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Joint production of Japan and China



From left to right: Manager Ohta, Mr. Mok kee of Man Lee Tat Car Company (Yamaha Importer in Hong Kong), Consultant Suzuki, Managing Director Shuin and Factory Manager Lin. (in front of the place for a celebration ceremony)



A parade by new CY80 bikes

The first China-born CY 80 rolls off the line

On June 19, the whole city of Chongqing, Sichuan Province was buzzing with excitement over the first China-born Yamaha CY80 (V80) rolling off the line. This was a joint production of Yamaha Motor and States-owned Jianshe Machine Tool Factory based on the earlier signed technical cooperation agreement.

On the same day a grand tape-cut ceremony took place with a large attendance of guests including Mr. Yu, mayor of Chongqing, Mr. Lin, President of Jianshe Machine Tool Factory, representatives of affiliated factories, factory employees accompanied by their families, sales staff and subcontractors.

Also present were a number of Yamaha representatives including Managing Director Shuin, Consultant Suzuki, Business Manager Maruyama and Overseas Production Manager Ohta.

A crowd of Chinese people who gathered around the factory cheered and celebrated the line-off of the first China-born Yamaha

model with much enthusiasm. They were ardent enough to cause even a traffic jam. The celebration program was given much variety, including a parade by CY80 bikes; Chinese percussion instrument performance, festal dancing by Chinese children and so on. In addition, the whole city was decorated with colorful signboards, neon signs, banners, flags and fancy bulbs, all prepared in honor of the occasion, which reflected Chinese people's great expectations being placed on this Japanese-Chinese joint enterprise.

States-owned Jianshe Machine Tool Factory is one of the greatest Chinese factories well known for its advanced production facilities and quality products. Yamaha's excellent motorcycle production technology which is induced into the Factory based on the technical cooperation agreement, is sure to help produce truly quality bikes for Chinese users, while contributing to raising the level of local technology and industries.



Managing Director Shuin making a speech with Consultant Suzuki acting as interpreter. The neon sign reads "Chongqing Yamaha".



The decorated first China-born CY80 awaiting a tape-cut



Festive dancing by children. That's the fruit of one-month training.



Mr. Yu Han Qing, Mayor of Chongqing (left).



The grand, bright ceremony

FJ1100

Winning the "MOTORCYCLE OF THE YEAR" contest in the United States!

It is still fresh in our memory that the Yamaha FJ1100 set the world record in the standing-start quarter mile time for production machines in the United States.



Introduced here is another sensational news of this model. It has won the annual "MOTORCYCLE OF THE YEAR" contest (the 17th running) sponsored by "Motorcyclist", America's famous motorcycle monthly. In this contest the FJ1100 and Kawasaki Ninja became the two front runners and these models closely contested until the very final stage. The FJ1100, however, has been named the "MOTORCYCLE OF THE YEAR" in conclusion. Here are the extracts from the comments of the contest judges supporting this model: "The FJ1100 has nearly the handling of the Ninja. The engine has more low-end power and is as smooth as I could hope for. The fairing works well, and it looks better than any fairing I have seen.

At high speed it is the most stable motorcycle I have ridden; at 120mph it feels as though it is parked. The FJ was superior in many ways and has been given attention to detail that is without parallel among Japanese motorcycles."

"The FJ1100 is not only the best motorcycle Yamaha has ever produced, it may well be the most sophisticated bike ever to appear on the streets. With its criminally fast engine and superb chassis, I expected the Yamaha to fall short in other areas. What a laugh. For me, it was the most comfortable of all these bikes, offering the suspension suppleness of a BMW and having no nagging vibration. The Ninja, my second choice, may have superior brakes and more precise steering characteristics, but these advantages are slight. The Yamaha's strengths far outweigh the Ninja's."

1984 ROAD RACE WORLD CHAMPIONSHIPS 500cc CLASS

Lawson holding the title within his sights

Eddie Lawson (Yamaha YZR500) finished 3rd and 4th respectively in the Dutch TT (June 30) and the Belgian GP (July 8), increasing the total of championship points to 107. Freddie Spencer (Honda), Lawson's toughest rival failed to finish in the Dutch TT, while he placed first in the Belgian GP. The Yamaha ace has already held his first 500cc crown in his sights by maintaining a 20-point lead from Spencer with three more rounds to contest (British GP — Aug. 5, Swedish GP — Aug. 12 and San Marino GP — Sept. 2). Tadahiko Taira, one of Japan's best riders, who made his world championship debut on a similar YZR500 in the Dutch TT, came in brilliant 6th place. In the Belgian GP, Taira, given V. Ferrari's best bike for the race, placed 6th again.



E. Lawson (left) & T. Taira at Spa Francorchamps (Belgium)



E. Lawson at Dutch TT

Sarron still leading the championship-250cc class

In the Dutch TT which was run in complex weather conditions ranged from bitter cold and watery sunshine to a brief downpour, Venezuelan Carlos Lavado (reigning world champion — Yamaha TZ250) stormed to the front right after the start. He quickly established a lead and continued to widen it lap by lap, to chalk up his first GP win of the season. Championship leader Christian Sarron (Yamaha TZ250) was in a tight battle for second place with M. Herweh (Real/Rotax) until he retired on the 15th lap, with a mechanical trouble.

Sarron placed third in the Belgian GP, while Herweh, his nearest rival, won the race. Sarron was still the championship leader after the Belgian GP as follows:

1. C. Sarron	Yamaha	82 pts.
2. M. Herweh	Real/Rotax	70 pts.
3. T. Mang	Yamaha	54 pts.
4. A. Pons	Cobas	53 pts.
5. C. Lavado	Yamaha	51 pts.
6. J. Cornu	Yamaha	38 pts.



C. Sarron

Sidecar World Championship Yamaha domination!

Yamaha riders and machines are completely dominating the 7-round sidecar world championship! After the Belgian GP(5th round) E. Streuer/B.Schneiders (Yamaha) became the championship leader but only 4 points separated them from W. Schwazel/A. Huber (Yamaha), their nearest rivals closely followed by A. Michel/J.M. Fresc (Yamaha).

World Championship status

1. E. Streuer/ B. Schneiders	Yamaha	52 pts.
2. W. Schwazel/ A. Huber	Yamaha	48 pts.
3. A. Michel/ J.M. Fresc	Yamaha	47 pts.
4. R. Biland/ K. Waltisperg	Yamaha	30 pts.
5. S. Abbott/ S. Smith	Yamaha	25 pts.
6. M. Kumano/ H. Diehl	Yamaha	22 pts.

6th round — Great Britain (Aug. 5)
7th(final) round — Sweden (Aug. 12)

WORLD CHAMPIONSHIP RESULTS

ROAD RACING

Round 7 — Yugoslavian GP — June 17

500cc class		
1. F. Spencer	Honda	
2. R. Mamola	Honda	
3. R. Roche	Honda	
4. E. Lawson	Yamaha	
5. R. Haslam	Honda	
6. D. de Radigues	Honda	
250cc class		

1. M. Herweh	Real-Rotax
2. C. Sarron	Yamaha
3. J. Cornu	Yamaha
4. W. Rainey	Yamaha
5. A. Pons	Yamaha
6. I. Palazzese	Yamaha

Round 8 — Dutch TT — July 1

500cc class	
1. R. Mamola	Honda
2. R. Roche	Honda
3. E. Lawson	Yamaha
4. R. Haslam	Honda
5. W. Gardner	Honda
6. T. Taira	Yamaha
250cc class	

1. C. Lavado	Yamaha
2. J. Cornu	Yamaha
3. M. Herweh	Real-Rotax
4. A. Mang	Yamaha
5. G. Bertin	MOA
6. T. Fukuda	Yamaha

Round 9 — Belgian GP — July 8

500cc class	
1. F. Spencer	Honda
2. R. Mamola	Honda
3. R. Roche	Honda
4. E. Lawson	Yamaha
5. R. Haslam	Honda
6. T. Taira	Yamaha
250cc class	

1. M. Herweh	Real-Rotax
2. A. Pons	Cobas
3. C. Sarron	Yamaha
4. I. Palazzese	Yamaha
5. G. Bertin	MBA
6. T. Espie	Chevallier

MOTOCROSS

125cc class

Round 7 — San Marino GP — June 17

1st race	
1. C. Maddii	Cagiva
2. G. Andreani	Aprilia
3. M. Rinaldi	Suzuki
4. R. Nannini	KTM
5. A. Lejeune	Suzuki
6. M. Kouki	Suzuki
2nd race	

1. C. Maddii	Cagiva
2. M. Rinaldi	Suzuki
3. G. Andreani	Aprilia
4. M. Fanton	Aprilia
5. A. Lejeune	Suzuki
6. R. Nannini	KTM

Round 8 — French GP — July 8

1st race	
1. M. Rinaldi	Suzuki
2. C. Maddii	Cagiva
3. D. Lacher	Suzuki
4. D. Strijbos	Honda
5. M. Banks	Honda
6. J. Hensen	Honda
2nd race	

1. M. Rinaldi	Suzuki
2. C. Maddii	Cagiva
3. K. van der Ven	KTM
4. D. Lacher	Suzuki
5. A. Lejeune	Suzuki
6. J. Nilsson	Suzuki

250cc class

Round 7 — West German GP — June 24

1st race	
1. J. Whatley	Suzuki
2. A. Eriksson	Yamaha
3. J. Martens	KTM
4. M. Dolce	Honda
5. G-J van Doorn	Suzuki
6. S. Berggren	Suzuki
2nd race	

1. J. Martens	KTM
2. A. Eriksson	Yamaha
3. J. Whatley	Suzuki
4. G-J van Doorn	Suzuki
5. J-J Bruno	Suzuki
6. M. Velkeneers	Gilera

Round 8 — American GP — July 8

1st race	
1. M. Barnett	Suzuki
2. R. Lechien	Honda
3. B. Hannah	Honda
4. A. King	Honda
5. J-S Keller	Honda
6. M. Velkeneers	Gilera
2nd race	

2nd race	
1. R. Lechien	Honda
2. B. Hannah	Honda
3. A. King	Honda
4. K. Bowen	Yamaha
5. M. Barnett	Suzuki
6. J-S Keller	Honda

Round 9 — Dutch GP — July 15

1st race	
1. J. Vimond	Yamaha
2. Y. Kervalla	Yamaha
3. J. Nilsson	Honda
4. A. Dreschel	KTM
5. H. Kinigadner	KTM
6. L. Miklasson	Yamaha

2nd race was suspended after 7 laps because of bad weather condition.

Round 10 — Belgian GP — July 22

1st race	
1. A. Drechsel	KTM
2. J. Whatley	Suzuki
3. A. Eriksson	Yamaha
4. K. Mahr	Honda
5. J. Nilsson	Honda
6. L. Niclasson	Yamaha
2nd race	

1. J. Vimond	Yamaha
2. J. Whatley	Suzuki
3. A. Eriksson	Yamaha
4. G-J Van Doorn	Suzuki
5. M. Tarkkonen	Yamaha
6. J-C Laquaye	Honda

500cc class

Round 7 — Dutch GP — June 17

1st race	
1. E. Geboers	Honda
2. A. Malherbe	Honda
3. G. Jobe	Kawasaki
4. D. Thorpe	Honda
5. J. Sintonen	Honda
6. A. Vromans	Honda
2nd race	

1. E. Geboers	Honda
2. A. Malherbe	Honda
3. G. Jobe	Kawasaki
4. A. Vromans	Honda
5. D. Thorpe	Honda
6. J. Sintonen	Honda

Round 8 — American GP — June 24

1st race	
1. J. O'Mara	Honda
2. A. Malherbe	Honda
3. R. Johnson	Yamaha
4. B. Glover	Yamaha
5. M. Dymond	Hasqverna
6. E. Geboers	Honda
2nd race	

1. G. Jobe	Kawasaki
2. A. Malherbe	Honda
3. A. Vromans	Honda
4. E. Geboers	Honda
5. R. Pederson	Suzuki
6. L. Persson	Hasqverna

Round 9 — Canadian GP — July 1

1st race	
1. G. Jobe	Kawasaki
2. A. Malherbe	Honda
3. A. Vromans	Honda
4. R. Pederson	Suzuki
5. L. Spence	Kawasaki
6. L. Persson	Hasqverna
2nd race	

1. G. Jobe	Kawasaki
2. A. Malherbe	Honda
3. A. Vromans	Honda
4. E. Geboers	Honda
5. R. Pederson	Suzuki
6. L. Persson	Hasqverna

Round 10 — British GP — July 22

1st race	
1. D. Thorpe	Honda
2. G. Jobe	Kawasaki
3. A. Vromans	Honda
4. H. Carlqvist	Yamaha
5. A. Malherbe	Honda
6. J. Sintonen	Honda
2nd race	

1. D. Thorpe	Honda
2. A. Vromans	Honda
3. G. Jope	Kawasaki
4. A. Malherbe	Honda
5. J. Van Velthoven	KTM
6. L. Persson	Kasqvarna

Gaining more and more supporters

Two YAMAHA Safe Riding Programs

As we mentioned in our feature article in Yamaha News No.4, the Yamaha Safe Riding Program has been expanding steadily over the years to reach many countries of the world and it has been received by appreciative participants everywhere it goes.

In this page we would like to report on a Safe Riding Program for boys in Australia and the training of Japanese Overseas Cooperation Volunteers.

Boys Brigade Centenary Camp in Australia

A great success with Yamaha

Recently, around 1,500 Boys Brigade members attended a Yamaha Motor Australia organized Centenary Camp in their national capital, Canberra.

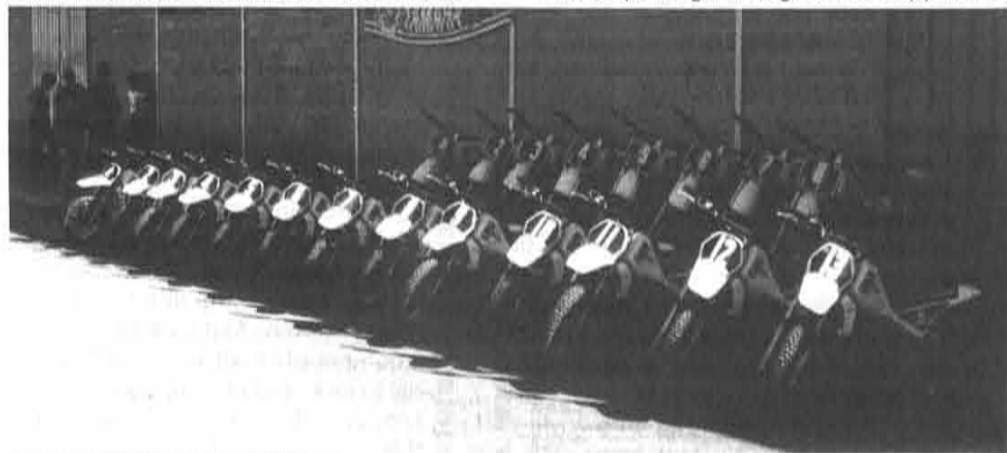
The camp attracted boys from all over Australia, plus New Zealand and some South Pacific Islands. Prior to attending the camp, boys were asked to choose ac-

tivities listed on a special form. Activities included everything from canoeing to archery, abseiling to horse riding. Some 1,100 boys elected bike riding and by the end of the camp, the activity was an overwhelming success, proving to be the number one choice for all the boys. Of the 1,100 boys, only about 200 had ridden before, so the camp succeeded in introducing 900 boys to motorcycling.

The Boys Brigade organisers supplied 21



Boys are carefully trained by instructors.



Thirteen PW80s and eight YZ80s prepared for the training activity.

Yamaha bikes, thirteen PW80's and eight YZ80's and built two separate tracks for the different machines. The bikes ran virtually non-stop for nine full days and, in the words of Richard Yiap, the activities convener, "all bikes stood up extremely well to such intensive use". The emphasis was on proper instruction, supervision and maintenance of the bikes. Operation manuals were prepared for the nine instructors and riding instructions were handed out to all riders. Boys were taught correct procedures for getting on the bike, gearchanging, braking, steering and throt-

tle control and on the YZ80's more advanced techniques such as jumping and sliding were practiced.

Each boy's ability was assessed before he was able to venture onto the track and each boy progressed to the next stage only after displaying satisfactory riding competence.

Regular maintenance was carried out on the bikes with the assistance of Yamaha dealer, The Stable. Despite the fact that so many boys were introduced to bike riding, Richard Yiap said "It was a very safe activity".

Safe Riding Program for J.O.C.V. Members

Useful riding program and accident prevention skills

Members of the Japan Overseas Cooperation Volunteers have received training recently from special instructor Mr. K. Iwao.

During its 19 year history, the 5,000 members of the Japan Overseas Cooperation Volunteers have, at the request of the various developing countries, offered their expertise in the fields of agriculture & forestry, mining/manufacturing industry, transportation & communications, education and sports, in the form of technical instruction, training and developmental studies. In the course of such work overseas, the motorcycle has proved itself to be a valuable means of transportation, and as a result more and more volunteers have come to use them.

In order to prepare these volunteers with the riding skills they will need to ride safely in the road and traffic conditions of the various countries to which they will be



Explaining the mechanics of the motorcycle.

sent, Yamaha's international instructor, Mr. Iwao, with his vast experience in motorcycle education all over the world, was called on to instruct at the J.O.C.V.'s Komagane Training Institute. The participants in this training session included



Staff members of the J.O.C.V. Komagane Institute.

123 volunteers, about one-third of whom were women, and three Institute personnel. The safe riding program was included here as a part of these volunteers' 3-month training program.

The program included instruction in:

- The concepts of Safe Riding.
- Defensive riding techniques.
- Presentation of two instructional films:
 1. Fundamental function and operation of the motorcycle.
 2. Proper attitude and techniques of safe riding.
- Presentation and explanation of a text on safe riding for the motorcycle.
- Transportation conditions in developing

countries.

- Mock tests,
- Demonstrations of safe riding.
- Actual training on motorcycles.

The mock tests were simple 10-minute tests aimed to determine if the trainees were understanding the material presented to them in the lectures.

All of the trainees listened attentively to the lectures and worked aggressively to master the actual training drills on the motorcycle. They listened carefully to descriptions of road conditions and problems in the countries to which they would be sent and the ways of dealing with these problems. As the actual training on the motorcycles took place on a rainy day, the trainees were able to receive instruction in proper cornering and braking in rainy conditions as well.

After this general training session, another session was held just for a chosen number of volunteers who would use the motorcycle most often in their overseas assignments. This second session was a more intensive one in which the participants were trained carefully in basic riding techniques, theory and defensive riding techniques on the motorcycle. Included in this session were several Institute staff members who received special training to prepare them to act as safe riding instructors themselves. In the future these staff members will act as instructors in safe riding at the Institute, and the motorcycle safe riding course will become a regular part of the training of J.O.C.V. members.

The average age of the trainees is 26 years, with the youngest being 22 and the oldest 35. Scooters and 125cc bikes were used in the course because they are the bikes which are most frequently used in the developing countries for transportation.





Yamaha RD500LC a sensation worldwide

The Yamaha RD500LC that was launched on the market early this year, has already won wide acceptance as the truly ultimate supersports bike because of its high performance and superb handling qualities far beyond expectations. Introduced here are the extracts from test reports by expert test staff of three of Europe's most influential motorcycle journals.

Motor Cycle News - (Great Britain) - June 27, 1984

A bike designed to become a legend

Sure I had expected it to be fast and handle well. But never in my wildest dreams had expected it to be so tractable and easy to ride. The really is the incredible thing about the Kenny Roberts replica - the decade's most long awaited machine. Yamaha have gone the whole hog and produced a GP racer with a tax disc - this is no roadster with some flash bodywork. And far from unleashing a deadly weapon, Yamaha have built such a superb motorcycle that it makes you wonder why nobody's done it before. The machine's astonishing performance is only half the story. 148mph one way, 142mph mean, are the sort of figures speed testers were struggling to get out of 1100s a couple of years back. The RD's speed says an awful lot for a good power-to-weight ratio and efficient aerodynamics... With both reed valve induction and their YPVS system, Yamaha's boffins have also managed to produce a motor that will pull top cleanly from as low as 2000rpm... The engine torque curve is civilized with very clean carburetion thanks to Power Jet carbs. Power really comes in between 6000 and 7000 rpm... Although the motor is quiet for a four pot

stroker, the exhaust noise as it comes on power is heavenly - just like the gorgeous whine of a 500 GP bike on song... For uncompromised handling, Yamaha haven't rubber mounted the motor, but thanks to a balancer shaft, vibration is barely noticeable. A tingle comes through the bars above the ton but at 90mph the RD is smoother than a fourstroke multi... The gearchange itself is good but needs precise shifting if you are to get a perfect change. The transmission actually seems to prefer a good clutchless change - just like a real racer. Lubrication of both gearbox and motor are well looked after. The RD is surprisingly frugal with two-stroke oil. At an average of 420 miles per liter the RD is actually more economical than an RD twin... Indeed though the bike is quite happy at slow speeds, it's virtually impossible not to ride it like a racer all the time. The RD's riding position encourages you into a lean forward, tucked in position that is just made for fast riding... The RD handles so well that you will always bottle out long before the bike reaches its limits. The chassis set-up is conventional enough except for the horizontally mounted rear shock forced into its positions by the rear exiting pipes...

No other large capacity road bike responds so exactly to rider input at the front end... Whether on ultra-fast sweepers or nagger hairpins the RD will always do just what you want it to. And super sticky Bridgestones and loads of ground clearance means you can really make use of the RD's abilities in safety. The front end is non-adjustable (it comes set-up perfectly from the factory) but the rear shock has infinitely adjustable preload and four-way adjustable rebound damping...

Secrets behind that engine

With the front two cylinders lying down horizontally and a 50 degree vee, the RD motor is basically identical to the works racer. The most noticeable difference is the RD's reed valve induction disc valves as fitted to the racer were not used because they require adjustment to take up gear lash... A four-way version of Yamaha's Autolube system oils each cylinder on its firing stroke... The variable exhaust port timing of the YPVS operates on all cylinders and is controlled by the servomotor sited behind the rear cylinders... Coolant is circulated by a pump driving off the right end of the front crank. The left end drives the generator... The motor is not particularly complex - there's just an awful lot to it and only good home mechanics would be capable of doing their own servicing...

Back to the track

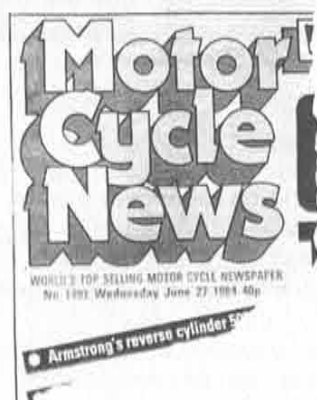
The RD is set to dominate Formula One racing next year and is going to be the machine for proddie racing. In its race debut Down Under the RD beat all comers including GPz900s and VF1000Fs to score an amazing one-two at the Hub 300kms. Britain's top two proddie tuners, Stan Stephens and Terry Backett are confident of easily exceeding the 100bhp mark because the standard motor is in such a low state of tune... What sounds even more interesting is a special race kit from Yamaha that has pushed power up to a staggering 127bhp... As well as that several teams are considering the motor for use in endurance racing. If that happens then we could see the RD dominating proddie racing, Formula One and taking a leading role in 500 racing and endurance. Now that is some road bike!

Motorrad - (West Germany)

Yamaha RD500LC now being pursued

The newly introduced 2-stroke road rocket, Yamaha RD500LC is arousing a tremendous sensation. This model is claimed to be a real GP racer replica for the road. It is quite true from the viewpoint of a 50-degree V-4 engine design format which is shared by Eddie Lawson's GP-conquering YZR500 works machine. But the RD500LC is not a racer, but a supersports bike, and as pointed out in the RD500LC development story appearing in "Fahrbericht" magazine (No. 7 issue, 1984) or in "Heft" magazine (No. 10 issue, 1984) the RD500 varies from the formidable GP weapon in a number of significant characteristics.

For example, the former weighs 216Kg (curb weight), while the YZR500 is claimed to weigh about 120Kg. As you may notice, such a big difference in weight stems from the fact that the RD500LC has a number of street legal equipment essential to its intended use. Its power-to-weight ratio is 2.45. While as a matter of course this is much higher than that of the YZR500, very few production bikes achieve such a low ratio, regardless of their engine sizes. For example, the FJ1100, one of Yamaha's best sellers, gives out a ratio of 2.60. In light of this fact, it is no wonder that the 88hp RD500LC is as competitive



Moto Journal - (France) - June 7, 1984

High precision super sports

Beyond all expectations! The long awaited Yamaha RD500LC now makes its shocking debut. It is an extremely aggressive machine with super-refined technical features and a number of most sophisticated equipment. Even apart from its high tech 2-stroke liquid-cooled V-4 engine, the RD500LC looks more sophisticated than any other V-4 model available on the market.

The RD500LC remains rather gentle in its behavior in the 4500rpm range. It transforms itself into a furious beast as the engine speed increases to reach the over 6500rpm range after getting through a slump in performance in the 4500 to 6500rpm range. This is the true value of this ultra-high performance supersports bike called a GP racer replica for the road.

Its top road speed never fails to satisfy

a man hardest to please. The test machine hit a speed of over 221 km/h at the Monthlery track. This figure is amazingly high in the 500cc category. It is almost equal to the top speed achieved by the best 1000cc bikes.

To be most frank with myself, the newly designed V-4 engine is an impressive success in all respects.

Its high, dependable performance assisted by a unique V-4 sensation ensures fatigue-free riding for many continuous hours, in combination with the effect of well-thought chassis design.

In particular, attention is invited to the improved layout of around-the-foot components that allows for the best ideal riding position.

Brief comments on individual product features are summarized as follows:

Appearance

Attractively beautiful. Overall finish is excellent.

Maneuverability

Some distance must be covered before the rider can master how to control the machine.

Engine performance

Mechanics are truly original and creative. Even in the low speed range they serve their purpose very well but engine performance reaches its height in the high speed range exceeding the 7000rpm mark. In brief, the RD500LC is an extra-powerful but tractable



Beating the

Germany) - July 4, 1984

as the best 1000cc superbikes.

The RD500LC is second to none in top speed, whatever a large-size engine the opponent may have! The rider can increase the road speed up to 220Km/h or more in his prone position with no adverse effect felt. Even in his upright position, top speed is hit at over 200Km/h.

We are aware that the liquid-cooled 2-stroke V-4 engine delivers its truly exciting performance in the over-6000rpm range, whatever gear (6-speed transmission) the rider may select. The rider can enjoy an unmatchably dynamic feel when the engine gets enlivened above the 6000rpm range.

It is equally important to note that the RD500LC features an extra-good fuel efficiency. Its fuel consumption is not so larger than the best smaller 2-stroke bikes including the RD350.

Another score of this ultra-high performance supersports bike is "outstanding comfort of riding". The hydraulic anti-dive system type front forks function well for varied surface conditions.

The rear Monocross suspension is also dependable enough to increase the steering stability of this bike.

It is felt that the rear damper is somewhat overloaded with a passenger being carried in the rear.

The RD500LC is essentially a solo-use supersports bike and it is advisable to avoid "pillion riding" as much as possible. True GP racer-bred performance can be enjoyed to the fullest extent at the time of solo riding alone.

Then let's put together the exclusive features of this bike:

Engine

One of the best 500cc supersports engines, with tremendous performance potential and outstanding fuel efficiency.

Steering

Extra-sure steering that allows for safe, smooth straight-line riding and cornering.

Equipment

Increased adjustability for comfortable supersports riding, with outstanding brake performance.

All in all, the RD500LC comes out as the ultimate machine in the supersports category.

road machine. Some vibration is sensed in the medium speed range.

Gear ratios are well selected. Total engine performance is equal to or higher than that of the best 750cc bike available on the market.

Steering stability

Satisfactory overall, except for occasional drastic behavior especially at the time of sudden acceleration.

Braking

Powerful and dependable enough to control this powerful machine.

Riding comfort

Much better than anticipated, due to high performance suspension system plus ideal riding position.

Pillion riding

Not recommended but not impossible.

Price

Reasonable

★★★ RZ500 One-Two Victory!

Tremendous race performance

World Racing Debut—RZ500 (RD500LC)



Now comes in a long awaited news! The incredible RZ500 (RD500LC) made its world racing debut in most spectacular fashion in the Hub 300 Endurance Sprint held late in May at Lakeside Raceway near Brisbane, Queensland, Australia. In this solo production race a couple of RZ500 machines ridden by Michael Dowson (Annand & Thompson Yamaha Team) and Richard Scott (Toshiba Yamaha Dealer Team) achieved an amazing one-two victory by beating the cream of riders and machines up to twice Yamaha's cc capacity. This was the first win of a major production race by a 2-stroke machine in Australia since 1973. Dowson and Scott who were 3rd and 4th fastest in practice, kept their pace, putting full confidence in the performance of their Yamahas. They romped to the front midway through this 129-lap race, while a number of superbikes slowed down with tire problems. From then on, they were unchallenged until the finish.

Race results

350cc - 1000cc 2-stroke	
650cc - 1000cc 4-stroke	
1. M. Dowson	Yamaha RZ500 129 laps
2. R. Scott	Yamaha RZ500 129 laps
3. P. Byers	Honda VF750 129 laps
4. R. Phyllis	Kawasaki 900 128 laps
5. P. Feeney	Kawasaki 900 128 laps
6. G. French	Honda VF750 128 laps

Michael Dowson became the first man in the world to race a Yamaha RZ500

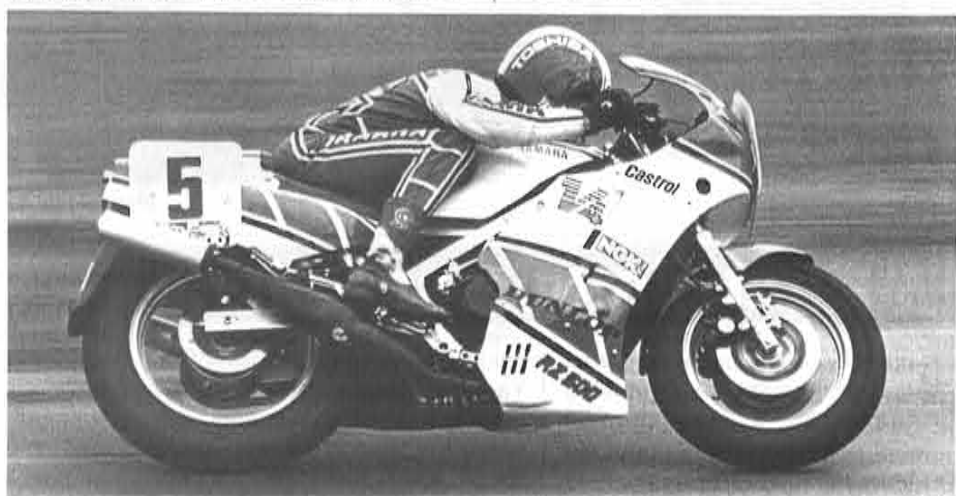
(RD500LC) to victory. This places him in an ideal position to compare the Yamaha with other production bikes he has raced and with those machines in his racing stable: a Yamaha TZ250H, TZ350J, etc.

He tells the story of his first-up giant killer as follows: "The crate arrived on Monday, six days before the race. On the first day we just assembled the bike and checked that the oil pump, electrics and everything was working. The next day my dad went out and put 600 kilometers on the clock to run it in and the following day we ran it at Surfers Paradise Raceway for 50 kilometers or so under race conditions. I was interested to see just how close the RZ is to a real GP bike.

The major difference is the lack of top end power, but it would be asking a bit

much for it to pull as hard as a GP bike on song..."

In addition, he refers to how he won the race as follows: "We settled on Pirelli tires because we didn't have time to test much else. They worked perfectly... Richard Scott and I pushed our way on to the front row alongside three GPz900s and in front of more than twenty bikes of far greater capacity... Early in the race the 900 Kawasakis were pulling out five or six lengths on me down the straight and normally, in a production race, that's the end of the story. That's too much to give away every lap. However, the RZ was able to more than make up the difference in just one corner, and every time the track wasn't straight the RZ was faster than the others..."



Production RD500LC is "perfect" says King Kenny

Three times 500cc world champion, Kenny Roberts, took the opportunity to check out the production.



version of Yamaha's sensational RD500LC when he was in Europe recently.

Visiting Holland to watch his proteges, Wayne Rainey and Alan Carter, contest the 250cc Dutch TT for Marlboro Yamaha Team Roberts, "King Kenny" stopped by Yamaha European headquarters at Amstelveen on the outskirts of Amsterdam.

The combination there of a newly-arrived RD500LC and sunny weather was too much to resist and Roberts took off for a ride on the supersports Vee-four.

Having previously ridden the hand-built prototype version, "K.R." was totally enthusiastic about the production model. "It's perfect", he said.

"Nothing has been lost on the production line. Now I've ridden the production bike I feel real good about folks calling it the Roberts replica. I'm proud to have my name linked with a bike like this."

NEWS ROUNDUP

Hong Leong Corp. Opens New Showroom & Service Center

The best service for the best machine

Singapore: Yamaha's Singapore importer, Hong Leong Corp. has just opened its new showroom and service center. The new showroom & service center, with its modern motorcycle and scooter facility in Asia. The new center features the following:

- * The latest range of Yamaha motorcycles and scooters on view, including the latest RZ500 model.
- * Video presentations of the latest racing events.
- * Eleven variable-height motorcycle bays with individual oil and air supply, and a complete range of special tools.
- * The first motorcycle service center in Singapore with the latest computerized diagnostics for quick and accurate fault-finding, including dynamometer testing.
- * Ready availability of spare parts estimated at over S\$ 1 million.

At the opening ceremonies for the new Center, General Manager

Arai was among the Yamaha representatives that delivered messages of congratulations. More than 500 guests were invited to the ceremony and the accompanying grand buffet luncheon. Besides the luncheon, the event included a variety of attractions,

such as a traditional Lion Dance, and a raffle for the invited guests and dealers in which they had a chance to win exciting prizes like an XC180, a Beluga, Passola and an MA50. There was also a presentation of awards to outstanding dealers and a popular video



Mr. Arai cuts the ribbon to officiate opening. On his right is Mr. Kwek Hong Png, Chairman of the Hong Leong Group of Companies and on his left is Mr. Woon Sian Hai of the Singapore Police.

Mr. Poon Ah Soh, Chairman of the Singapore Motorcycle Trade Association delivers his speech.



presentation featuring the latest racing events. Hong Leong Corp. took this opportunity to make a number of important announcements, such as that fact that they would be donating 10 Passolas to the Singapore Police Department for use in Singapore's largest recreational park, the East Coast Park. Also, it was announced that to celebrate the opening of the Center, any motorcycle which

had been bought from Hong Leong's authorized dealers, regardless of age or model, would be served for free on a first-come first-served basis from July 2nd to July 12th, 1984. All in all, it was a lively event on a truly grand scale.



Donation of 10 Passolas to The Singapore Police

"The Highwayman" in India

— Special newsletter for users

India: India now has a popular, new domestically manufactured motorcycle, the Rajdoot 350, which began production last year as a result of a technical tie-up agreement between Escorts Ltd. and Yamaha. Since its release, Escorts Ltd. has received so much mail asking for information about the Rajdoot 350 that the company finally decided that rather than answering each of the many letters that pour in on a daily basis, it would be better for both parties concerned for Escorts to publish and deliver a regular newsletter.

This is how the special newsletter just for Rajdoot 350 enthusiasts, "The Highwayman" was born. This doublefold, four-page, all color newsletter includes lots of useful information on a variety of subjects, including the history of Yamaha, race news, interviews of Rajdoot riders, messages from Escorts Ltd., technical reports,

etc. Escorts Ltd. plans to use the newsletter to communicate with the users in positive ways such as supplying the users with valuable information and likewise gathering information from the users that may lead to product improvements in the future.



The first edition of "The Highwayman"



Management & staff of Yamaha Division

A First Motocross School

India: Recently, under the direction of Yamaha's safe driving instructor, Mr. K. Iwao, the first motocross school ever conducted in India was held in Poona, near Bombay.

The first day of the program consisted of basic instruction using a text which dealt with basic riding theory and proper mental attitude when riding. The second day was spent in actual riding practice on the outskirts of Poona, and on the third day, in addition to continued riding practice, special instruction in race techniques was given to riders who would be participating in the following day's race, the third Indian Motocross Grand Prix. Escorts Ltd., which produces the Rajdoot 350 (RD350) motorcycle domestically under technical agreement with Yamaha Motor, also participated actively in the motocross school, supplying it with five of its staff members. Since the motocross school also serves as a good form of sales promotion activity, it will probably continue to be held here from time to time.

At the 3rd Indian Motocross GP,

held the day after the finish of the Yamaha Motocross School, two participants of the school succeeded in placing 1st and 2nd, in the D class race (266-360cc).



Here are the results:

1. Mr. Sanjeev Chopra
YEZD1 288cc
2. Mr. Kujtar Singh Nat
RAJDOOT 350cc
3. Mr. Jeet Singh
YEZD1 288cc

Acting as sponsors for the first time this year, Escorts decorated the course track with Yamaha - Rajdoot penants and awards platform with banners bearing the Yamaha and Rajdoot marks, as well as using their mark on a number of other items such as the bike number plates.

As an added attraction before the start of the race, Mr. Iwao gave a riding demonstration on the

course with a YZ125 to the applause of the Indian riders in attendance. And, at the awards ceremony a Yamaha Motocross video show was put on through the cooperation of Escorts and the Poona Automotive Racing Association, much to the delight of the audience.

It is of urgent necessity attendant upon Yamaha's recent advancement into the Indian motorcycle

market to establish a high brand image and create new demand for Yamaha products in this country by making every possible effort. Therefore, it can be said that the above motocross school has achieved very satisfactory results in making the Yamaha brandname known widely to the public by taking advantage of the growing enthusiasm for motocross racing in India.

Appealing to golfing industry



Canada: Yamaha Motor Canada has just become the sponsor of the Canadian Amateur Best Ball Championship. This event is a tournament in which amateurs representing the 225 golf clubs in the province of Ontario compete for the championship this coming November. In past years Yamaha Motor Canada has sponsored a "Yamaha Tournament" in the western province of British Columbia, with the cooperation of its local dealers. The success of this program is what made YMC eager to undertake the sponsorship of this new tournament in Ontario. The organizer of the Best Ball Championship, Score Magazine,

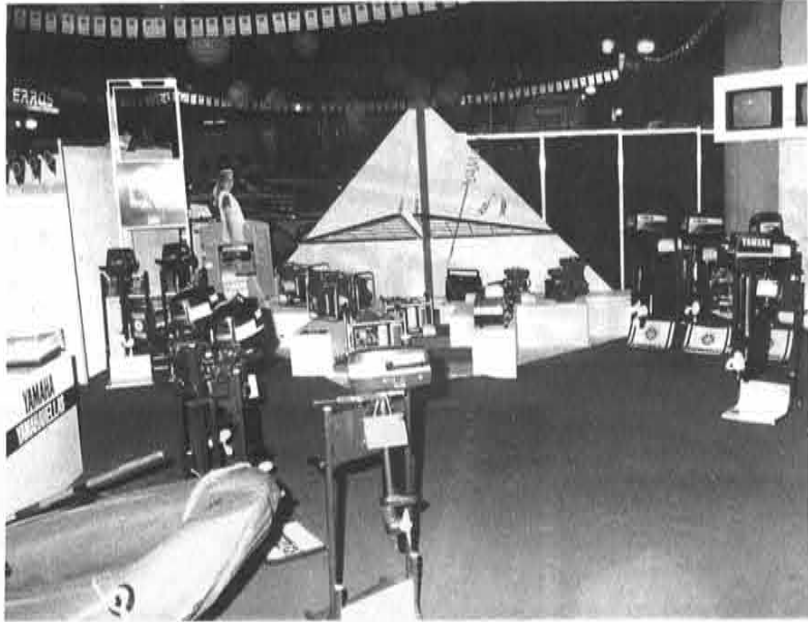
is golfing industry's only trade magazine with a circulation of 75,000. In addition to the magazine, they are publishing some 12,000 leaflets and posters, all of which combine to make an excellent advertising campaign. At the same time that this sponsorship helps to spread the Yamaha name widely throughout the golf clubs of Ontario, it also serves to strengthen YMC's relationship with both Score Magazine and the Golfer Association. Besides the sponsorship fee, Yamaha Motor Canada is also contributing give-away and turf care services by way of its local dealers.

6th Athens Boat Show

Greece: This year Athens Boat Show took place at Customs Building at the port of Piraeus together with Hobby 84. A record high of 70,000 people attended the show. Interest exhibited by the people on marine products, was encouraging. According to data collected by the organizers, visitors were interested, in a descending order of priority, in the following:

1. inflatable boats
2. FRP boats
3. windsurfers.
4. engines
5. diving equipment

All outboard motor brands participated in the show. YAMAHAHELLAS participated with a 130 sq.m. pavillion and exhibited YAMAHA outboard motors and generators.



Outboards for Water Show

U.S.A.: Yamaha outboards are popular among children. That is, as you can see, at the water show. This American water

show team travels around Tennessee, Florida and New Jersey giving its entertaining and thrilling show of water stunts. The engines that are used on the jumping boats, fliver boats, pick-up boats and clown boats are mostly Yamahas.

As you know, Yamaha entered the American outboard market last year, and this show, which reaches several million viewers a year is a great form of advertisement. From now on we want it to be well known that Yamaha is a manufacturer of quality outboards as well as motorcycles.



Royal Family Watches An Army Display With Yamaha Bikes



Letters from Siam Yamaha

Thailand: The left photo shows Their Majesties The King and Queen and Her Royal Highness Princess Maha Chakri Sirindhorn watching an Army display; jumping their Yamaha motorcycles over obstacles. The Army display was held at an exercise by the regiment in Chon Buri, recently.

Recently, Siam Yamaha's dealer group had an enjoyable tour of Europe. These dealers are the people who made Siam Yamaha's 1983 sales target and won the incentive trip to Switzerland, West Germany, Italy, France and England for about 2 weeks. Their trip started from April 19th attended by Mr. Prapat, Marketing General Manager of Siam Yamaha.



The other story from Siam Yamaha is about the presentation of Yamaha motorcycles to the Police Department. Siam Motors Co., Ltd., parent company of Siam Yamaha dealing with Nippon Gakki's product, etc., and her affiliated companies have realized the important role of motorcycles in anti-crime work and have decided to support the Police operations. Therefore, they mutually presented a total of 43 Yamaha DT125MX motorcycles valued at 1,376,000 Baht (US\$59,878 approx.), which is much appreciated by the Police Department.

A safe riding program at high school creates good impression

Malaysia: A Safe Riding Program, that was planned as a part of the release of the Passola on the Malaysian market, recently reached a successful close after about three months of activity. Among the various programs that were held, one that received especially high praise was a program that aimed at high school

students. Part of the reason for its reception is the fact that an increase, recently, in the number of motorcycle accidents involving high school students has led school officials to recommend that students use low-horse-power, compact, easy to operate scooters instead of motorcycles. During the three months of the

program, a total of 1,564 students at 36 high schools received instruction in safe driving and actual riding instruction. Specifically, each class was divided into groups of four with each participant getting a scooter and one instructor. Advanced students were instructed in riding posture, signal giving, starting/stopping, right and left turning, and changing direction, while beginning students were instructed in riding posture, starting/stopping and cornering. Each group received between 20 and 25 minutes of instruction. In order to add interest to the program, the popular Malina Chin, the star used in the

Passola advertising campaign, also took part in the program. Her presence alone was enough to cause excitement at the schools visited by the program. While the adding excitement of actually being instructed by her and riding alongside her left a strong impression with all the students who participated in the program. After the conclusion of the program many letters of appreciation were received from the various schools. Among the comments received, by far the most frequent was the request that the program be held again in the near future, and that next time, not just a select group, but all of the

students be given the opportunity to receive riding instruction. In response to these requests another program is already being planned for the near future. At the same time that these high school programs were being held, courses were also being offered for the general public and for students of occupational training schools. This recent program is the second holding of the Safe Riding Program since the release of the Passola, and it is worthy of note that during the time these programs have been held the sales of Passolas, which had leveled off at one point, are now beginning to increase again.



High school girls watch the activity in the school ground.

US/Canada Snowmobile Dealer Meetings

With the '85 snowmobile season drawing near, 9 new models for the US market (12 new models for the Canadian market) were unveiled during the recent series of dealer meetings held by Yamaha Motor Corporation, USA and Yamaha Motor Canada, respectively as follows:

USA

- June 4 — Boise (West)
- June 11 — Chicago (Middle)
- June 18 — Albany (East)

CANADA

- June 7 — Edmonton
- June 14 — Toronto
- June 21 — Montreal

Each and every meeting was a success and all new models enjoyed positive responses from dealers concerned. The number of orders received showed a 5 to 15% increase over the previous year, which reflected the bright future of the North American snowmobile market. There were a number of factors playing a role in the

phenomenal growth of the snowmobile market during the last season, such as the rapid recovery of economic climate, unexpectedly heavy snowfall and increased customer trust in Yamaha products. Due to these favorable factors, inventories at dealers achieved a remarkable decrease about two times that of the last season. In addition, carefully-planned sales programs announced during the above-mentioned series of dealer meetings were welcome to both dealers and customers, thus setting spurs to the active tone of the market. Included in the '85 snowmobile line-up are the popularity-winning PHAZER/-E (accounting for about 36% of total orders received) coming out in renewed coloring plus increased reliability and stability, and brand-new XL540 developed as a 2-person family model (accounting for about 8% of total orders).

Together with the above models, the following models make up the '85 line-up: ENTICER 340/-T, V-MAX, SRV, EXCEL III and BRAVO/-T/-TS.



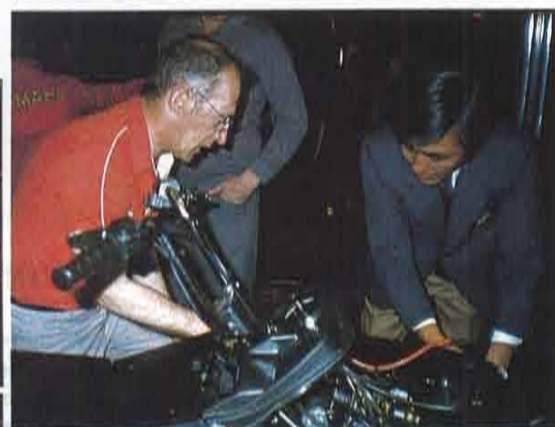
Increased orders reflect the bright future of the market



Ben Watanabe, President of YMUS



Mark Aoba, President of YMCA



PHAZER

XLV

ENTICER 340