



YAMAHA MOTOR CO., LTD. PUBLIC RELATIONS DIVISION
 2500 Shingai, Iwata-shi, Shizuoka-ken, Japan Tel: 05383 (2) 1111
 Telex: Iwata 4263-751 Yamaha J Cable: Yamaha Motor Iwata

The 7th Paris-Dakar Rally

Hot desert goers!

YAMAHA Ténéré (XT660/600) fighting it out

The largest scaled off-road race in the world, the Paris-Dakar Rally, is now in its seventh year and still growing in popularity and in number of participants. This year's race was a tense and exciting one, including such unexpected happenings as a large-scale sand storm, but as in years past it turned out to be another good showing for Yamaha bikes.

First of all, Jean-Claude Olivier, who has participated in this rally for the past four years, placing high among the winners each time rode Yamaha XT Ténéré for the Sonauto Gauloise Team, as he did last year, to an outstanding second place finish overall. As well as being a long-time motorcycle lover, he is also a top Managing Director at Sonauto Yamaha. In addition, all of the bikes were modified production models! Another amazing fact about these finishes is that young Chuck Stearns, who turned in an outstanding 6th place performance, was competing in the Paris-Dakar for the first time. Chuck, one of the newcomers made a fine show-

ing by winning more individual stages than any other rider.

The difficulty of this race, which includes every conceivable obstacle, sandy mountain passes, gravel roads, rock fields, roads with craters like the moon's surface, and even dried, cracked river beds, was proven by the fact that only 18 percent of the solo starters ever reached the finish in Dakar, Senegal, 10,400 kilometers (6,500 miles) from the starting point in Paris.

What could be a better statement of the performance, reliability and safety of the Ténéré machines and, thereby, all Yamaha bikes than the fact that five riders including veterans and first-timers were able to survive this grueling test?

By the way, the other finishers in the top ten included two Hondas and one bike each for BMW, Cagiva and Barigo.

RESULTS

1. G. Rahier	BMW 980 Factory	88H 45' 01"
2. J-C Olivier	Yamaha 660 Ténéré	Dif. 57' 40"
3. F. Picco	Yamaha 600 Ténéré	1H 08' 02"
4. A. Marinoni	Yamaha XT600	3H 06' 02"
5. C. Neveu	Honda 630 Factory	3H 25' 48"
6. C. Stearns	Yamaha 660 Ténéré	3H 24' 49"
7. F. Charliat	Honda 600	5H 12' 28"
8. H. Auriol	Lig./Cagiva 750	5H 27' 40"
9. G. Verhaeghe	Barigo 500	7H 43' 51"
10. C. Courtois	Yamaha XT600	9H 55' 35"



Jean-Claude Olivier



Brain storming for race tactics. Olivier proves himself to be a reliable team leader as well as an excellent business manager. From right to left: C Stearns, J-C Olivier and S. Bacou.

Real Muscle, Yamaha V-MAX!

Setting an incredible SS 1/4 mile time record

The 1198cc Yamaha V-Max introduced for '85 as an all-new muscular bike proved itself to be a truly no-holds-barred street burner when it set an incredible SS 1/4 mile time record at 10.33 sec.

(129.87 mph)

sec., 129.87 mph

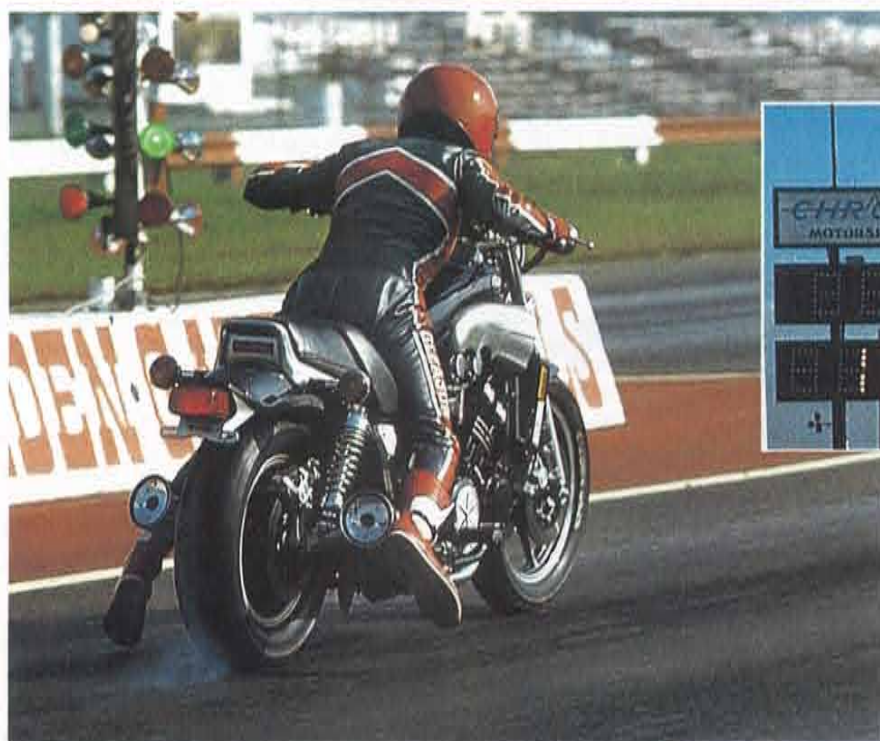
the production model category on January

15. The V-MAX has become literally the world's fastest over-the-counter bike ever. American dragstrip specialist Peewee Gleason, who had set the world record at 10.43 seconds on the FJ1100 the previous year, gunned the massive 254kg V-MAX like a flash in an SS 1/4 mile time record attempt staged on the ultra-fast Baylands Raceway dragstrip located south of San Francisco. Hitting a new absolute record at 10.33 sec. the

V-MAX sliced 0.1 sec. off the old record by the FJ1100. The speed reached 129.87 mph at the end of the attempt! In addition, on the same day the FZ750, the Maxim X and the FJ600 also became the fastest machines in their respective classes. (see page 7 for more particulars)

A 145ps monster!

145ps at 9,000 rpm! What a brutal power! With this exciting engine and giant "dragster" type rear tire the V-MAX is really a hot-rodded monster that is sure to lead the muscle-bike world toward the nineties. As mentioned above, it came nearest ever to a 10-second barrier even in its first record attempt. Which bike would be the first to break this barrier in the future? All doubts are already swept away!



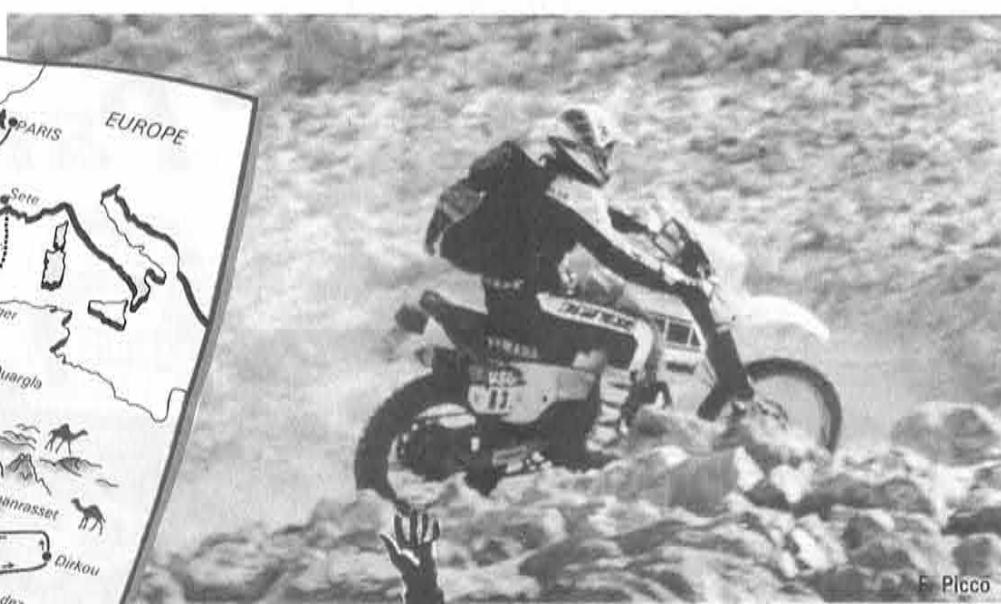
The 7th Paris-Dakar Rally



This year's Paris-Dakar Rally started on New Year's Day in the square in front of the Palace of Versailles. Because of the dramatic increase in the number of participants and spectators, the starting site had to be changed from the Concord Square used in previous years. Ten thousand people jammed the square for the start, making it impossible for people near the back to see anything through the human wall. The motorcycles were the first to start from this scene of excitement and confusion, followed afterward by the four-wheeler passenger cars and trucks.

Bacou leads till the tenth day

For the first three days the race went along the paved road for the most part. At the end of the first special stage on the fourth day the leader was Baron (Honda). He was followed 48 minutes later by second place S. Bacou (Sonauto Yamaha) and third place Neveu (Honda) while J-C. Olivier was thirteen hours back in 9th place. However, by the end of the sixth day Bacou and F. Picco (Belgarda Yamaha) had moved into first and second with Lalay (Honda) and Joineau (Suzuki) in third and fourth. Olivier had climbed gradually to sixth position. At this point the race had developed into a real dead-heat with only one hour separating 1st and 6th places. By the end of the 8th day Picco and Lalay had exchanged places, Olivier had fallen back to 7th, and in 8th was the ominous presence of G. Rahier (BMW). After holding his position as leader into the tenth day, Bacou was struck by the ultimate blow of bad luck, an empty tank, a punctured tire and then running off course. But soon, F. Picco had taken over first position from Bacou, and with A. Marinoni (Belgarda Yamaha) in third, G. Findanno (Belgarda Yamaha) in fourth and Olivier in 6th, it was turning into a one-brand show for Yamaha. But, slowly working his way up to second position by this point was the undeniable presence of G. Rahier (BMW).



Congratulating each other for their successful finish; Olivier (left) and Picco.

A vital decision

It was at this point in the race the J-C. Olivier, the excellent Yamaha businessman that he is, made a vital and clever decision. It seemed that the Belgarda-Yamaha Team which now had Picco in first and Marinoni in third, had lost three of its four support vehicles to some problems and had only one truck left in use. Although the Sonauto Yamaha Team was equally important, Olivier decided to instruct his team to give full support to the Belgarda Yamaha Team for the sake of a better chance at an overall Yamaha victory.

Undaunted by the sand storm on the 17th day which caused so many riders to retire, Picco raced on in the lead through the 18th day. On the 19th day, however, a general delay in traveling between stages caused the organizing people to suspend the race overall on the day. Then on the 20th day his position grew even worse when he got off course, causing him to drop to 3rd place overall, thus allowing Rahier to take the lead. And, moving into second position at this point, in an amazing show of patient determination and steady riding skill, was Jean-Claude Olivier. In 4th and 5th were two more Yamaha men, Marinoni and Stearns. This order was to continue until the finish with the exception of a change in order between 5th place Stearns and 6th place Neveu (Honda).



Tension is growing every moment before the start
"Cheers!" on the coast and at home

Showing remarkable riding ability in his first appearance in the Paris-Dakar Rally, C. Stearns won top honors in five of the stages; In Salah - In Amguel, Iferouane - Agadez, Agadez - Taha, Kiffa - Kayes, and the Dakar Coast. And, S. Bacou, who was unable to finish among the winners in spite of having led the race from the 6th to the 10th day, nevertheless continued on to the finish while giving support to his team mates Olivier and Stearns.

After the race, while relaxing on the Dakar Coast, the victorious members of the Sonauto Team and Belgarda Team were already thinking about their upcoming '86 adventure, and, back at home, namely in France, Italy, Holland and even in Japan, all Yamaha people were celebrating the news of their success delivered by fax shortly after. It was unfortunate that Yamaha was unable to take first place after coming so close, but that can remain as a goal to look forward to next year.

Paris-Dakar Rally Route

- Jan. 1 (Tue.) Paris - Sete (1,076Km)
Via Limoge, Brive, Cahors, Toulouse, Beziers; from Sete, taking a Mediterranean route to Algiers.
- Jan. 3 (Thu.) Algiers - Ouargla (628Km)
All paved.
- Jan. 4 (Fri.) Ouargla - El Golea (300Km)
The first special course, but not so hard to get through.
- Jan. 5 (Sat.) El Golea - In Salah (500Km)
A 100-Km paved road leading to Chebana; from there, proceeding to Ain Gettara.
- Jan. 6 (Sun.) In Salah - In Amguel (628Km)
Including a 500-Km special course; rather hard for every competitor to negotiate.
No accurate course may available

Let's take it easy for a while.



- Jan. 7 (Mon.) In Amguel - Tamanrasset (263Km)
A short but extremely tricky stage including mountain passes, trails, rocks, etc.
- Jan. 8 (Tue.) Tamanrasset-Iferouane (550Km)
Following a relatively easy route to Niger; from there on, sandhills and stone strewn section.
- Jan. 9 (Wed.) Iferouane - Agadez (360Km Special)
Including the Air Mass of Mountains, rocky and twisty.
- Jan. 10 (Thu.) Agadez-Dirkou (655Km Special)
The first day of the 2-day 1,500Km Santos Enduro Race across Ténéré.
- Jan. 11 (Fri.) Dirkou - Agadez (1,200Km)
From Dirkou to Chirfa. Crossing Ténéré once again. Proceeding to Iferouane from Adrar Bous, through the Temet Pass.
- Jan. 12 (Sat.) Rest.
- Jan. 13 (Sun.) Agadez - Gao (1,168Km)
A steep slope leading to In Gall; followed by a sandy road to In Waggeur.
Proceeding to the Mali border via Tchou Tabaraden, Kao, Tahouha, Talcho, Abala and Tiguezefene highlands. To Gao via Menaka and Ansongo.
- Jan. 15 (Tue.) Gao - Tombouctou (424Km)
A sandy course.
- Jan. 16 (Wed.) Tombouctou - Nema (722Km)
Including two special stages; one leading to Mali border (412Km) and the other from the border to Nema (310Km)
- Jan. 17 (Thu.) Nema - Tichit (500Km)
The hardest stage. A variety of surface conditions, sand and grass. Hit by a big sand storm in Mauritania.
- Jan. 18 (Fri.) Tichit - Kiffa (440Km Special)
Suffering hardships while negotiating a sandy section at first; course becoming gradually easy to follow.
- Jan. 19 (Sat.) Kiffa - Kayes (300Km)
Almost no place hard to pass. Race suspended due to delayed travelling.
- Jan. 20 (Sun.) Kayes - Kédougou (320Km)
Proceeding to Kédougou via Tamboura and Satadougou.
- Jan. 21 (Mon.) Kédougou - Sali portudal (860Km)
A special course leading to Tambacounda; 500Km route from Tambacounda to Sali.
- Jan. 22 (Tue.) Sali - Dakar (250Km)
Finally, attacking a 80Km beach special course.

Key to his success

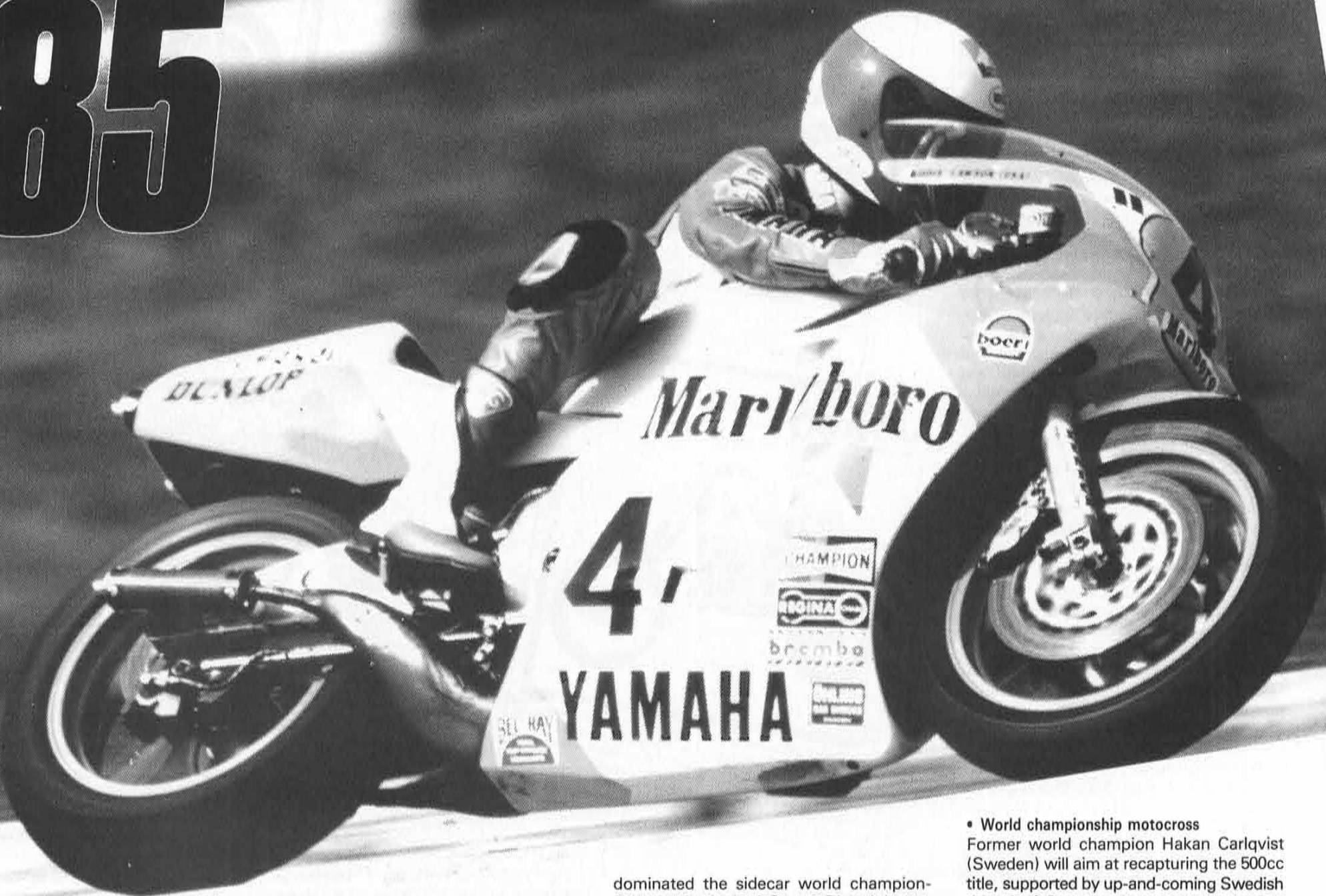


J.C. OLIVIER

It can certainly be said, now, that Jean-Claude Olivier is one of the fastest off-road riders as well as one of the most patient business managers in the motorcycle world. Born in the French city of Croix in 1945, he grew up with a great love of motorcycles. After finishing his military service and studying business for a while, he joined Sonauto, then a French importer of Porsche, where he established a Yamaha importing division at the early age of 20. Along with his involvement in the importing business, "JCO" continued to enter and place well in a large variety of local motorcycle races. In 1976 he placed second in the Le Touquet Enduro race, and participated in a number of other big-name enduro races such as the Bol d'Or. Having been a participant in the Paris-Dakar Rally since 1982, he insisted that the course favored high-speed machines too much. This year the race organizers finally recognized his point and made considerable changes in the course. That proved to be one of the reasons behind this year's results. The reason for Mr. Olivier's success as a businessman and his continued improvement as a rider can be found in his great patience and methodical working manners. Let's all expect him to further cultivate these strong points for the best of luck in the future.

Yamaha Racing Program

'85



Announced here is the entire aspect of our racing program for '85 that covers both international and national events including world championships, AMA national championships and Japanese national championships.

As you may notice, race activities are considered essential to the growth of sound motorcycle sports, while helping raise the level of motorcycle technology. In fact, we at Yamaha have long made active race participation an important part of our corporate activities, thus testing new technology and encouraging the further promotion of motorcycle sports. No progress of motorcycle technology can be achieved without race activities. It is our firm belief that the race track is a testing ground or a running laboratory where man's capability and machine's durability are tried to their limits for new technological features that can later be adopted into our production models. In addition, it is also through active race participation that we can obtain a great deal of precious information and data for the improvement of component parts material and general production process.

We have consistently followed our research and development principle that any new race-bred technology should be fed back into the development of a better production bike which would in turn provide a technological base for the development of a more competitive racing machine. For '85 we will develop even more aggressive race activities along our long established principle. In particular, the newly marketed FZ750 is sure to help strengthen our 4-stroke range in conjunction with our advancing into F1 racing with the FZR750.

'84 race results

1984 was another great year for our race activities. In road racing world championships, Eddie Lawson who rode for the Yamaha Marlboro Racing Team won the long-coveted 500cc title after a thrilling season-long battle with Honda riders including Freddie Spencer. French Sonauto-Gauloises rider Christian Sarron also shone in the glory of winning the 250cc title for the first time. In addition, Yamaha riders

dominated the sidecar world championship. In the United States Rick Johnson who rode a YMUS-entered production YZ to victory in the AMA National 250cc Championship. In Japan Tadahiko Taira on a YZR won the 500cc title, while Tadashi Ezaki won in the newly adopted F3 class.

'85 race activities

• World championship road racing
World champion Eddie Lawson (Yamaha Marlboro Racing Team) will ride the new YZR500 in all the rounds of the 500cc championship. This year he will be joined by Raymond Roche (France) ranking 3rd in the 500cc championship. Reigning 250cc champion Christian Sarron will ride for the Team Sonauto Gauloises in all the rounds of the 500cc title chase.

• World championship motocross

Former world champion Hakan Carlqvist (Sweden) will aim at recapturing the 500cc title, supported by up-and-coming Swedish rider Leif Persson, both riding modified YZ490.

• AMA national championship motocross

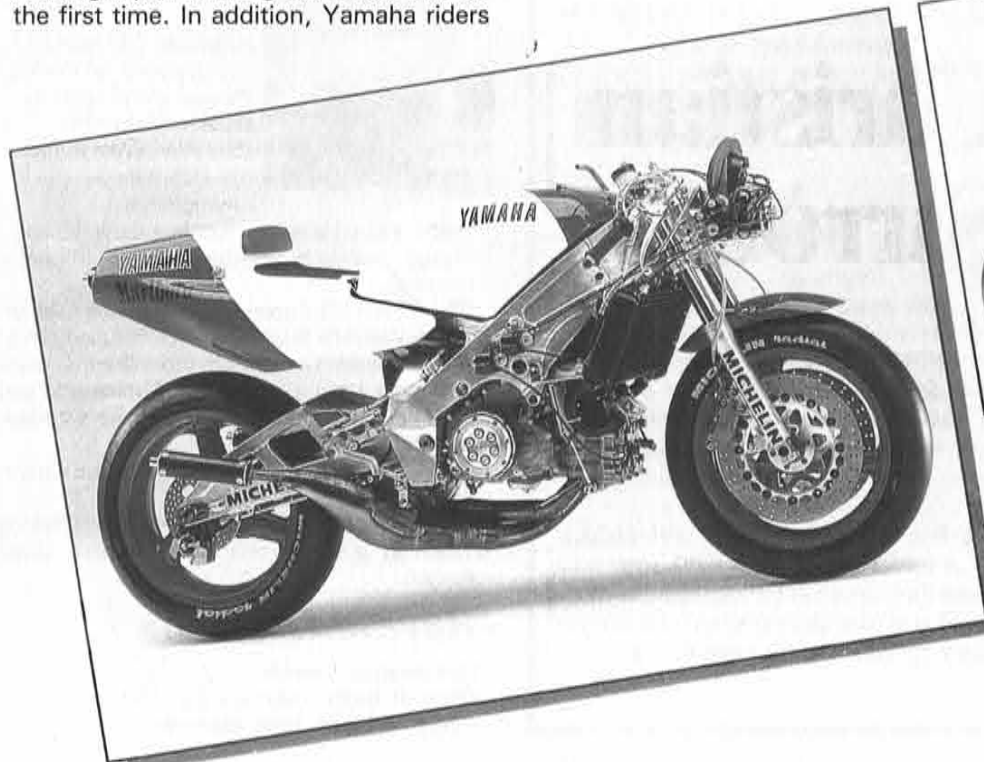
Broc Glover, Rick Johnson and Keith Bowen will ride their modified YZ machines in the 500cc, 250cc and 125cc championships, respectively.

• AMA Supercross Series

The above three riders will ride their modified YZ250 machines in this extremely popular series.

• Japanese national championships

1. Road racing
Tadahiko Taira (YZR500)
Hiroyuki Kawasaki (YZR500)
Shinichi Ueno (F1 FZR750)
Tadashi Ezaki (F3 FZR400)



YZR500

• Engine type: 2-stroke liquid-cooled, crank reed valve, YPVS • Cylinder layout: V-4 • Displacement: 499cc
• Max power output: Over 140PS • Top speed: Over 280km/h • Ignition system: C.D.I. • Lubrication system: Pre-mix (30:1) • Clutch type: Dry multi-plate
• Transmission: 6-speed gearbox • Tire size front/rear: 16/17 in./16/17 in. • Suspension front/rear: Telescopic/Mono-cross • Brake front/rear: Double disc/Single disc • Weight: Under 120kg

2. Motocross
Tetsumi Mitsuyasu (Modified YZ250)
Satoru Shoji (Modified YZ125)
3. Trials
Fumihiro Kato (Modified TY250)
Atsushi Ito (Modified TY250)

'85 Factory Racers

YZR500

World Champion Eddie Lawson's 2-stroke liquid-cooled V-4 YPVS YZR500 that proved itself to be ultra-fast and super-reliable in the 1984 title battle, comes out as an even more powerful weapon for '85, with a number of substantial improvements to both the engine and the chassis. Improvements have centered around a reduction in total machine weight, higher cooling effect, better weight distribution, and better balanced rigidity so that both the V-4 engine and the delta box frame are given more performance. This has made the new YZR500 a quicker handling machine with higher acceleration capability than ever before. (see previous page for photos)

Major engine improvements

1. Reduced vibration
2. Altered power characteristics
3. Adoption of newly designed carburetors
4. Better cooling effect due to altered cowling shape and other improvements

Major chassis improvements

1. Improved delta box frame
2. Adoption of lightweight wheels
3. A dramatic reduction in total machine weight
4. Renewed dimensions, improved front alignment and better front/rear weight distribution
5. Overall increased rigidity

Other improvements

1. Improved maintenance characteristics

FZR750

This machine has been built to Formula 1 racer specifications, based on the exciting 5-valve 4-stroke supersports FZ750 that was unveiled early this year. While the FZR750 retains the basically same engine

FZR750



- Engine type: 4-stroke liquid-cooled, DOHC 5-valve
- Cylinder layout: Parallel four • Displacement: 749cc
- Max. power output: Over 130PS • Top speed: Over 270km/h
- Ignition system: Full transistor • Lubrication system: Wet sump • Clutch type: Dry multi-plate • Transmission: 6-speed gearbox • Tire size front/rear: 17/18 in./17/18 in
- Suspension front/rear: Telescopic Mono-cross • Brake front/rear: Double disc/Single disc
- Weight: Under 155kg (sprint type)

YZ490



- Engine type: 2 stroke, air cooled, single, YPVS • Displacement: 487cc
- Max. power output: Over 60PS/7000rpm
- Ignition system: C.D.I. • Clutch type: Wet multi-plate • Lubrication system: Pre-mix (20:1) • Fuel tank capacity: 11.0 lit.
- Transmission: 4-speed gearbox • Tire size front/rear: 3.00-21/5.00-18
- Suspension front/rear: Telescopic (Upside down type) • Ohlins/Swing arm Ohlins • Brake front/rear: Disc/Drum



components as the FZ750, its intake/exhaust system features a number of detail alterations for more power output. Engine improvements include 'better power development characteristics', 'reduced weight' and other details all aimed at giving

the machine more race performance. The YZR500-proven delta box frame is adopted in the FZR750 chassis. Many of the component parts are made of light alloy material. These improvements have helped achieve a dramatic reduction in total machine weight, thus improving the high-speed steering stability to a maximum.

Major alterations from FZ750

- Engine
- 1. Altered intake/exhaust system
- 2. Adoption of dry multi-plate clutch

3. Altered transmission ratios
4. Adoption of newly designed carburetors
5. Reduced weight

- Chassis
- 1. Adoption of race-proven delta box frame
- 2. Renewed dimensions, improved front alignment and better front/rear weight distribution
- 3. Overall altered rigidity balance between frame, rear arm and front fork
- 4. Increased brake performance
- 5. Improved aerodynamic characteristics
- 6. Reduced weight

As reported already, reigning 250 world champion Christian Sarron has switched to the bigger class this year. Sarron came to test a new GP machine at the Yamaha Course in the mid-Jan. Satisfied with the performance of the new machine, he talked about his race

gave me a lot of confidence. In my bigger class attempt I will have to compete with much tougher rivals than in the 250cc class. Anyway I will be striving to do my best in each race. I have already test-ridden the new machine for necessary adjustments including riding position setting. I do not think I must completely change my race techniques or tactics even in the bigger class. What is important for me is to adapt myself to moment to moment requirements on a bigger, more powerful machine while racing.

I shall be 30 years old within this season but I wish to be active in the first line

Christian Sarron

for another five or six years. Although I am a professional, racing is a means of life enjoyment for me, rather than business. Finally, I would like to see many more Japanese riders taking part in GP racing. In my country Yamaha RD Cup has already become a springboard for a lot of young riders who wish to make their debut in GP racing some day. I think a similar step-by-step method can apply to young Japanese riders.

plans for '85 as follows, when interviewed by the staff of Yamaha News: "I have long dreamt of taking a crack at the 500cc title on a powerful factory racer. I feel happy to have the opportunity of doing so this year. 1984 was a big year for me. I managed to capture the 250cc title after a fierce battle with other Yamaha riders, which

INTERVIEW



RIDER PROFILE

ROAD RACING

Eddie Lawson



Nationality: American
Date of birth: March 11, 1958
Place of birth: Upland, Calif.
Hobbies: Off-road riding, sports car driving, TV game and reading
Career highlight: 1978—Won West Junior Class Dirt Race Championship.

1980—Won Daytona 100-mile race (250cc). Placed 2nd in US Superbike Race Championship.
1981—Won US Superbike Race Championship.
1982—Won US Superbike Race Championship.
1983—Joined Yamaha Marlboro Racing Team and placed 4th in 500cc Road Racing World Championship. Won US Superbikers Championship.
1984—Won 500cc Road Racing World Championship.
1985—Will ride for Yamaha Marlboro Racing Team in 500cc World Championship Road Racing.

Raymond Roche

Nationality: French
Date of birth: February 21, 1957
Place of birth: Near Marseille

Hobbies: Flying, sailing and horse-riding

Career highlight: 1975—Placed 6th in French Open Championship on TZ250.

1978—Placed 11th in 250cc Road Racing World Championship.
1983—Placed 10th in 500cc Road Racing World Championship.
1984—Placed 3rd in 500cc Road Racing World Championship.

1985—Will ride for Yamaha Marlboro Racing Team in 500cc World Championship Road Racing.

Christian Sarron

Nationality: French
Date of birth: March 27, 1955
Place of birth: Riom, France
Hobbies: Skiing, off-road riding, and parachute jumping
Career highlight: 1977—Placed 2nd in

F750 World Championship. Won German Grand Prix 250cc class. Placed 7th in 350cc Road Racing World Championship.

1978—Placed 3rd in F750 World Championship.
1979—Placed 5th in Daytona 200-mile race. Placed 7th in F750 World Championship. Placed 11th in 500cc Road Racing World Championship.

1985 SPORTS CALENDAR

Div.	World GP			U.S.A.	
	Road Racing	Motocross 500cc	Motocross 250cc	AMA National Motocross	AMA Supercross
Jan.					26 San Diego, CA.
Feb.					2 Anaheim, CA. 8 Seattle, WA. 9 Seattle, WA. 16 Indianapolis, IN. 23 Atlanta, GA.
Mar.	23 South Africa		9 South Africa	3 Gainesville, FL. 31 Sacramento, CA.	9 Daytona Beach, FL.
Apr.		14 Austria 21 France	14 Swiss 21 Austria		13 Pontiac, MI 14 Pontiac, MI. 20 Houston, TX. 27 Dallas, TX.
May	5 Spain 19 West Germany 26 Italy	5 Sweden 12 Finland	5 Italy 12 Belgium 19 Czechoslovakia	26 Mt. Morris, PA.	4 Orlando, FL. 18 Pasadena, CA.
Jun.	2 Austria 16 Yugoslavia 29 Holland	2 Italy 9 Spain 16 Holland 30 USA	16 France 23 Spain	2 Atlanta, GA. 16 Denver, CO. 23 Los Angeles, CA.	8 Chicago, IL.
July	7 Belgium 21 France	14 UK	14 USA 21 Holland	7 Buchanan, MI. 28 Binghamton, NY.	
Aug.	4 UK 11 Sweden	4 Belgium 11 Luxembourg 25 Swiss	4 USSR 11 West Germany	11 Millville, MN. 18 Washougal, WA.	
Sept.	1 San Marino				

1982—Placed 8th in 350cc Road Racing World Championship and 10th in 250cc Road Racing World Championship.
1983—Placed 2nd in 250cc Road Racing World Championship.
1984—Won 250cc Road Racing World Championship.
1985—Will ride for Team Sonauto Gauloises in 500cc World Championship Road Racing.

MOTOCROSS

Hakan Carlqvist



Nationality: Swedish
Date of birth: January 15, 1954
Hobby: Tennis
Career highlight:
1977—Rode a works Husqvarna in World Championship.
1978—Won 250cc Spanish GP. Placed 7th

in 250cc World Championship.
1979—Won 250cc World Championship.
1980—Placed 3rd in 500cc World Championship.
1981—Placed 3rd in 500cc World Championship.
1982—Placed 8th in 500cc World Championship.
1983—Won 500cc World Championship.
1984—Placed 10th in 500cc World Championship.
1985—Will ride for YMENV Team in 500cc World Championship.

Leif Persson



Nationality: Swedish
Date of birth: February 20, 1964
Place of birth: Malmö, Sweden
Hobbies: Golf, music and squash
Career highlight:
1976—Won Swedish

National 500cc Junior Championship.
1983—Placed 2nd in Swedish National 500cc Championship.
1984—Placed 9th in 500cc World Championship.
1985—Will ride for YMENV Team in 500cc World Championship.

AMA NATIONAL CHAMPIONSHIP MOTOCROSS

Broc Glover



Nationality: American
Date of birth: May 16, 1960
Hobbies: Racquetball, running, water skiing and dune buggy driving
Career highlight:
1975—Placed 3rd in High School Motocross in Los Angeles.
1976—Placed 2nd in

AMA National 125cc Championship.
1977—Joined YMUS Team. Won AMA National 125cc Championship.
1978—Won AMA National 125cc Championship for three years in a row.
1980—Placed 2nd in AMA National 125cc Championship. Placed 5th in Supercross Series. Placed 2nd in Trans-USA Series.
1981—Won AMA National 500cc Championship. Won Trans-USA Championship. Placed 8th in Supercross Series.
1982—Placed 3rd in AMA National 250cc Championship. Placed 2nd in Tokyo Supercross.
1983—Won AMA National 500cc Championship. Won Kawasaki Supercross in Japan.
1984—Placed 2nd in AMA National 500cc Championship. Placed 2nd in AMA National 500cc Championship. Placed 6th in Supercross Series.
1985—Will ride for YMUS Team in AMA National 500cc Championship and Supercross Series.

Rick Johnson



Nationality: American
Date of birth: July 6, 1964
Hobbies: Surfing and skiing
Career highlight:
1980—Won South Californian 125cc Championship.

1981—Placed 7th in AMA National 125cc Championship.
1982—Placed 2nd in AMA National 250cc Championship. Won Tokyo Supercross.
1983—Won Kyoto Supercross
1984—Won AMA National 250cc Championship. Placed in AMA Grand National 250cc Championship. Won KBS Kyoto Supercross.
1985—Will ride for YMUS Team in AMA National 250cc Championship and Supercross Series.

Keith Bowen



Nationality: American
Date of birth: April 28, 1966
Hobbies: Bicycling and music
Career highlight:
1981—Won Amateur 125cc Supercross at Pontiac. Won school-boy class of AMA Youth

Nationals. Placed 2nd in 125cc expert class of AMA Youth Nationals.
1982—Won 250cc expert class of AMA Youth Nationals. Placed 2nd overall in Winter AMA Series.
1983—Won 125cc and 250cc classes of AMA Amateur Nationals. Placed 5th and 6th overall at Colorado and Minnesota 250cc Nationals for top privateer honors.
1984—Placed 6th overall in AMA National 250cc Championship.
1985—Will ride for YMUS Team in AMA National 125cc Championship and Supercross Series.

Japanese national championships

As stated elsewhere, 1985 will see Yamaha's even more aggressive race activities in Japanese national road racing, motocross and trials championships. Introduced below are the career highlights of selected Yamaha riders:

Road racing

Tadahiko Taira



Nationality: Japanese
Date of birth: November 12, 1956
Hobbies: Golf and others
Career highlight:
1980—Won national senior 350cc championship.
1981—Ranked 2nd in national senior 250cc championship.
1982—Ranked 4th in national senior 500cc championship.
1983—Won national senior 500cc championship.

1984—Won national senior 500cc championship for two years in a row. Placed 6th in Dutch TT 500cc class. Placed 6th in Belgian GP 500cc class. Placed 2nd in Malaysia's Selangor GP.
1985—Will ride YZR500 in national senior 500cc championship.

Tadashi Ezaki



Nationality: Japanese
Date of birth: January 5, 1949
Hobbies: Golf and others
Career highlight:
1975—Won national senior 125cc championship.

1976—Won Japanese GP 125cc class.
1981—Won 7th and 8th rounds of national senior 125cc championship.
1982—Won 2nd and 7th rounds of national senior 125cc championship.
1983—Won 3rd, 5th and 6th rounds of national senior 125cc championship.
1984—Won national senior F-3 championship.
1985—Will ride FZR400 in national senior F-3 championship.

MOTOCROSS

Tetsumi Mitsuyasu



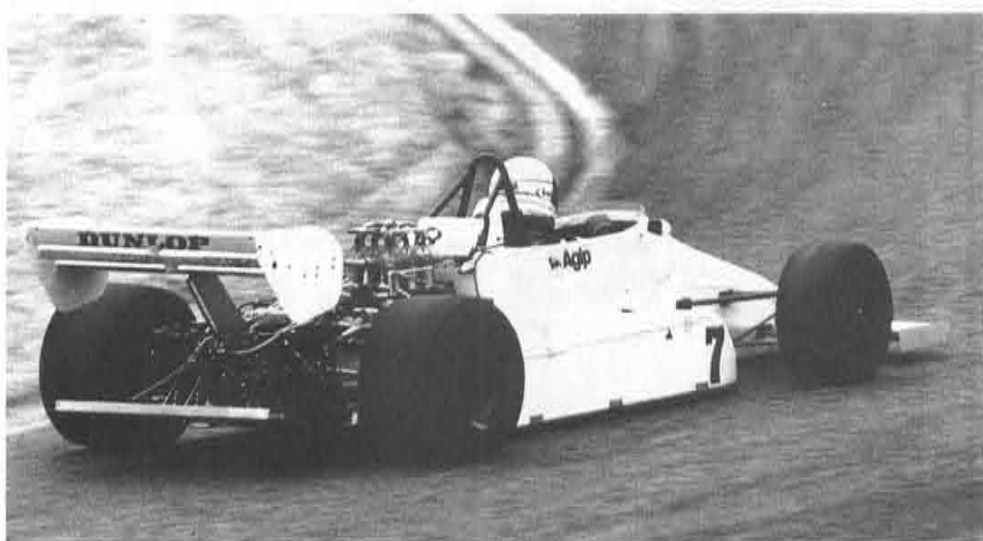
Nationality: Japanese
Date of birth: January 27, 1958
Hobbies: Motorcycle riding and others
Career highlight:
1978—Won national senior 250cc championship.

1979—Won national senior 250cc and 125cc championship.
1980—Won 125cc West German GP/ Won 125cc Czechoslovakian GP.
1981—Ranked 2nd in national senior 250cc championship.
1983 - Ranked 4th in national senior 250cc championship.
1984 - Took part in AMA national championship motocross.
1985 - Will ride YZ250 in national senior 250cc championship.

Yamaha OX66 is unveiled!

A sensational Yamaha F-2 racing engine, OX66 made its track debut when G. Lees test-drove a March 842 on the Suzuka

Circuit on the 19th of February. Track conditions were unfortunately poor due to numerous puddles resulting from



the rain that had been falling since the previous night. But, driven by one of the world's top class drivers, the new Yamaha engine showed something of its tremendous potential at least as a possible threat to Honda and BMW machines.

A compact but powerful engine

The Yamaha F-2 racing engine that was mounted on a March 842 chassis weighed only 105kg, much lighter than Honda (125kg) and BMW(120kg) machines. Despite its overall compact construction, it never failed to give an impression of high, exciting performance potential. The Yamaha-powered March 842 featured a bit enlarged front wing and two rear wings designed to increase the down force in accordance with new technical rules that prohibit the use of a wing car from 1985 on.

At 9:00 a.m. the engine got enlivened. Everything was right! At 10:30 a.m. the

machine was driven into the rain-drenched track after it was given plenty of warming up. The machine completed four laps before it made a pit-stop. Minor adjustments were made to the machine for another three laps. The best time was 2 minutes 34 seconds. Lees who steered the machine looked satisfied with its performance potential. He says - "I drove a Honda in 1983 and BMW in 1984. I felt the new Yamaha would be as competitive as these machines. In particular, the new Yamaha has more low-end torque which proves very suitable for the tricky Suzuka Circuit."

Five new engines have already been completed for the opening round of the F-2 championship scheduled to take place on the 10th of March.

The new 2000cc engine that adopts a V-6 DOHC 30-valve format pumps out a full 320 horsepower. This enjoys a considerable power advantage over both rivals.

Well timed!

— Belgian Yamaha dealer tour to Dakar —

Belgian Yamaha importer D'leteren Sport organized a dealer incentive tour to Dakar, Senegal for the period from January 16 through January 24 at the height of the '85 Paris-Dakar Rally. 29 selected dealers (72 people in total) were invited to join in this tour which was in commemoration of D'leteren Sport's 10-year association with Yamaha, and of the 180th anniversary

of the founding of the D'leteren group which is the second oldest company in Belgium. In Dakar a dealer meeting was held on the second day and Mr. Seys, managing director of the company announced the sales policy for the coming season. As reported elsewhere, the '85 Paris-Dakar Rally was a great success for Yamaha. All the dealers were extremely happy with this. During the event the whole Europe was covered with snow but these Belgian dealers enjoyed the sunshine and returned home triumphant and encouraged with the sales season coming soon.



During the dealer meeting held in Dakar Mr. Seys is announcing the sales policy for the coming season.



Paris-Dakar newcomer C. Stearns comes in 6th amid cheers.



The rally is an exciting event for local people as well.

The 7th Paris-Dakar Rally

U.S.A.

Newcomer Chuck fights it out!



Chuck Stearns, the first American ever to take part in the Paris-Dakar Rally, chalked up the largest number of stage wins and finished 6th overall in this gruelling desert marathon. Let's take a look at the career highlight of this sensational Paris-Dakar newcomer. He was born in North California on November 6 of 1959. At the age of 8 Chuck began riding. His first bike was a 100cc engine mini-bike made by his father who was an aeroplane development engineer. Even in those days he proved himself to be a good

mechanic as well as a good rider. He has inherited these talents from his father. His elder brother is also one of the well-known desert race riders. Between 10 years and 16 years old Chuck aggressively participated in local desert races, motocross and dirt races until he won the novice class championship. For the next three years race activities were discontinued as he had to devote himself to hard working as a carpenter. At the age of 19 his race activities restarted. Winning almost all races he contested, he was promoted to expert class within 6 months. Within another 6 months he placed 2nd in the local expert class championship. In 1980 he rode a non-handicapped YZ250 in the Dusters Hare Scramble Championship. Seven race wins in this category made him leap into fame. Since then, he has stayed prominent in national championships. "Perseverance is everything in this desert marathon", said Chuck when interviewed by local journalists several days before the start of this event, "I must stay as tough and patient as possible, whatever may happen in an incredibly long, torturing race." As reported already, nearly 140 riders started Paris but only 25 survived the race. Chuck was one of them!



BELGIUM

Belgian dealers are posing for a camera with the hotel for a background. Seen on the extreme left is Mr. Seys, Managing Director of D'leteren Sport.



Belgian dealers are waiting for rally finishers with D'leteren banners flying at the beach of Dakar. The road leading to the beach is also crowded with onlookers.



Double congratulations! ECUADOR

Reflecting the sound growth of their business, Almacenes Juan Eljuri have recently completed a new building as their Guayaquil branch. (see our last issue) This happy event was followed by another. Sr. Juan Doumet ANTON, General Managing Director of Eljuri, won official commendation as the best enterpriser '84. He has long led the sales and after-sale service activities of the company with tremendous enthusiasm. The company owes him much for its

rapid growth and also through these corporate activities he has made great contributions to the benefit of Guayaquil and Ecuador. He was rewarded for such laudable efforts and achievements. While we will strive to offer even better products which would be a help to the prosperity of Ecuador, we can certainly expect to see even greater things from him in the future. Let's wish him every success with his business.



Sr. Juan Doumet ANTON at a commendation ceremony.

Three new records by Yamaha machines

U.S.A.

In addition to an absolute motorcycle record set by the V-MAX, three new class records were also established by Yamaha machines on the same dragstrip on the same day, as follows; FZ750 - 10.78 sec. (124.13 mph) in 750cc production class

• Maxim 700X - 11.32 sec. (116.58 mph) in 700cc production class
 FJ600 - 11.78 sec. (111.38 mph) in 600cc production class

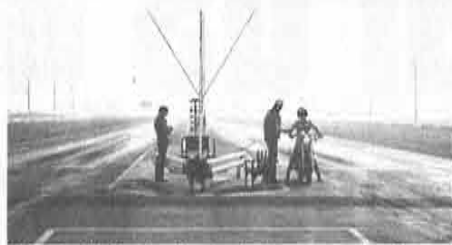
The 5-valve engine powered FZ750 erased all doubts as to whether it could break an 11-second barrier by hitting a class record time at 10.78 sec. The Maxim-X also showed the engineering excellence of the unique 5-valve engine when it renewed a class record by 0.68 sec. margins over the old record claimed by the Honda CB700SC.

The air-cooled 2-valve engine powered FJ600 was 0.04 sec. faster than the toughest competitor Ninja 600 with the liquid-cooled 4-valve engine.

Even the Maxim 700 which lost its number one position to the sister model Maxim-X, broke a 12-second barrier (11.81 sec.) With these brilliant time and speed records, the '85 Yamaha street model range proves powerful enough to leave the others trailing behind.



FZ750



"Ready?" On the Baylands Raceway circuit.

on March 17 when Tsukuba Expo '85 opened. "Kasumi" is Japan's largest and fastest water jet powered FRP boat. The water jet system proves very suitable for the shallow algal Kasumigaura waters. Ensuring an extra-comfortable navigation with the least pitching or rolling, the boat has already gained public favor.

THAILAND

Hoping for another leap forward

Siam Yamaha recently carried out their promotion activities including race participation, dealer encouragement and brandname enhancement. These photos show two of them.



Proudly displaying their trophies are Boonying On-sri and other winners of the "Pattaya Scooter Out-board Racing and Speedboat Racing '84".



Top dealers Khunying Phornthip and Khun Kasem are awarded wonderful prizes of three-week trips to Mexico, the United States and Japan for their excellent sales results.

Yamaha Snowmobiles at The International Exposition Tsukuba, Japan



Tsukuba Expo '85 just opened on March 17th to which over 20 million visitors from around the world are expected during the 184-day period before the show closes in September.

A "Vehicle Hall" (prepared by the Japan Automobile Manufacturers Association) has been built in the center of the exhibition's "B" block to house displays of a variety of vehicles united under the theme, "In search of free mobility". One of the main attractions of this hall will be the "Space Cinema Zone", an exhibit which will give visitors a taste of the wonder of free mobility by allowing them to ride a "space rider" flight

simulator on filmed trips over the vast glaciers of Alaska, the mountain ranges and fields of Northern Italy and the sands of the Sahara Desert. In preparing this magnificent exhibit, Yamaha snowmobiles played an important part in filming of the Alaskan ice fields. The filming was done by mounting a Vista-vision camera weighing up to 35 kilograms on a special carrier on the front of the Yamaha snowmobile and running it across the ice fields. Everyone who sees this exhibit will surely be impressed by the beauty of the films they brought back.

"Kasumi" enters service

Super Jet Passenger Boat

As reported in our last issue, on February 20 Yamaha FRP passenger boat "Kasumi" took the water as scheduled and entered service as a main transporter on the Kasumigaura waters



Yamaha-original automated system

Small-sized CAME and 2-head wire cutting robot

New from Yamaha are two different types of automated systems, a small-sized CAME and 2-head wire cutting robot which are designed for use on the assembly lines of automobiles and electrical machinery. CAME means "Computer Aided Mechanical Equipment". Back in 1981, Yamaha-original multijoint assembly robot, CAME No.1 joined in the assembly line of motorcycles as a faithful helper that was ready to do tedious and even dangerous jobs.

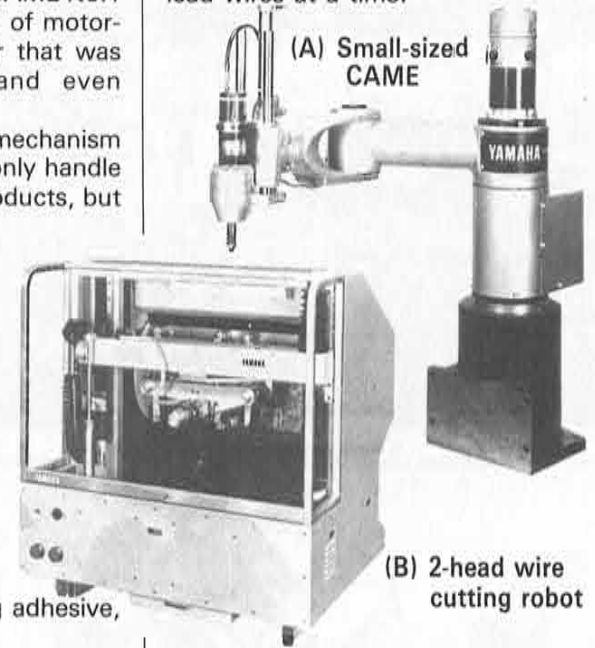
It was a simple, compact mechanism that was designed to not only handle all the kinds of Yamaha products, but also fit into the production lines of other products in its basic functions. The small-sized CAME is an improved lightweight version of the original model. Its function capability equals that of 0.5 to 1 workman. Intended uses are: (1) tightening bolts and nuts, (2) fitting and removing parts, (3) pressing in bearings and pins, (4) applying adhesive, etc.

Main technical features (A)

- Slim and compact: Weighs only 32kg and can be carried by one workman.
- Powerful and speedy: Can shift a load of 10kg at a speed of 3.0m/sec.
- Wide work range: X-arm (250mm long) and Y-arm (250mm long) turn 300° and 290° respectively.
- Easy re-programming and monitoring: Can be re-programmed and monitored with a programming panel available as standard equipment.
- Optional R-arm and Z-arm: Available as optional equipment are an R-arm for wrist turn control and a

Z-arm for vertical shift control.

The 2-head wire cutting robot is a new laborsaving system which has been developed as an improved version of the already-marketed 1-head type for cutting off a surplus lead wire from the printed circuit board. The 2-head type is capable of cutting off two surplus lead wires at a time.



Main technical features (B)

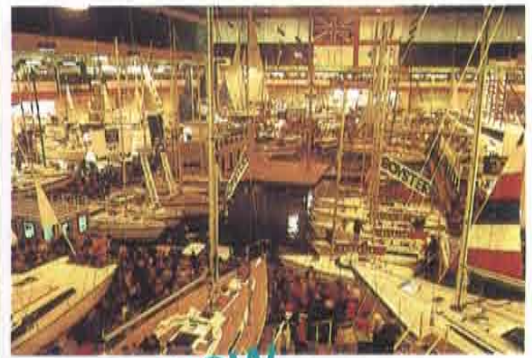
- Sure, speedy operation: Can cut off a wire within 0.2 to 0.35 sec.
- Secondary soldering unnecessary: Needs no secondary soldering unlike a rotary cutter.
- No fear of pulling out a lead wire: Causes no lead-wire pull out unlike manual cutting.
- No dust scattering: Prevents cutting dust from scattering with a cover; no dust accumulation on the vertical board or a jig.
- Safety: Can replace a board on the side opposite to the robot.

EUROPEAN BOAT SHOWS

This year all of Europe has been shivering in the wake of an unprecedented cold spell. But, one sure sign that even this longest of all winters will soon come to an end has been the European boat shows. At these shows being held all over Europe the boating season has already begun. Sails are fluttering high near the ceilings of exhibit halls and the floors shine with beautifully polished new hulls. The Yamaha outboard motors and generators on display here seem to be just waiting to be put to work. With the recent improvement in the general economic climate, the importers and dealers all have their sleeves rolled up ready to get down to real business, too. Let's take a look at what has gone on at the London, Paris and Düsseldorf shows.



LONDON SHOW UK

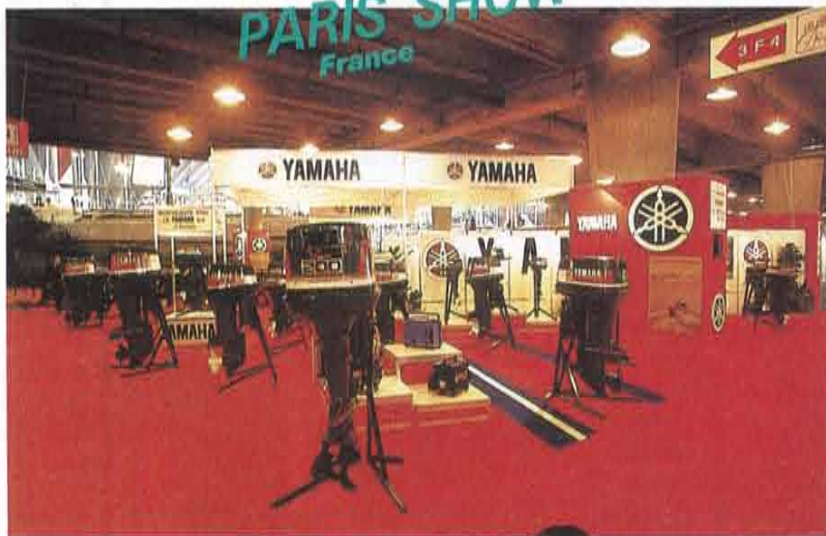


The 31st annual London International Boat Show was held this year from Jan. 3rd to 13th at Earls Court. Approximately 500 companies displayed their goods before crowds of visitors which totalled 300 thousand for the 11-day period. Perhaps it is Britain's history as one-time ruler of the seven seas that makes boat shows especially popular among the people here.

The center of the exhibition hall featured a large water pool around which spread numerous displays, including an impressive exhibit of the Royal Navy. Yamaha's outboard motor display was one of the popular exhibits, arousing a great deal of interest.

Yamaha outboards are waiting to be put to work

In spite of the snow that continued to fall over Paris during the holding of the 24th Paris Boat Show, about 330 thousand boat-lovers found their way to the exhibition hall. Held from Jan. 12th to 21st, the show covered five floors and included products from nearly 1,300 companies, (with the center of attraction being the magnificent cruisers displayed on the third floor.) The Yamaha booth included a display of the race winning boat and Yamaha 70C outboard from the Rouen Boat Race. Also, on display in one small booth were water skies and a canoe designed to allow the physically handicapped to enjoy water sports.



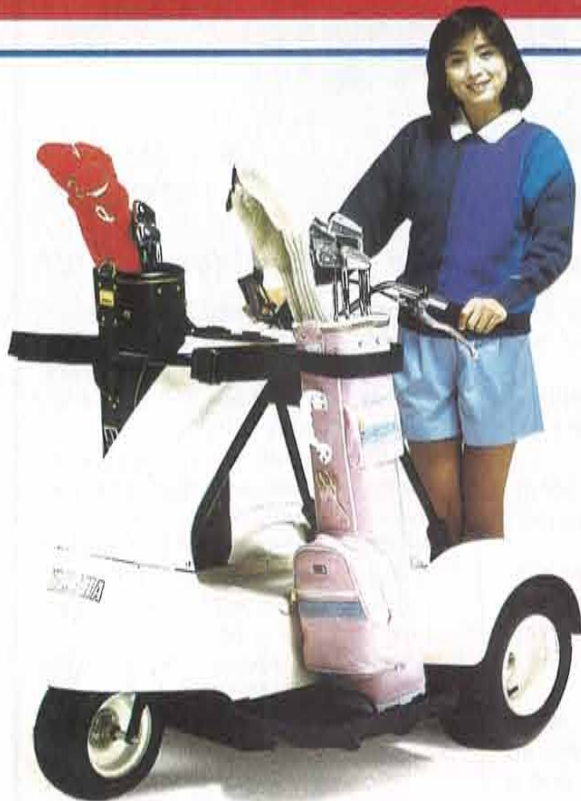
PARIS SHOW France



DÜSSELDORF SHOW Germany

Now in its 16th year, the Düsseldorf International Boat Show is growing at an amazing rate. This year, during the show's nine-day run starting Jan. 19th, approximately 350 thousand people turned out to see goods on exhibition from over 1,400 makers from 30 countries. Consisting of displays spread out through 15 halls, it was a big job just to make one round of the entire show! In brief, it was felt that "Marine life Show" was a truly fitting description of this grand event.

A unique new 3-wheel golfcar



The popularity-winning Yamaha golfcar range will become even more appealing to customers with the addition of a unique new 3-wheel model which has been designed as an easy-to-drive vehicle with a fresh sense styling. The new model will shortly be launched on the Japanese market.

Main technical features

- To drive this model, a player or caddie can keep his or her standing position. This allows easier getting on or off, helping go round a golf course more speedily. Two 12V 65AH batteries are connected in series to increase the voltage to 24V.
- The slow starter circuit prevents sudden starting-off. The power transistor current chopper ensures smooth speed change at all times.
- The step is positioned lower than the rear axle shaft. A bag holder (holding two bags) on each side is a low, stretch-out type. In addition, the center of gravity is lowered overall. While these features provide the excellent stability of driving, they are

effective to prevent the golfcar from turning sideways or over.

- The hand operated brake is easy to operate for the maximum of safety.
- Low-pressure (0.9kg/cm) tires and lightweight chassis (135kg) keep turf damage to a bare minimum.

SPECIFICATIONS

Overall length	1374mm
Overall width	900mm
Overall height	1060mm
Min. ground clearance	65mm
Dry weight	135kg
Top speed	9km/h
Climbing ability	20 degrees
Min. turning radius	1.5m
No. of crew	1
Motor's power output	24V 1.0KW/3500 rpm
Control system	Transistor
Battery capacity	12V 65HA
No. of batteries used	2
Tire size (front)	13 x 5.00 - 6
" (rear)	16 x 6.50 - 8