction System (YEIS)
- YEIS is virtually maintenance-free; the YPVS even cleans itself of carbon deposits.
- The cooling system is thermostatically controlled and sealed with an expansion tank.
- A single De Carbon shock absorber with reservoir and rebound damping adjuster is positioned behind the engine unit for as low a center of gravity as possible.
- Rear wheel movement allowed by this suspension is 210mm.
- The leading axle type front forks give 240mm of smooth wheel movement. A disc front brake copes with the heat expansion of heavy use.

Note: This model is marketed only in Canada.

IT200

A powerful mid-size enduro

It is based on the successful tradition of the 175, yet is a whole new motorcycle in its own right. The most obvious attraction, of course, is the new engine; an air cooled two-stroke single of 195cc displacement by virtue of a bore and stroke of 66mm x 57mm, it offers increased power and performance throughout the entire speed range. Naturally, it features the exclusive Yamaha Energy Induction System (YEIS).

Major technical features

- The engine design allows the adoption of up to three oversizes of piston to increase displacement further to meet any particular competition regulations or

classes. The cylinder head is diecast for better heat dissipation, scavenging has been improved, and the connecting rod has larger small and big ends while the big end now has six oil grooves for superior lubrication. A C.D. Ignition supplies the spark.

- The fork tubes have been increased to 43mm diameter, and wheel travel is 269mm.
- The rear suspension has adjustable damping for rebound, and rear wheel travel is 269mm.
- Swing arm material is aluminum, and chain adjusters are snail-type.
- The tire sizes are 90/90-21 in the front, and 120/90-18 in the rear, and they mount to aluminum rims with one-piece spokes to reduce chances of loss of tension.
- Brakes are drums front and rear, and the front has two leading shoes.
- Fuel capacity is 11 liters.
- Dry weight is 93 kg.

RZ350

A long-awaited high performance 2-stroke

The RZ350, the first new 2-stroke model offered to American riders since stringent emission controls came into effect five years ago. The engine is the most powerful in its class.

Proven over several years, it has been thoroughly upgraded with the adoption of the Yamaha Power Valve System (YPVS) which uses a catalytic converter to reduce exhaust emissions.

Major technical features

- The engine displaces 347cc from a bore and stroke of 64.0 x 54.0mm, and compression ratio is 6.0 : 1. There are two 26mm Mikuni carburetors.
- In a unique development, the YPVS valves are driven by an electronic servo motor mounted above the engine and linked to the valves by cables. A control unit reads engine speed from the C.D. Ignition pickup, and a potentiometer in the servo motor senses valve position.
- The air-assisted front forks have a unique self-adjusting, variable damping system that alters shock absorber rate as a function of fork travel.
- The link-type rear Monocross suspension gives a progressive spring rate and very low center of gravity. The De Carbon-type gas/oil shock operates with a high-strength steel box-section swing arm and aluminum alloy linkage arms, and wheel travel is

100mm. Spring preload is adjustable by a remote control operating through a cogged belt.

- Tire sizes are 90/90-18 front and 110/80-18 rear, and they are mounted to lightweight alloy wheels with a new three-spoke pattern.
- The triple-slotted disc brakes include semimetallic pads, and the rear caliper is an opposed-piston design for good braking balance front-to-rear.
- For extended range, the fuel tank capacity is an ample 20.0 liters.
- The dry weight is 450 kilograms.
- The gearbox is a 6-speed type.

Note: This model has passed all exhaust emission control standards except those in Calif.

RZ500

A true GP racer replica

The brand-new RZ500 which was unveiled during the '83 Paris Motor Show and has also made its debut on the Canadian market, comes as a true GP racer replica for the road.

Major technical features

- The compact, lightweight V-4 2-stroke YPVS engine with a 180° firing order is the most powerful one ever produced for the 500cc class.
- The engine features a unique oiling system; partly dry sump and partly wet sump by means of a trochoid pump and Autolube.
- Four alloy-bodied carburetors housed in the vee-bank.
- A thermostatically controlled sealed liquid-cooling system with a separate expansion tank.
- The 6-speed gearbox.

Note: This model is marketed only in Canada.

XC125 XC180D XC180Z

The new scooter trio

The XC125 is a brand-new scooter model.

The newly designed fan-cooled 124cc 4-stroke engine is fully enclosed in a stepthrough frame, providing a clean, comfortable ride whatever the rider may wear. The XC180D and the XC180Z have also a fully enclosed 4-stroke single-cylinder engine, an

XC125



YFM200



attractive stepthrough type frame and a well-padded comfortable dual seat. In addition, these models are freeway legal with two up.

Major technical features

XC125

Both engine and transmission are fully enclosed.

- Electric start combined with the automatic choke.
- Fully automatic variable-speed V-belt transmission.
- Front fender and apron provide not only aerodynamic efficiency, but shield the rider from dirt and splatters.
- Bottom-link front suspension and hydraulic shocks front and rear.
- Water-and-dustproof drum brakes front and rear.
- Handy travel compartment.
- Extra-bright turn signals, side reflectors, a taillight and 45W headlight.

XC180D/XC180Z

Both models feature an OHV fan-cooled 171cc engine. Other major technical features are basically the same as the XC125.

- Plush carpeting on the floorboards (XC180D)
- Digital instrumentation (XC180D)

Note: The XC125 and the XC180D have been introduced as '85 models but they are to be marketed later than May of 1984.

YFM200 YTM200E YTZ250

New powers for tight terrain situations

Powered by a newly developed 4-stroke SOHC engine with electric start, and thanks to four deep-cleat balloon tires, the YFM200 comes as a tough, dependable terrain performer. In addition, the newly adopted reverse gear is a very practical and important feature.

The 3-wheeled YTM200E features the same engine design as the YFM200. The reliable, maintenance-free drive shaft system on this model is the first feature ever adopted in a three-wheeler. The 5-speed transmission with a reverse gear proves very useful for tight terrain situations.

The YTZ250 is a YZ-based unique terrain runner for three-wheeling sports fans.

Major technical features

YFM200

- The 4-stroke 196cc engine combines the convenience of electric start with the smooth dependability of a drive shaft system.
- The 5-speed transmission with a reverse gear.
- CDI system
- Turning radius is very small.
- A rear disc plus front drum brakes.
- The front bumper doubles as a carrier.
- To operate the YFM 200's convenient reverse gear, you simply engage first gear, pull the reverse lever knob and shift it to the reverse position. To insure that you don't suddenly find yourself doing 30 miles-an-hour backwards, reverse functions only in the first gear position.

YTM200E with Reverse

- The 196cc big-bore 4-stroke single has exceptional mid-range power and low-end torque. The engine features a gear-driven balancer and water-proof CDI system.
- A front rack for small loads, a rear rack for big loads, an a trailer hitch for huge loads.
- The telescopic fork suspension with 100mm of wheel travel.
- The 5-speed transmission with a reverse gear.
- A big, powerful, enclosed disc brake in back and a leading-trailing drum up front.
- The fully enclosed drive shaft.

YTZ250

- Based on the YZ250 engine, the YTZ's liquid-cooled 2-stroke delivers plenty of power and torque.
- Air-assisted long travel telescopic front forks.
- 205mm stroke Monocross rear suspension with a De Carbon type gas/oil shock absorber and compression/rebound damping adjusters.
- Front 25 x 12-8 corded tire with longitudinal tread for directional control.
- Rear 22 x 11-8 transverse tread tires for maximum traction.
- The 9-liter fuel tank is mounted low between rear wheels.
- Large disc brakes with semimetallic pads, front and rear.
- Newly designed folding footpegs, shift pedal and brake pedal.
- Dual 30W/12V halogen headlight.

Note: These models have been introduced as '85 models but they are to be marketed later than May of 1984.

Built for th



Virago 1000



XV700

- Engine type: 4
- Ignition system
- Fuel tank capa
- 140/90H-15 • Br

XV1000

- Engine type: 4-stroke, S
- Ignition system: Transistor control
- Fuel tank capacity: 14.5 lit. • Tire (f
- Brake (front/rear): Dual



XC180Z

- Engine type: 4-stroke, fan cooled OHV, single • Displacement: 171 cc • Ignition system: Transistor controlled
- Transmission: V-belt automatic • Fuel tank capacity: 6.5 lit. • Tire (front, rear): 3.50-10, 3.50-10 • Brake (front/rear): Drum/Drum



XC125

- Engine type: 4-stroke, fan cooled SOHC, single • Displacement: 124 cc • Ignition system: Transistor controlled
- Transmission: V-belt automatic • Fuel tank capacity: 7.0 lit. • Tire (front, rear): 3.50-10, 3.50-10 • Brake (front/rear): Drum/Drum



IT200

- Engine type: 2-stroke, air-cooled, single • Displacement: 195 cc
- Ignition system: C.D.I. • Transmission: 6-speed • Fuel tank capacity: 11 lit. • Tire (front, rear): 90/90-21-4PR, 120/90-18-4PR • Brake (front/rear): Drum/Drum



XT600

- Engine type: 4-stroke, SOHC, 4-valve, single • Displacement: 595 cc • Ignition system: C.D.I. • Transmission: 5-speed
- Fuel tank capacity: 11.0 lit. • Tire (front, rear): 3.00-21-4PR, 4.60-18-4PR • Brake (front/rear): Hydraulic disc/Drum



RZ350

- Engine type: 2-stroke, liquid-cooled, twin
- Displacement: 347 cc • Ignition system: C.D.I. • Transmission: 6-speed
- Fuel tank capacity: 22 lit. • Tire (front, rear): 90/90-18 51H, 110/80-18 58H • Brake (front/rear): Dual discs/Single disc

XT250

- Engine type: 4-stroke, DOHC, 4-valve, single • Displacement: 249 cc
- Ignition system: C.D.I.
- Transmission: 6-speed • Fuel tank capacity: 12 lit. • Tire (front, rear): 3.00-21-4PR, 4.10-18-4PR
- Brake (front/rear): Drum/Drum



RZ500

- Engine type: 2-stroke, liquid-cooled, V-4
- Displacement: 492 cc • Ignition system: C.D.I. • Transmission: 6-speed
- Fuel tank capacity: 23 lit. • Tire (front, rear): 120/80V-16, 130/80V-18 • Brake (front/rear): Dual ventilated discs/Single ventilated disc



...the fun of it!

Virago 700



• Engine type: 4-stroke, SOHC, V-twin • Displacement: 699 cc • Ignition system: Transistor controlled • Transmission: 5-speed • Fuel tank capacity: 12.5 lit. • Tire (front, rear): 100/90H-19, 140/90H-15 • Brake (front/rear): Dual discs/Drum

• Engine type: 4-stroke, SOHC, V-twin • Displacement: 981cc • Ignition system: Transistor controlled • Transmission: 5-speed • Fuel tank capacity: 20 lit. • Tire (front, rear): 100/90H-19, 140/90H-15 • Brake (front/rear): Dual discs/Drum

MOTO-4 YFM200



• Engine type: 4-stroke, SOHC single • Displacement: 196 cc • Ignition system: C.D.I. • Transmission: 5-forward, 1-reverse, centrifugal clutch • Fuel tank capacity: 9 lit. • Tire (front, rear): 22 x 8-10 x 2 pcs., 22 x 11-8 x 2 pcs. • Brake (front/rear): Drum/Disc

YAMAHAULER



YTM200E with Reverse

• Engine type: 4-stroke, SOHC single • Displacement: 196 cc • Ignition system: C.D.I. • Transmission: 5-forward, 1-reverse, centrifugal clutch • Fuel tank capacity: 9 lit. • Tire (front, rear): 25 x 12-9 x 1 pc., 25 x 12-9 x 2 pcs. • Brake (front/rear): Drum/Disc

YTZ250

• Engine type: 2-stroke, liquid cooled, single • Displacement: 246 cc • Ignition system: C.D.I. • Transmission: 5-speed • Fuel tank capacity: 9 lit. • Tire (front, rear): 25 x 8-12 x 1 pc., 22 x 11-8 x 2 pcs. • Brake (front/rear): Single hydraulic disc/Mechanical disc



XVZ12

• Engine type: 4-stroke, DOHC, 16-valve liquid cooled, V-4 • Displacement: 1,198 cc • Ignition system: Transistor controlled • Transmission: 5-speed • Fuel tank capacity: 20 lit. • Tire (front, rear): 120/90-18 65H, 140/90-16 71H • Brake (front/rear): Dual ventilated discs/Single ventilated disc

Venture



Venture Royal



XVZ12D

• Engine type: 4-stroke, DOHC, 16-valve liquid cooled, V-4 • Displacement: 1,198 cc • Ignition system: Transistor controlled • Transmission: 5-speed • Fuel tank capacity: 20 lit. • Tire (front, rear): 120/90-18 65H, 140/90-16 71H • Brake (front/rear): Dual ventilated discs/Single ventilated disc

(Canadian Market)

Specifications are subject to change without notice.

Technological assistance for China



Pictured here are the Chinese technicians, with Mr. Hideto Eguchi, President of Yamaha Motor (the second from the left in the front row). This picture was taken prior to Mr. Eguchi's departure for China.

FROM IWATA: For the past several years Yamaha has been receiving several motorcycle riders and technicians from China each year to be trained by Yamaha specialists. In June of this year 10 Chinese technicians arrived in Iwata where they will live in the Yamaha employees residences and continue studies and training in a number of fields until May of next year. At present they are in training at the main plant in Iwata where they are receiving practical experience in such areas as the assembly line, quality control, production control, and production technology. All the technicians are working hard to absorb as much information as possible during their stay. In addition, in order to supply a constant flow of technical knowledge in every area of motorcycle manufacturing, from development to production, and thus give its full support to the motorcycle industry

in China, Yamaha has signed a technological assistance contract with the government-operated North China Industrial Corporation, a general heavy machinery manufacturer. This contract involves providing production technology for the 50 and 80cc class motorcycles, and calls for the beginning of a 50,000 bike a year production of these small-size motorcycles by 1985. In connection with this project Yamaha's president, H. Eguchi, recently visited China to study the market at first hand and to hold conferences to discuss future problems and to set a definite schedule for the supply of technology leading up to the beginning of production. During his visit, Chinese officials were delighted by the report he brought on the progress of their representatives presently in training in Iwata, which included a photo album.

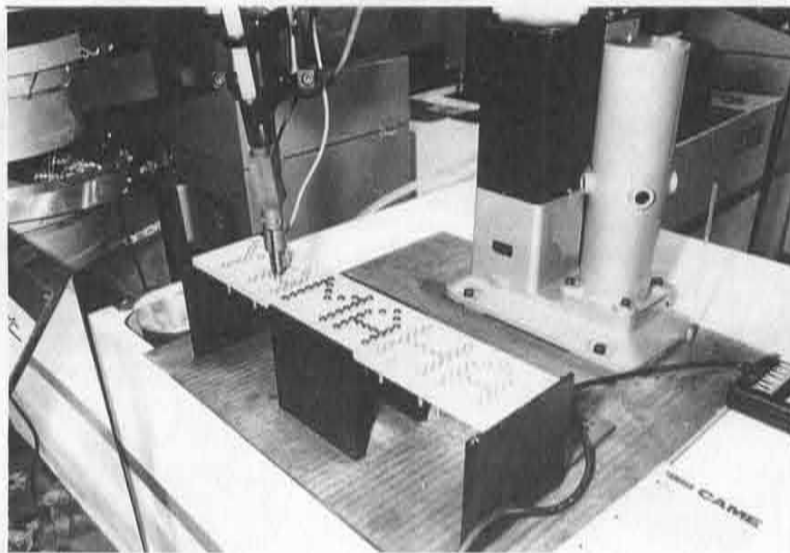


staff consists of 43 people, all of whom are anxious to do the best job they can for their new company.

Yamaha robots

FROM TOKYO: Two Yamaha industrial robots, a "CAME" and a multiplex nuts and bolts feeder, were displayed at the 1983 International Industrial Robot Exhibition that was part of the International Trade Fair held in Tokyo this autumn. The fact that both of these robots perform jobs that previously could only be done by human hands on the complicated Yamaha motorcycle assembly line is proof of their technical sophistication and reliability.

These robots, which are becoming more compact every year, are being applied to a growing number of jobs in other areas of manufacturing as well. The combination of the slim "CAME" multijoint assembly robot, which takes up so little space in the factory, and the multiplex nuts and bolts feeder, which can supply a large number of different parts, was one of the most talked about displays at the exhibition.



Floating workshop

FROM INDONESIA: Since Indonesia is a country made up of a number of islands, the outboard motor is an indispensable means of transportation here. Even in the city of Palembang, located inland on the island of Sumatra, the majority of the people rely on 40 hp outboards which they drive on an average 5 to 6 hours a day at full throttle. This photo shows a "floating workshop" that was opened recently in this city to provide users with fast and convenient repairs and after-service. Already it is winning a good reputation among the boaters of Palembang.



Me, my dog and my XT500

FROM SWITZERLAND: The man in this picture is Manfred Beck, an international track driver from Switzerland, shown here holding his pet dog

weight with all my luggage and the doghouse came to about 400kg, I covered 1,495km with no serious trouble at all. The first thing I have to say is that the engine on this bike is excellent, and I am sure my dog "Ouro" will agree with me on that!"



It makes a life happy



Mr. Jones and his XV1000 (Photo from Taranaki Herald)

FROM NEW ZEALAND: Mr. Stan Jones who lives in Wellington owns a Yamaha XV1000 V-twin and has covered nearly 100,000km in eight years over the length and breadth of New Zealand. This is not quite an unusual story but you must be surprised when you know that his age is 77. He said "When my wife died, I need something to divert". He began to ride with a 200cc bike at the age of 69 and since then he has made a lot of tourings including eight major trips. This story will strike and encourage a lot of old people who are lonely and depressed.

Official Signing of a Joint-Venture Agreement

FROM MALAYSIA: In keeping with the Malaysian government's policy of establishing a domestic motor industry, Yamaha had been actively pursuing talks with the government organized Heavy Industry Company of Malaysia (HICOM) concerning a joint-venture agreement for the production of motorcycles in Malaysia. These talks resulted in the formal signing of a joint-venture contract on October 12th of this year. The contract calls for the beginning of small-size motorcycle engines in Malaysia by the middle of 1985.

The main points of this contract include; (1) The establishment of a new company, HICOM Yamaha Manufacturing, Malaysia, through the mutual investment of HICOM Yamaha and Yamaha's joint-venture sales company Hong Leong Yamaha; (2) Establishment of domestic production of motorcycle engine parts for the 110cc class and under by the middle of 1984, and the establishment of a system to accommodate the production of 100,000 bikes a year. As a part of the Malaysian government's active pursuit of the goals of its fourth 5-year plan (1981 - 1985) for industrial development, HICOM has also signed contracts with two other motorcycle companies, Honda and Suzuki, that will result in the domestic production of motorcycle engines. Through this new agreement,



The plaque commemorating the joint-venture contract signing

Yamaha will be contributing a yearly sales quota of 220,000 bikes to Malaysia's domestic motorcycle industry.

Introducing the staff of YMA

FROM AUSTRALIA: Recently we received this photo of the staff of the new Yamaha sales company Yamaha Motor Australia Pty., Ltd. (YMA), which opened to business this July in Sydney, New South Wales, the largest market in Australia. The

Hamburg International Boatshow

FROM WEST GERMANY: Pictured here is the Yamaha display stand arranged by Marx Marine, one of the Yamaha dealers in West Germany. The Hamburg International Boatshow was held at the end of October and the Yamaha display attracted a lot of people who were interested in water-

sports. They were impressed by all the news about Yamaha line-up for 1984 as introduced at the show.

During all the days the Yamaha stand was crowded by visitors from the morning till closing time. In total 150,000 persons visited the Hamburg International Boatshow this year.



Yamaha Stars' Holiday in Japan

Kenny Roberts/Hakan Carlqvist/Carlos Lavado

The thrills and excitement of the '83GP race series are over. Now the riders are probably taking a well-earned rest. Or perhaps, a few of them may have already begun practicing for the coming season. But stars are always busy doing one thing and another even during off-season time. Three riders whose busy off-season schedule have already begun are the three-time former champion who was second this year and still the true "king", Kenny Roberts, the '79 winner of the 250cc Motocross class and winner of the 500cc class this season, Hakan Carlqvist, and this year's winner of the 250cc road race class, Venezuela's Carlos Lavado. All three came to Japan separately in the month of October, and between their schedule of races and interview they have each found time to relax and enjoy their holiday in Japan. We took advantage of one of these relaxed moments to talk to each of them. Here is how the conversation went.

Kenny Roberts

Kenny arrived in Japan in the beginning of October to participate in the TBC Big Road Race at Sugo on Oct. 9th. Just like last year, it was another impressive win for Kenny.

—Congratulations on your marvelous win at Sugo. Now, looking back at this year's World GP series, what are your thoughts?

Bad! But, I don't really have any regrets because I know I gave it all I had. Rather than thinking of it as a defeat I would like to think of it as a well-earned second place. Spencer had all the luck this year, without a doubt. My machine performed extremely well, which pleased me. I feel that this year I finally got everything working as it should.

—You mean you left nothing to be regretted.

Right! I did everything I could. 2nd spot was never disappointing to me after that. On the contrary, if I had left something to be regretted later, I might have yielded to self-hatred! As I said, Spencer was in luck this year.

—What about your teammate Eddie Lawson?

I think Eddie learned a lot this year. He made a lot of progress. I find it's a big plus for me having another works rider around. I'd like to do everything I can to support not only Eddie but all the talented young riders coming up in the circuit.

—What do you think is different about the Kenny of today compared to the Kenny at the time of your debut?

My hair has gotten a lot thinner! Other than that, you could probably say that when I first started on the circuit I was taking a lot of chances in races, but now I have a lot more experience and I'm a lot faster overall, so I don't need to take chances in order to win.

—What does the motorcycle mean to you now?

It's a means, a way for me to focus all of my energy and potential in one direction. All along I've been working

for Yamaha, but also, behind everything was my strong desire to be better than anyone else. In March of this year I opened a "Kenny Roberts" motorcycle shop. Because of my race schedule I've only made it to the shop twice since it opened, but once I devote myself to being a motorcycle dealer I know I'll work to sell more motorcycles than anyone else, too.

—You really love motorcycles, don't you.

Yes. As a matter of fact, right now I'm in the process of putting together my own custom bike.

—Are you putting together the engine too?

No, I'm using the Yamaha V-Twin. When it comes to making engines Yamaha knows a lot more than me.

—We like you to be active in the first line as long as possible, but let's know your plans, if any, after retirement.

Well, everything depends on Yamaha. I myself wish to continue good relations with Yamaha, not only through racing, but also in many other ways. I will be ready to cooperate with Yamaha, if they need me.

—By the way, did you take your children along to Europe for the GP season?

Yes, I took along my children. My oldest son who is ten now and loves motorcycles just like me. His personality is a lot like mine too. Once he gets interested in something he gets totally involved. When you get the two of us together playing a video game we get so intense that before long we're fighting with each other.

—You've been to Japan a number of times now, what's your impression of the country?

I really enjoy Japan and I like to come here from time to time. I love some of your foods like the tuna they serve raw, called "toro". Lately when I come to Japan I notice a lot more racing type bikes and helmets on the roads, too.

—Is there any message that you'd like to give to your fans here?

Yes, I guess I'll say: "If you're going to ride a motorcycle, ride a Yamaha."

Hakan Carlqvist

"Carla" visited Yamaha's home offices in the middle of October and on the 16th took part in the Japanese Motocross Championships in the 250cc class. Riding a less favorite YZ250 machine for the first time, he only managed to finish 9th overall. However, the Japanese fans were still delighted to see the 500cc World Champion in action.

—Congratulations on winning the World Championship this season.

Thank you. Every race this year was a tough one, but I have to say I'm satisfied with the final results.

—Tell us about the Dutch round where you clinched the championship.

I was nervous going into that one. I didn't want to disappoint the people who were cheering for me, and of course, for myself I wanted the championship very much. I was really under a lot of pressure. Well, one more round was as impressive to me as the Dutch GP. It was the Italian GP. I got much confidence in this race. Lot of people must have recognized me as the fastest rider. The Italian GP was a crucial turning point for me. From then on, I continued a firm pace toward the crown.

—In the American GP you were the first non-American to win there weren't you?

Yes, it felt good! Most of the American motocross courses are like supercross courses, and I think the riders there are trained to do well on that kind of course.

—Some American newspaper says — "Carla is the only European rider to win a supercross race...." Supercross is substantially different from motocross, I think. But it is a very enjoyable and exciting sport. I feel refreshed when I show my riding techniques before lots of spectators.

—Like Heikki Mikkola, you've now won both the 250cc and the 500cc championships. Tell us your thoughts on the two victories.

As soon as I won the 250cc championship I decided right away to go for the 500cc class next. I was thinking about matching Mikkola's feat.

—Will you tell us how you got involved in motocross in the first place?

My two older brothers were both motocrossers. I remember my first race was in May of '71. That first year I was in the 125cc class, but in '72 I moved up to the 250cc class and did pretty well in the Swedish National Championships. The first time I tried my luck in the World Series was in '78.

—What kind of effort did it take to get you from the 250cc win in '79 to your 500cc win this year?

First of all I had to build up my physical strength. In order to become tougher mentally you first have to become tougher physically. Next I had to build the right machine. You could almost say that the reason I won this year was that I had my YZM in perfect condition. The rest of the formula was doing the necessary training. There is only one way to succeed in motocross racing; you have to continuously work on yourself and on your machine until they are both perfect.

—What do you think it is that makes you better than other riders?

The one thing that I can be proud of is that I never give up. One other thing is that I know my machine well.

—Who is your biggest rival?

Andre Malherbe. He knows what it takes to win the Championships. He is always in complete control of himself like a true professional must be.

—Is motocross on the rise in Sweden?

I think there are about 400 races a year now in classes ranging from 80cc to 500cc. Soccer and ice hockey are still the biggest sports, with tennis, skiing, and motocross the next most popular.

—Do you have any advice for young riders?

Training is everything. There are no shortcuts in this profession. It is all in the experience and strength you build from training.

Carlos Lavado

Venezuelan Carlos Lavado arrived in Japan at the end of October to visit Yamaha's home offices and to take part in the Tokyo Motor Show's Yamaha exhibition. A large crowd assembled while Carlos was being interviewed at the Yamaha corner of the Motor

Show.

—Looking back on this year's season, what are your thoughts?

For me this year was the most important and the toughest season yet. The comparative strength of the riders and the machines was very close. Also, in February Andrea Ippolito, the former president of Venemotos, died and I decided to dedicate this year's season to him. I owe this year's victory to Andrea Ippolito, the Ippolito family, the people of Venezuela, Venemotos and also to Yamaha.

—I understand that Andrea Ippolito did a lot for you over the years. Can you tell us specifically some of the ways he helped you?

He supported me from 1976 on. He was like a fine manager, a father, and a friend all in one. Until this year I was always plagued with injuries that kept me from winning the championship, but he never lost his faith in me. And at the same time he never pressured me. He always advised me; "If you just stay relaxed, you'll win."

—How are Europe and Venezuela different as racing environments?

In Europe there is an air of professionalism, but the Venezuelans go at racing purely as a sport.

—We have heard that in your country motorcycles are used by many people to transport a variety of goods commercially, but are motorcycles popular as well among the common people?

Yes, they are very popular and a lot of people use them in their businesses. The most popular models of all are the RD350LC and RX135, because of their practicality and good looks.

—What do you think of Yamaha bikes personally?

I always ride Yamahas. That's because I like them, and because I've never had a problem with one yet.

—Will you ride in the 250cc class again next season, or do you think you will try the 500cc class?

I'll ride in the 250cc class. I'm also interested in the 500cc class, but before I compete in it I would have to do the training. So, I'll be competing in the 250cc class, but at the same time, I would like to begin training for the 500cc class.

—What has been your impression of the Tokyo Motor Show?

I ride Yamahas, so you might think I'm prejudice, but I think the Yamahas are the best looking bikes I've seen here.

Hakan Carlqvist



Kenny Roberts



Carlos Lavado



The 25th International Tokyo Motor Show

The International Tokyo Motor Show held every other year is the most important event of the Japanese motor industry. This year the 25th running of the show took place at Harumi, Tokyo from Oct. 30 to Nov. 8, displaying nearly one thousand of the latest cars, commercial vehicles and motorcycles, as well as a wide variety of components and accessories. To all participating manufacturers, this year's show with an audience of over 1,200 thousand became a place for introducing the best of their technologies aimed at the forthcoming century. With this situation as its setting the 1984 Yamaha full line for the domestic market was unveiled under a theme — New Yamaha Dynamism.

The Yamaha booth was divided into two display zones; one for motorscooters, under 250cc sports bikes and utility bikes (24 models — 36 machines), as well as motocrossers and 2-stroke/4-stroke on-road and off-road bikes (26 models—29 machines), and the other for other 19 models (20 machines) including 13 exhibition models such as the Venture Royale, the FJ1100, the RZV500R(RD500LC), the DT200 and so on. The grand array of 1984 Yamaha motorcycles created a vivid impression of excellent Yamaha technology on every visitor.

What a machine! The RZV500R(RD500LC) is truly a GP racer replica for the road.



New lightweight super trail DT200LC



Included in the exhibition models is the 4-wheeled PTX-1. It comes with a fully covered FRP body, a newly designed 2-stroke 50cc engine and an automatic transmission as a unique all-weather type personal transporter sharing the advantages of fuel economy, maneuverability and ease of handling with a motorscooter or a family-leisure bike.

Kenny Roberts' YZR500 and Carlos Lavado's title-winning TZ250 are also exhibited. New World Champion Lavado also visits the Yamaha booth and exchanges good wishes with lots of race fans, thus adding an extra significance to "Yamaha New Dynamism".



New superbike FJ1100. This model is not available on the Japanese market but there are a lot of ardent fans.



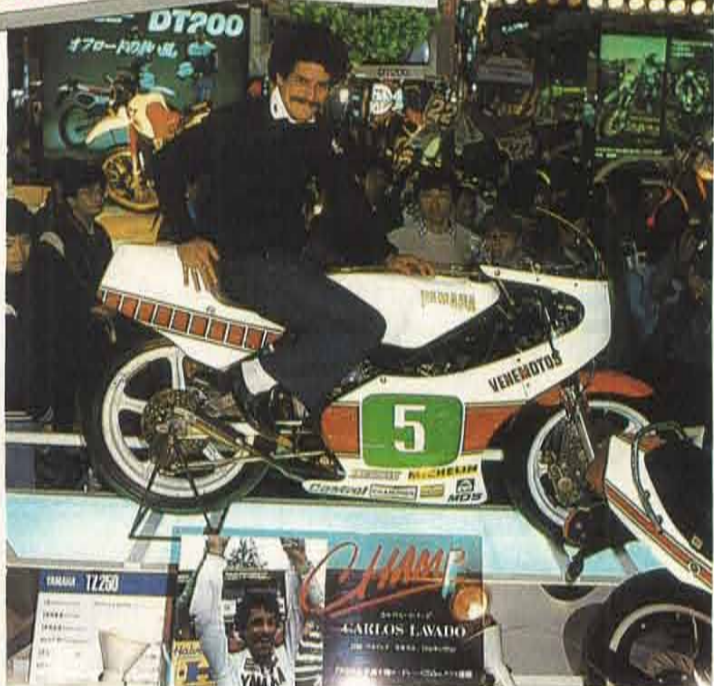
NEW YAMAHA DYNAMISM



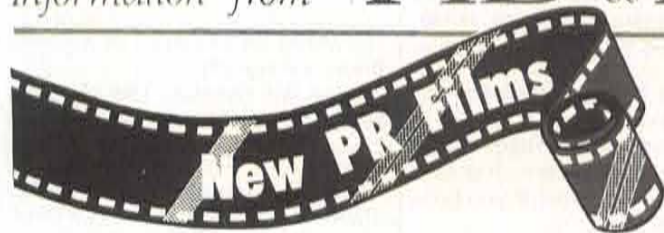
It's built to run! Weighing only 138kg, delivering 62hp and hitting 230kph — the new FRZ400 four stroker is designed and engineered as a prospective F-3 dominator.



The Yamaha booth is alive with visitors every day.



Information from AD & PR Division



13 minutes of film action we see the miraculous climb of Carlqvist to the top of World Championship series past a tough group of veteran rivals to the final, shining moment of victory as the 500cc class World Champion.

A VIKING TO VICTORY

This film follows the campaign of Yamaha factory rider Hakan Carlqvist and the Yamaha Team that won him this year's 500cc class World Motocross Grand Prix, and also gives us an interesting insight into the personality of Carlqvist the man. In

SPECIFICATIONS

Size.....16mm
Running time.....13 minutes
Narration.....English Only
Price.....¥40,000 FOB Japan

100% PROFESSIONAL

This film takes us to five races of the 1983 world Championship Road Race series, the German GP, Spanish GP, Dutch TT, British GP, and the San Marino GP. Focusing mainly on Kenny Roberts and his teammate Eddie Lawson, we get a close-up look at the brilliant riding of the men race to victory, and in the process we come closer to an understanding of what makes Kenny Roberts the professional among professionals. The film also takes us behind the scenes for a look at the job of Giacomo Agostini and the rest of the Yamaha Team as they do the vital pit work around the circuit.

SPECIFICATIONS

Size.....16mm
Running time.....26 minutes
Narration.....English Only

Price.....¥60,000 FOB Japan

CAMPEON MUNDIAL

In this film we follow the series of races that led Carlos Lavado to the World Championship crown in the 250cc class. Among all the classes of the World Championships, this year's 250cc class was said to have the fiercest competition of them all. The film shows us the action at the French GP and takes us to an interview of Lavado during the British GP where he clinched the title in the second to the last race of the series.

SPECIFICATIONS

Size.....16mm
Running time.....11 minutes
Narration.....Spanish only
Price.....¥35,000 FOB Japan

A VIKING TO VICTORY

100% PROFESSIONAL

CAMPEON MUNDIAL



1983
500cc World Motocross
Champion Rider
Hakan Carlqvist

