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Jacky Vimond aiming at the crown

250cc class

23-year old French rider Jacky Vimond is making a very good showing as Yamaha's sole 250cc title contender aboard a modified YZ250.

8 rounds of the 12-round 250cc championship were already gone. Vimond led the first 4 rounds of the series but his top place was lost to G-J van Doorn (Honda) when he scored only 11 points against Doorn's 30 points in the Belgian GP, the 5th round. Vimond, however, regained his top form in the Czechoslovakian GP. In the two races of this round he fought a close fight with reigning world champion H. Kinigadner (KTM). Eventually, both riders shared 1st and 2nd places in these races. He won the 7th round (June 16, France) overall. After the 8th round (June 23, Spain) Vimond raised his championship tally to 220 points, leading the nearest rival Kinigadner by 35 points. "I have a good chance now" said the French Yamaha ace, "But there are four more Grands Prix and Kinigadner will remain tough rival".



'85 WORLD CHAMPIONSHIP MOTOCROSS



Taira & YZR500 are unbeaten!

Tadahiko Taira and his YZR500 are dominating the 500cc class championship in Japan. As reported in our last issue Taira with the YZR500 scored his first win of the season in the 2nd round held at Tsukuba. He scored his second runaway victory in the 3rd round held at Suzuka on April 21. The 4th round at Tsukuba (May 5) and the 5th round at Sugo (May 19) were also the same story. In the 6th round at Suzuka he placed 2nd behind W. Gardner (Honda). Nothing could stop Taira and his YZR500! After 6 rounds Taira led the nearest rival Masaru Mizutani (Suzuki) by 20 points.

NATIONAL CHAMPIONSHIP POSITIONS AFTER 5 ROUNDS

1. T. Taira	Yamaha	114 pts.
2. M. Mizutani	Suzuki	94 pts.
3. K. Kinoshita	Honda	73 pts.
4. Y. Hasegawa	Yamaha	61 pts.
5. T. Ito	Suzuki	43 pts.



500cc class, Round 3, West German GP May 19



C. SARRON SCORES A RUNAWAY VICTORY!

Sarron took the lead at the halfway stage of the 19-lap race. After that, he allowed no serious challenge from the others and won by 11 seconds from the runner-up, Freddie Spencer (Honda).

Lawson hits back in a 500cc title battle!

Round 6, Yugoslavian GP, June 16

Eddie Lawson scored his second and Yamaha's third win of the season when he beat Freddie Spencer (Honda) by over 20 seconds in the Yugoslavian GP held at the Rijeka circuit on June 16.

Honda riders Ron Haslam and Randy Mamola were early pacesetters in this race. On lap 4, Lawson who was lying behind Spencer after a poor start, pulled ahead of the Honda trio. On lap 6, Spencer snatched the second spot. He held it until it was lost to Mamola on lap 21. While the Yamaha ace was leading the race Spencer climbed to the 2nd spot again when Mamola crashed and retired on lap 23. Spencer launched no serious challenge and Lawson went on to win the race.

Resultantly, point gaps between Spencer and Lawson were reduced to 7.

The 30-year old Sonauto Gauloises rider Christian Sarron claimed a place in the history books by breaking a 29-race American domination when he rode a YZR500 to a victory in the 500cc race of the West German Grand Prix held on the rain-lashed Hockenheimring on May 19. While it was Sarron's first 500 GP victory, it was the first win ever scored by a European rider since Italian rider Franco Uncini won the 1982 British GP aboard a Suzuki racer. In addition, he became the first French rider to win a 500 GP since Pierre Monneret won the French GP 26 years ago. He did it on his spare YZR500 racer. His number one racer refused to start for the warm-up lap and with only several minutes to the start he had to switch to his training machine fitted with standard Michelins.

'85 WORLD CHAMPIONSHIP ROAD RACING

ROUND 2 500cc
SPANISH GP - May 5

A title battle gets intense

The Spanish GP took place on May 5, attracting a large audience estimated at 120,000 to the Jarama circuit (3.312km) near Madrid. The 37-lap 500cc race started about 20 minutes behind the scheduled time due to a drizzle of rain.

All participating machines were fitted with slick tires to cope with wet surface conditions. At 15:30 a giant battle kicked off! Ron Haslam (Honda) made a clear

getaway and streaked into the lead followed by Freddie Spencer (Honda). Haslam maintained his lead until Spencer forged ahead halfway through the opening lap. Reigning world champion Eddie Lawson, who had clocked fastest in official practice sessions, made rather a poor start, lying 9th throughout the first lap. While Spencer was leading the entire field, Lawson was also rapidly regaining his top form. By the 6th lap Lawson had climbed to 2nd spot about 2 seconds behind the leader.

From then on, the race developed into a hot 2-man battle. During the latter half of the race Spencer managed to fight himself off, and finished first about 14 seconds ahead of Lawson. Christian Sarron (Team Sonauto Gauloises) came in 3rd place after an intense dice with Wayne Gardner (Honda).

With these results Lawson and Spencer were tied at 27 championship points.

ROUND 3 500cc
WEST GERMAN GP - May 19

C. Sarron's first big win



Christian Sarron (Team Sonauto Gauloises) achieved a long-cherished ambition when he won the 500cc class of the West German Grand Prix, the 3rd round of the series held on the ultra-fast Hockenheim circuit (6.79km) near Heidelberg on May 19.

Weather conditions were poor but some 120,000 spectators were happy enough to watch one of the hottest Yamaha-Honda battles. For an early stage of the 19-lap race Honda riders including F. Spencer and R. Haslam set the pace with Eddie Lawson (Yamaha) coming close to the leading pack and Sarron drifting 10th. On lap 3 Lawson pulled ahead of D. de Radigues (Honda) and R. Mamola (Honda) behind Spencer and Haslam, with Sarron climbing to 6th.

On lap 5 Sarron went on to quicken the pace, shadowing Haslam after taking the place of Lawson. On lap 9 Sarron passed the British Honda rider at last, catching the leader within his sight. Sarron continued his consistent pursuit until he overtook the Honda ace on lap 12.

Despite Spencer's desperate efforts to hang on, Sarron increased his lead lap by lap, setting a new lap record at 2' 19" 68.

Sarron took the checkered flag about 12 sec. ahead of Spencer. This was his first GP 500 win ever scored in his career.

"I can't believe I've won a GP", said Sarron, the first French rider to win a big class GP since 1954. It is a dream come true but everything went perfectly once the race had actually started."

250cc

A great day for M. Wimmer

Yamaha RD Cup-bred German rider Martin Wimmer was in



magnificent form as he splashed through the torrential rain to grab his first GP win since the '82 British GP at Silverstone. Smashing challenges from Toni Mang (Honda) and Freddie Spencer (Honda), Wimmer led the 16-lap race almost from start to

finish aboard his TZ250. The Honda ace managed to finish 2nd about 11 seconds astern after a hot dice with Mang.

ROUND 4 500cc
ITALIAN GP - May 26

Lawson places 2nd

The Italian GP, the 4th round of the series took place at Mugello (5.245km) on May 26.

Honda ace Freddie Spencer held his lead almost throughout the 27-lap race. Eddie Lawson (Yamaha) who stayed at 8th spot during the opening lap climbed to 5th on lap 2 and 2nd on lap 4 by a consistent attack.

Chasing the Honda ace hotly, he provided the most exciting highlight of this 27-lap race. By the 10th lap Lawson had closed gaps to some 4 seconds but failed to catch Spencer, eventually.

250cc

C. Lavado finishes a good second

Carlos Lavado led the 22-lap 250cc race until about the halfway stage. For a time he enjoyed a seemingly safe 9 seconds lead from Freddie Spencer (Honda). But the Honda ace snatched the lead by a strong challenge during the latter half of the race.

Sidecar

The '85 sidecar world championship title battle started with the West German Grand Prix held on the Hockenheimring on May 19. In this opening round W. Schwazel /F. Buck aboard a Yamaha outfit took the checkered flag about 2.8 seconds ahead of S. Webster /T. Hewitt on another Yamaha. In the Austrian GP, the second round on the Salzburgring (June 2) R. Biland/K Waltisperg (Yamaha) scored the first win of the season. W. Schwazel/F. Buck (Yamaha) finished a good second.

Round 1-West German GP-May 19

- | | |
|-----------------------------|--------|
| 1. W. Schwazel/F. Buck | Yamaha |
| 2. S. Webster/T. Hewitt | Yamaha |
| 3. E. Streuer/B. Schneiders | Yamaha |
| 4. R. Biland/K. Waltisperg | Yamaha |
| 5. A. Zurbrugg/M. Zurbrugg | Yamaha |
| 6. A. Michel/J.-M. Fresc | Yamaha |

Round 2-Austrian GP-June 2

- | | |
|-----------------------------|--------|
| 1. R. Biland/K. Waltisperg | Yamaha |
| 2. W. Schwazel/F. Buck | Yamaha |
| 3. S. Webster/T. Hewitt | Yamaha |
| 4. E. Streuer/B. Schneiders | Yamaha |
| 5. A. Zurbrugg/M. Zurbrugg | Yamaha |
| 6. M. Bartons/S. Birchall | Yamaha |

'85 WORLD CHAMPIONSHIP MOTOCROSS

250cc

ROUND 3

AUSTRIAN GP - April 21

Championship leader Jacky Vimond (Yamaha) who had dominated the two previous rounds encountered a strong counterattack made by G. J. Van Doorn (Honda) and M. Rinaldi (Suzuki) in the Austrian GP, the 3rd round of the series. In particular, Dutch rider Van



Doorn who had not placed higher than 5th in the first two rounds rode like a flying lunatic in Austria. He won the first race well ahead of Rinaldi. Vimond managed to finish 3rd.

Seeing off tough challenges from S. Berggren (Suzuki) and M. Dolce (Honda), Van Doorn repeated the success in the second race. Vimond crashed halfway through the race.

ROUND 4

ITALIAN GP - May 5

Super Swede Anders Eriksson (Yamaha) made his day in the Italian GP staged on the tough sand track at Arsago Sarprio. He placed first in both the first and second races without ever looking in danger of being overtaken.

But it was a very different story for many of the pre-race favorites. The track took its toll!

Jacky Vimond (Yamaha) was one of the victims. He finished 4th in the first race but retired in the second race after crashing on one of the many jumps.

ROUND 5

BELGIAN GP - May 12

Championship leader Vimond had an even worse fate in the 5th round, Belgian GP held on the Borgloon track near Liege.

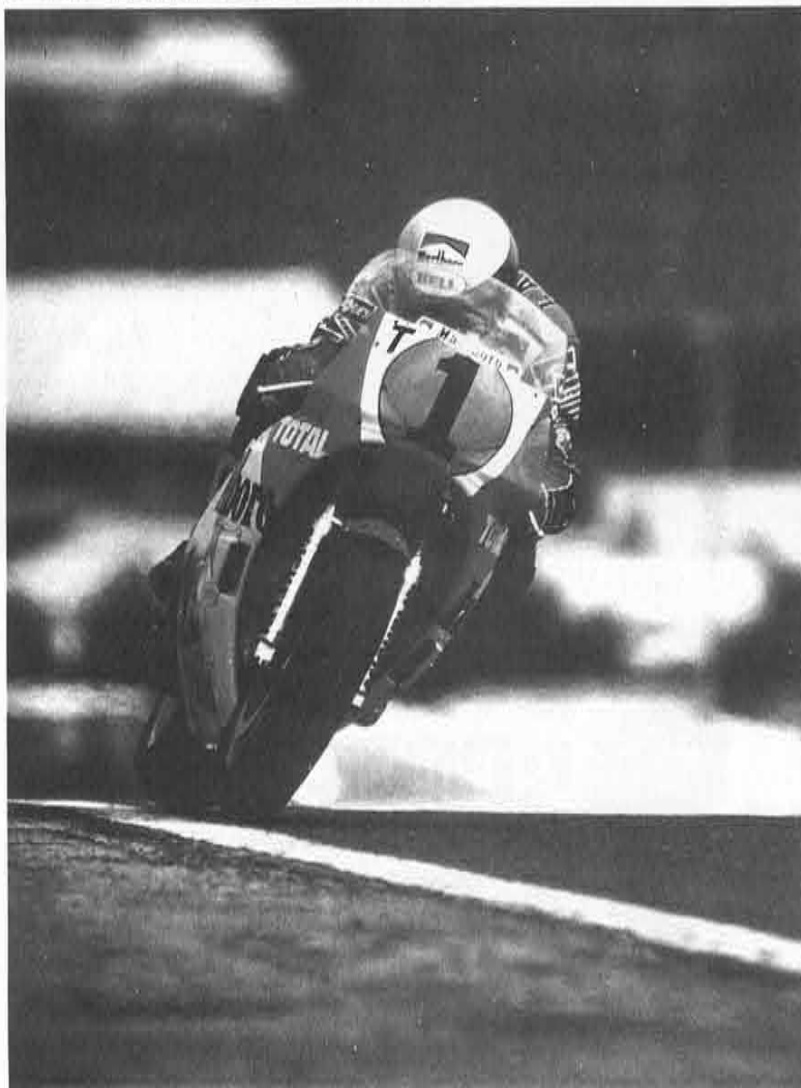
He placed 5th in the first race which was attacked by a massive thunderstorm, the aftermath of which twisted the second race into a glutinous test of skill and strength. Vimond fell victim to such gruelling race conditions and retired. His championship lead was lost to G.-J. Van Doorn (Honda) who placed 1st and 2nd in the two races.

ROUND 6

CZECHOSLOVAKIAN GP - May 19

Vimond launched a spectacular counterattack in the Czechoslovakian GP held at Holice.

In the first race M. Rinaldi (Suzuki) took the lead right after the start but soon gave way to Vimond. While Vimond was pulling away from the others, Rinaldi crashed and retired when Van Doorn hit him at full speed. In the second race Vimond led from the start followed by reigning world champion H. Kinigadner (KTM) who placed 2nd in the first race. But the rain that began to patter on the track during the 3rd lap proved favorable for "mud king" Kinigadner. Sharing 1st and 2nd places in the two races Vimond scored a total of 37 points to recapture the lead in a title battle.



250cc

C. Lavado (Yamaha) chalks up a win

Former world champion Carlos Lavado (Venezuela) leapt to the top of the world championship table when he won the 31-lap 250cc race aboard a Yamaha TZ250 about 4 seconds ahead of German rider Martin Wimmer (TZ250). Until around the halfway

stage Freddie Spencer (Honda) led the race but he slowed down after his Rothmans Honda blew a hole in the bottom of its exhaust. Wimmer came in 2nd nearly 11 seconds ahead of Toni Mang (Honda), making it a Yamaha one-two at the top of the final results.



RESULTS

ROAD RACING

Round 2 - Spanish GP - May 5

37 laps
500cc class

1. F. Spencer	Honda
2. E. Lawson	Yamaha
3. C. Sarron	Yamaha
4. W. Gardner	Honda
5. R. Roche	Yamaha
6. D. de Radigues	Honda

250cc class

1. C. Lavado	Yamaha
2. M. Wimmer	Yamaha
3. A. Mang	Honda
4. A. Carter	Honda
5. R. Roth	Yamaha
6. M. Vitali	Garelli

Round 3 - West German GP - May 12

19 laps
500cc class

1. C. Sarron	Yamaha
2. F. Spencer	Honda
3. R. Haslam	Honda
4. E. Lawson	Yamaha
5. D. de Radigues	Honda
6. W. Gardner	Honda

250cc class

1. M. Wimmer	Yamaha
2. F. Spencer	Honda
3. A. Mang	Honda
4. A. Carter	Honda
5. C. Cardus	Cobas
6. D. McLeod	Armstrong

Round 4 - Italian GP - May 26

27 laps
500cc class

1. F. Spencer	Honda
2. E. Lawson	Yamaha
3. W. Gardner	Honda
4. R. Mamola	Honda
5. C. Sarron	Yamaha
6. R. Haslam	Honda

250cc class

1. F. Spencer	Honda
2. C. Lavado	Yamaha
3. F. Ricci	Honda
4. L. Reggiani	Aprilia
5. A. Mang	Honda
6. R. Freymond	Yamaha

Round 5 - Austrian GP - June 2

1st race: 16 laps,
2nd race: 14 laps
500cc class

1. F. Spencer	Honda
2. E. Lawson	Yamaha
3. C. Sarron	Yamaha
4. R. Mamola	Honda

5. R. McElnea	Suzuki
6. D. de Radigues	Honda

250cc class

1. F. Spencer	Honda
2. A. Mang	Honda
3. F. Ricci	Honda
4. M. Wimmer	Yamaha
5. L. Reggiani	Aprilia

WORLD CHAMPIONSHIP POSITIONS AFTER 5 ROUNDS

500cc class

1. F. Spencer	Honda	69 pts.
2. E. Lawson	Yamaha	59 pts.
3. C. Sarron	Yamaha	46 pts.
4. W. Gardner	Honda	33 pts.
5. R. Haslam	Honda	26 pts.
6. R. Mamola	Honda	25 pts.

250cc class

1. F. Spencer	Honda	59 pts.
2. A. Mang	Honda	50 pts.
3. M. Wimmer	Yamaha	41 pts.
4. C. Lavado	Yamaha	37 pts.
5. F. Ricci	Honda	22 pts.
6. A. Carter	Yamaha	18 pts.

MOTOCROSS

Round 3 - Austrian GP - April 21

1st race

1. G-J van Doorn	Honda
2. M. Rinaldi	Suzuki
3. J. Vimond	Yamaha
4. J. Nilsson	Hasqvarna
5. S. Taimi	Hasqvarna
6. H. Kinigadner	KTM

2nd race

1. G-J van Doorn	Honda
2. S. Berggren	Suzuki
3. M. Dolce	Honda
4. M. Rinaldi	Suzuki
5. A. Drechsel	KTM
6. S. Taimi	Hasqvarna

Round 4 - Italian GP - May 5

1st race

1. A. Eriksson	Yamaha
2. J. Nilsson	Hasqvarna
3. M. Dolce	Honda
4. J. Vimond	Yamaha
5. H. Kinigadner	KTM
6. S. Berggren	Suzuki

2nd race

1. A. Eriksson	Yamaha
2. S. Berggren	Suzuki
3. G-J van Doorn	Honda
4. J. Nilsson	Hasqvarna
5. H. Kinigadner	KTM
6. M. Dolce	Honda

Round 5 - Belgian GP - May 12

1st race

1. A. Drechsel	KTM
2. G-J van Doorn	Honda
3. M. Velkeneers	Maico

4. M. Rinaldi	Suzuki
5. J. Vimond	Yamaha
6. S. Taimi	Hasqvarna

2nd race

1. H. Kinigadner	KTM
2. A. Drechsel	KTM
3. L. Niklasson	Maico
4. G-J van Doorn	Honda
5. M. Rinaldi	Suzuki
6. M. Velkeneers	Maico

Round 6 - Czecho GP - May 19

1st race

1. J. Vimond	Yamaha
2. H. Kinigadner	KTM
3. J. Nilsson	Hasqvarna
4. S. Taimi	Hasqvarna
5. G-J van Doorn	Honda
6. Y. Kervella	Honda

2nd race

1. H. Kinigadner	KTM
2. J. Vimond	Yamaha
3. Y. Kervella	Honda
4. A. Drechsel	KTM
5. A. Viiri	KTM
6. J-C Laquaye	Honda

WORLD CHAMPIONSHIP POSITIONS AFTER 6 ROUNDS

1. J. Vimond	Yamaha	148 pts.
2. H. Kinigadner	KTM	131 pts.
3. G-J van Doorn	Honda	125 pts.
4. A. Drechsel	KTM	124 pts.
5. J. Nilsson	Hasqvarna	118 pts.
6. M. Rinaldi	Suzuki	109 pts.

Round 2 - French GP - April 21

1st race

1. D. Chandler	KTM
2. A. Malherbe	Honda
3. J. Whatley	Kawasaki
4. E. Geboers	Honda
5. A. Vromans	KTM
6. J-J Bruno	Kawasaki

2nd race

1. D. Thorpe	Honda
2. D. Chandler	KTM
3. E. Geboers	Honda
4. L. Spence	Kawasaki
5. K. Nicoll	KTM
6. H. Carqvist	Yamaha

Round 3 - Swedish GP - May 5

1st race

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

2nd race

1. E. Geboers	Honda
2. D. Thorpe	Honda

3. A. Malherbe	Honda
4. D. Chandler	KTM
5. A. Vromans	KTM
6. J. Martens	Hasqvarna

Round 4 - Finnish GP - May 12

1st race

1. A. Malherbe	Honda
2. E. Geboers	Honda
3. D. Chandler	KTM
4. D. Thorpe	Honda
5. G. Rond	Honda
6. J. Whatley	Kawasaki

2nd race

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

Round 5 - Italian GP - June 2

1st race

1. D. Thorpe	Honda
2. E. Geboers	Honda
3. M. Magarotto	Kawasaki
4. C. de Carli	Honda
5. D. Watson	Kawasaki
6. W. Sigle	KTM

2nd race

1. D. Thorpe	Honda
2. A. Malherbe	Honda
3. G. Jobe	Kawasaki
4. E. Geboers	Honda
5. M. Magarotto	Kawasaki
6. A. Vromans	KTM

WORLD CHAMPIONSHIP POSITIONS AFTER 5 ROUNDS

1. D. Thorpe	Honda	152 pts.
2. E. Geboers	Honda	150 pts.
3. A. Malherbe	Honda	139 pts.
4. K. Nicoll	KTM	91 pts.
5. D. Chandler	KTM	89 pts.
6. G. Jobe	Kawasaki	74 pts.

Two GP's in Italy and West Germany each

The FIM have approved the Italian and West German Federations to organize two road race GP's respectively for '86. The Italian Federation will run their two GP's at Monza and at Misano, the latter being called the San Marino GP. The West German Federation will organize their all-class GP at the Nurburgring, and the 80 and 125cc championships plus sidecar championship will be organized at the Hockenheimring later in the season. When the Portuguese circuit is not approved, the San Marino GP will be accepted for the 12th round of the 500cc championship. The Hockenheim round will also bring up the number of rounds needed in the three other classes.

'85 SSDT results

1. T. Michaud	250 Fantic	43 marks lost
2. S. Saunders	250 Honda	56 marks lost
3. P. Berlatier	250 Aprilia	82 marks lost
4. R. Chiaberto	250 Fantic	88 marks lost
5. G. Burgat	250 Yamaha	89 marks lost
6. F. Michaud	250 Fantic	96 marks lost
7. T. Scarlett	250 Yamaha	97 marks lost
8. J. Lumpkin	250 Armstrong	98 marks lost
9. U. Lewandowski	250 Yamaha	102 marks lost
10. D. Bosis	330 Montesa	117 marks lost
11. C. Clarke	250 Yamaha	127 marks lost

FZ750's first victory

The 5-valve FZ750 proved ultra-fast and super-reliable by scoring its first big race win in a most convincing manner in Australia. Ridden by Castrol Six Hour winner Mike Dowson and new partner Kevin Magee, the FZ750 beat a number of powerful rivals to complete 250 laps of the Winton



circuit, winning the inaugural Denso 500-km race held on May 12. Len Willing and Iain Pero were runners-up aboard a Kawasaki GPz900R while Australian superbike champion Rob Phillis and co-rider Scott Stephens were third aboard a Suzuki GSX-R 750.

'85 Scottish Six Days Trial G. Burgat (Yamaha) does it well

French rider G. Burgat (TY250) finished 5th overall in the '85 Scottish Six Days Trial, the world's biggest observation trial event held over the Edinburgh Highland for six days from May 6 through May 11.

Besides, 14 other Yamaha TY250 riders also ranked among the 50 special firsts, making "Yamaha" the most successful brand in this event.

Yamaha OX66 in full action

Driven by G. Lees, the Yamaha OX66-powered 4-wheeler racer has created a fresh sensation in the All Japan F2 Championship and Fuji GC Championship since it placed fifth in the opening round of the Fuji GC Championship held in March.

It showed a glimpse of its tremendous performance potential when it held a runner-up position until it was sidelined with a rear damper breakage on lap 19 in the 2nd round of the F2 Championship organized at the Fuji Speedway on

April 21. Its high performance potential was manifested in an even more spectacular manner in the 3rd round of the F2 Championship held on the West Japan Circuit on May 12. The 4-stroke DOHC 30-valve V-6 OX66 racer played an even game with powerful, race-favorite Honda and BMW machines on this tricky track. It finished a good third eventually but its sharp power pick-up and flat torque characteristics were most impressive to all spectators.



NOTICE

THE FIRST RACE CROSSING THE EQUATOR

YAMAHA OSAKA CUP IN 1987

The City of Osaka and the Nippon Ocean Racing Club (NORC) will be holding a Melbourne/Osaka Double-hand Race in March 1987 to commemorate the 120th anniversary of the opening of the modern Port of Osaka and Yamaha Motor will be sponsoring this yacht race. The 1987 Melbourne/Osaka Double-hand Race will be an international sports event in which oceangoing cruisers from 10 to 16 meters in length (large yachts) will be sailed by just two crew from Melbourne to Osaka. Furthermore, this will be the first race crossing the equator and covering 10,200 kilometers of rough sea. The reason Yamaha Motor is participating as the sponsor of the 1987 Melbourne/Osaka Double Hand Race is because this race brings forth the bold pioneering spirit and the sense of adventure developed by those at sea and at port, and this is a marvelous opportunity to increase interest in marine sports and to get more people to appreciate the magnificence of the ocean. Also, this race is thought to be very significant in terms of cultivating the public's interest and understanding of marine sports.

The various costs associated with this race will be paid by Yamaha Motor, and the winner will be awarded the Yamaha Osaka Cup from Yamaha Motor. Also, Yamaha Motor will be the race sponsor in the future and this race will be held once every three to four years. Thus, Osaka will become the starting point from where international boat racing will become popularized in Japan. Already one team each from Japan and abroad (both husband and wife teams) have formally entered this race, and many other teams have been informed of this race so that many teams are expected to enter this race in the near future. The details of the Melbourne/Osaka Double-hand Yacht Race are as follows:

- Name:** Yamaha Osaka Cup
1987 Melbourne/Osaka Double-hand Yacht Race
- Date:** March 21, 1987 (Saturday)
- Starting Line:** Port Phillip (Melbourne)
- Finish Line:** Port of Osaka (Melbourne and Osaka are sister cities and sister ports.)
- Distance:** 10,200 kilometers (about 5,500 nautical miles)
- Vessel:** Double-hand yacht (two crew)
- Qualifications:**
1. monohull vessel (over 10m and under 16m)
 2. crew must be over 18 at start of race
 3. crew must have the experience of a minimum of 500 nautical miles without stopovers.
- Class A:** Length over 12 meters and under 16 meters.
- Class B:** Length over 10 meters and under 12 meters.

Prizes: The first boat to cross the finish line will be the winner. The first three boats in each group and in each class will also receive a prize. All boats which finish will receive a memento.

Participation Assistance: Every boat which finishes will receive 1,000,000 yen in assistance.





Lat. 88°40' N., that's

Masako Izumi and her party abandon their attempt of reaching the North Pole after 62 days

As reported in our last issue, on March 21 Japanese actress Masako Izumi and her Arctic expedition party left Resolute, their camping base, for the North Pole using Yamaha snowmobiles.

By the morning of the 23rd of May they had reached the place within some 140km from the destination but the ice began to melt due to a sudden rise in temperature, resulting in countless leads over the field. This prevented them from going further. Finally, at 18:00 of the same day they decided to abandon their attempt of reaching the North Pole.

"Lat. 88 degrees and 40 minutes N. - that has become my North Pole after all" says Masako after 62 days of hard struggles. "But I have nothing to regret. We have done our best for 62 days. I feel quite fine. Bright and clear like this Arctic sky!"

Masako has become the first woman ever to make an attempt of attacking the North Pole aboard a Yamaha snowmobile (Excel III) towing a wooden 5-meter sleigh (weighing 450kg). Although she got so close to the North Pole, she had to abandon the attempt of treading it. But the drama that she and her party rolled out over the Arctic ice floe for 62 days is truly impressive to us.

A great spiritual totem pole!

Back in 1958, Masako Izumi went into the entertainment world at the age of 10 years.

Ever since, nicknamed "Mako", she has enjoyed the fame as a screen and stage actress of popular appeal.

In recent years, she dreamed of a more independent life based on some great spiritual totem pole.

A couple of years ago she got a chance to visit the South Pole on her television business. This happened to give a strong impetus to the materialization of her dream. Everything she experienced on this white continent was fantastic enough to drive her into an attempt of attacking another extremity of the globe.

Mountain-climbing she started as a hobby about four years ago and daily 10-km jogging have helped to increase her strength.

It was about June of 1984 that she began to make plans of this adventurous attempt in secret. She asked for advices from Mr. Tsugio Saotome of the Nippon University team that reached the North Pole using dog sleighs in 1978. In November of 1984 she made a week-tour of Resolute of Canada where she discussed her attempt with one of the best local guides.

On January of this year she left Japan for Resolute, where she and team members built a base camp for a

2-month cold weather training including snowmobile driving, tent pitching, rifle shooting, handling of a portable cruising equipment and radio equipment. In the mid-Feb. they experienced a 3-day tent life in the severe cold as low as 40 degrees below zero. By so doing, she was steadily realizing her long-cherished dream.

Wonderful Yamaha machines!

On March 21 Masako and her party were flown to Ward Hunt, Canada's northernmost island.

At 10:30, March 23 they started out in fine weather conditions with a light wind.

This year Ward Hunt saw a greater number of expedition teams than usual years. American, French and English teams had already started one after another. (all teams had given up their attempt by the end of April).

The Japanese team led by Masako consisted of two Japanese and three local guides (Eskimos).

They planned to cover a total of 777km from Ward Hunt in the lat.83 degrees and 14 minutes N. to the North Pole within 50 days.

Soon after the start they encountered the first upheaved ice zone.

The vast ice floe is constantly moving under the influences of the sea current and wind, resulting in countless crevasses which jostle one another to

create upheaved ice zones. In this zone they had to negotiate with lumps of ice 5 to 6 meters high each one after another.

Even over the ice floe the ice of the Arctic Ocean roared like rough waves. Snowmobile-towed wooden sleighs went on and on.

"The snow was deep enough to upset the sleigh three times at least a day." (Masako)

Despite these hardships they proceeded at a daily rate of 15 to 20km, much more than an anticipated rate of 5km! Especially, two Yamaha snowmobiles were in full action.

"Yamaha snowmobiles are found extremely durable and reliable. How wonderful they are!" (extracts from Masako's diary - April 3)

A courageous pullback!

Things did not always go right. This year the Arctic region is unusually warm.

The temperature continues to rise, and snow falls to a depth of 0.5 to 1 meter. On May 7, the 47th day, one Japanese and one Eskimo were returned to the base camp so that the cruising speed could be increased by reducing the load weight.

Now the 4-member team resumed their trip toward the Pole. By this time the temperature had risen to some 20°C below zero.

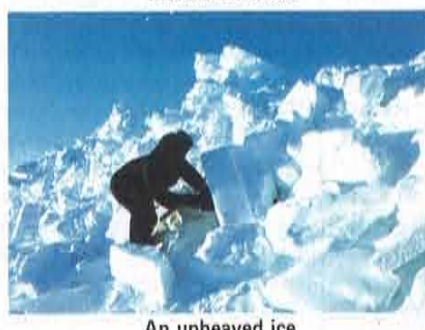
The number of leads also increased day by day. They also hampered the smooth



The stamina source in the Arctic region is the raw meat of caribou.



Crossing over a deep lead. A sleigh came within an inch of dropping into the water more than once.



An upheaved ice zone rising as high as 7 meters. Snowmobiles getting through it along a sleigh pass.



Masako Izumi

Local guides Amoshie (left) and Ookookoo (right). They drove Yamaha snowmobiles, making great contributions to the expedition team. Amoshie cited "Yamaha" as the best choice for this particular purpose. He uses a Yamaha snowmobile in his daily life. He is a good mechanic, too.



Location was confirmed by means of radio communication with an artificial satellite "Argos".



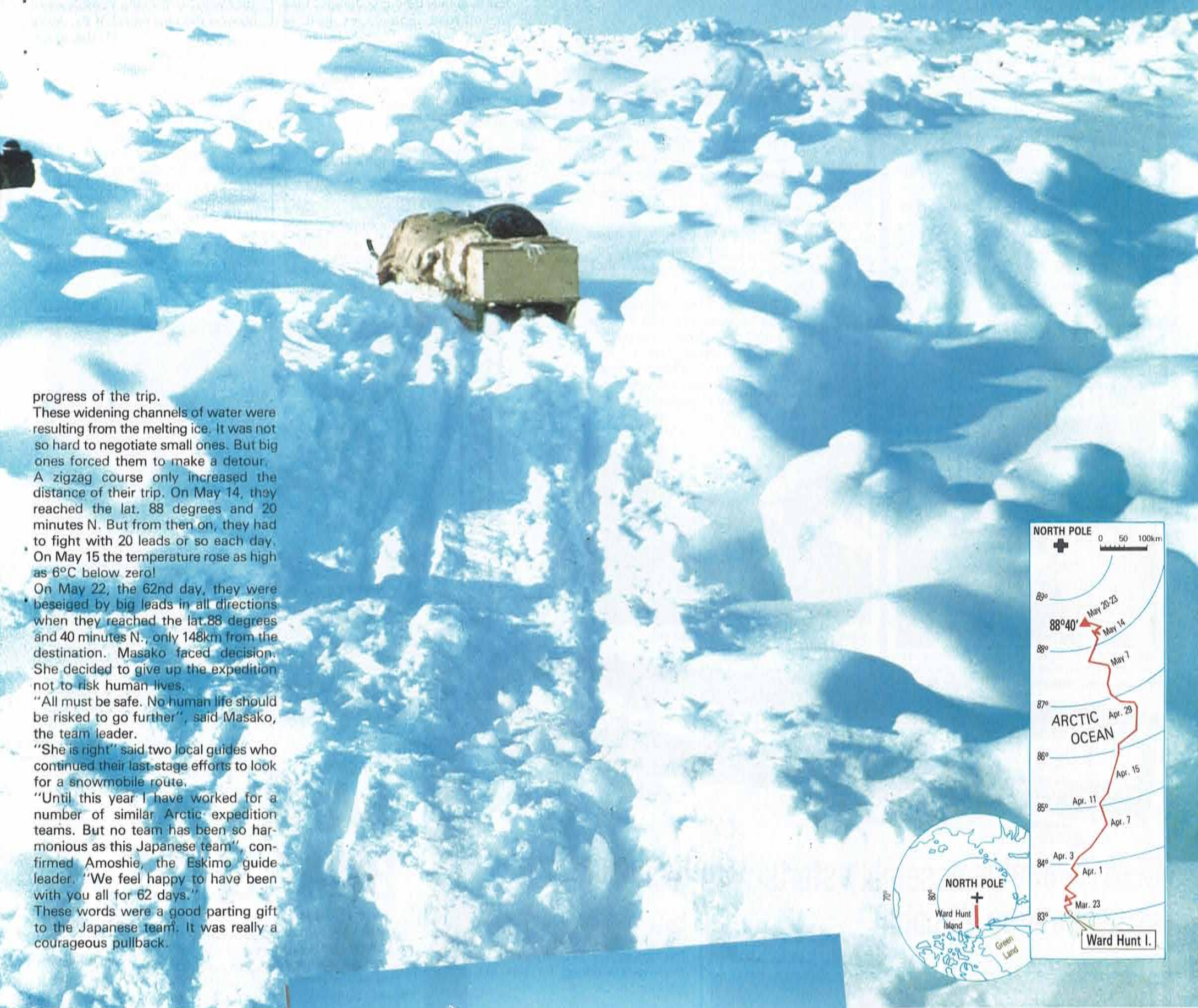
To take pictures, the camera was wrapped in thick cloth and warmed by a stove.

...my "North Pole"!

...of hard struggles aboard Yamaha snowmobiles



The sun setting in the Arctic region looked like a Japanese soup bowl with a lid. The nightless season opened on April 12.



progress of the trip.

These widening channels of water were resulting from the melting ice. It was not so hard to negotiate small ones. But big ones forced them to make a detour. A zigzag course only increased the distance of their trip. On May 14, they reached the lat. 88 degrees and 20 minutes N. But from then on, they had to fight with 20 leads or so each day. On May 15 the temperature rose as high as 6°C below zero!

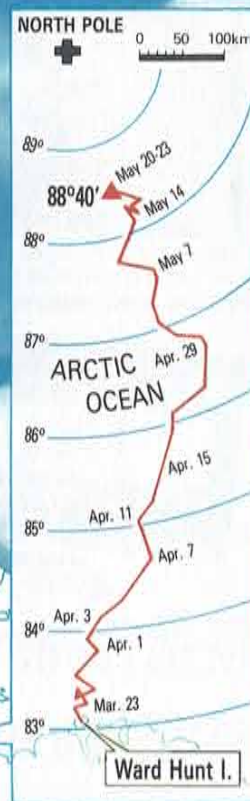
On May 22, the 62nd day, they were besieged by big leads in all directions when they reached the lat. 88 degrees and 40 minutes N., only 148km from the destination. Masako faced decision. She decided to give up the expedition not to risk human lives.

"All must be safe. No human life should be risked to go further", said Masako, the team leader.

"She is right" said two local guides who continued their last-stage efforts to look for a snowmobile route.

"Until this year I have worked for a number of similar Arctic expedition teams. But no team has been so harmonious as this Japanese team", confirmed Amoshie, the Eskimo guide leader. "We feel happy to have been with you all for 62 days."

These words were a good parting gift to the Japanese team. It was really a courageous pullback.



Such leads expand into a wide river-like channel



Local guides judge the conditions of ice far ahead of them by examining the wind marks left on the field.



Lat. 88 degrees & 40 minutes N.-that's Masako's North Pole! "Let's have our commemorative photo taken with the snowmobiles," says guide leader Amoshie posing for a camera.



The Yamaha snowmobile Excel III proved extremely tough and reliable over the ice floe. The 2-stroke twin 340cc engine got enlivened in the severe cold sinking as low as 40°C below zero. Each machine covered a total of over 1200km without trouble. "It showed a wonderful performance while getting through an upheaved ice zone. Towing a 450kg sleigh it worked hard", says Masako.

BUSINESSMAN OF THE YEAR

Chairman Nanda of Escorts Ltd.

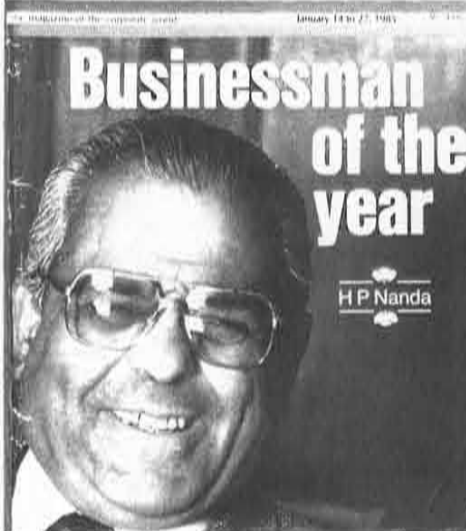
INDIA

The chairman of Escorts Ltd., Hari Parshad Nanda, a Yamaha importer of India, has been chosen as the 1984 "Businessman of the Year."

Mr. Nanda was born into a family that operated a bus company in Lahore, and he went to work for this company after he graduated from college. In six years he was promoted to the position of chief responsibility in the company due to his talent. The company prospered under his management, but he lost almost everything when he fell into misfortune in 1974 before moving to Delhi. All he had left was 500 Rupees and two American automobiles. Mr. Nanda used the money he got from selling these two cars to begin the business which now is one of the leading business in India.

The reason given for his receiving the title of "Businessman of the Year" is that he is a resolute businessman who holds fast to basic principles and carries no favor with those who are in power.

BusinessIndia



"Business India" magazine coverage reporting Mr. Nanda's being chosen as Businessman of the year

JAPAN



'85 Beppu Yamaha Sky Grand Prix

Flying around in the sky as freely as a bird! A new-rise sport "hang gliding" is answering a long-cherished human dream. This sport is already nominated as a new competition event in the '92 Olympic Games scheduled to take place after the forthcoming '88 Seoul event.

A mecca for the lovers of this sport in Japan is Mt. Tsurumidake near Beppu, Oita Pref. where the world championship event took place in 1981.

Early in May of this year a big hang gliding event, '85 Beppu Yamaha Sky Grand Prix took place here for 7 days under the support of Yamaha Motor and Nippon Gakki.

Larry Toudor of America, world's top flier (354.4 km) under contract with Yamaha also participated in this event, adding another prestige to it.



Yamaha bikes are also included in the list of grand prizes.

Murray Anderson, Champion of New Zealand's Open Endurance

Yamaha has won the 6-hour endurance race for off-road motorcycles for the fourth successive year! Hot and extremely dusty condition made the going rough for competitors and machines alike at the fourth annual 6-hour endurance race for off-road motorcycles held at Wingatui (near Dunedin) in the southern island of New Zealand. Just as in the three previous years, Yamaha once more won the open event outright and also took the two smaller classes as follows:

Open class - Yamaha IT490L

250cc class - Yamaha IT250L

Up to 200cc class - Yamaha IT200N

New Zealand Murray Anderson and his co-rider Dean Bond, who both had a bad start, took the lead after two laps to dominate the open class race until the finish on Moller

Yamaha IT490Ls, sometimes blazing over a lap ahead of the nearest Honda XR500.

Even before this 6-hour endurance race, Murray Anderson captured the New Zealand open championship for 1984 with his Yamaha YZ490N when he won the final round of the series to become the overall champion. Twice a previous winner in the 250cc class, Anderson believes he's the only New Zealand rider to have taken three different motocross titles in this country, and now he has his sights set on retaining the open title next season. Since the completion of the open series, he also won the "Iron Man" event held at Dannervirke, competing against a number of international riders and other New Zealand champions. Further, in another open event held in the Hutt Valley recently, Anderson won the "Mr. Motocross" title.

M. Anderson

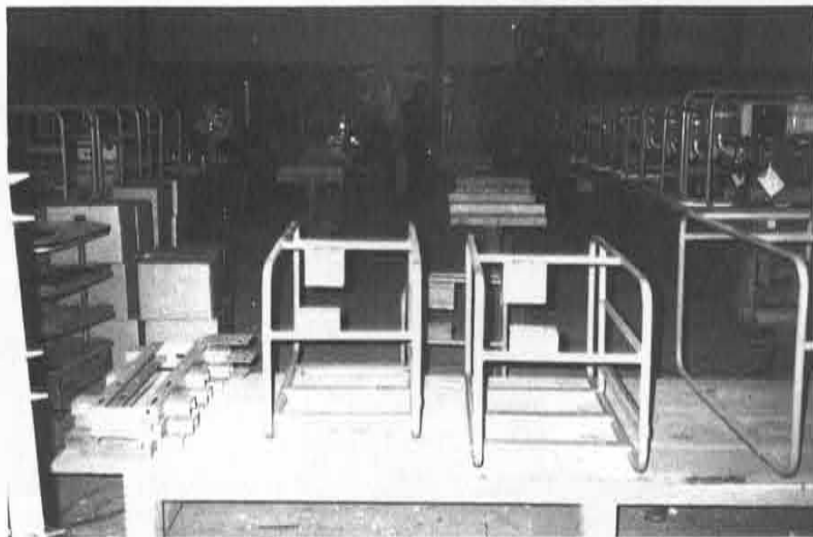


NEW ZEALAND

NEWS ROUND-UP

OEM Generator assembly starts with technical assistance by Yamaha

YEMEN



In July of 1984, Yamaha importer Jumaan in the Yemen Arab Republic started assembling Yamaha 3KVA and 5KVA OEM alternators into complete generators at their Hodeiclah factory using their own manufactured frames and other necessary component parts.

This KD production program is being carried on in accordance with the government's national industrialization policy. For the initial year about 2,000 units rolled off the line for sale with technical assistance being given by Yamaha Motor. Completely assembled units are already introduced on the

market through their regional branches and dealers. The factory has currently about 10 employees working for this KD production.



SPAIN

BARCELONA BOAT SHOW

This year the 23rd Barcelona Boat Show was held. LEDASA, the Yamaha importer/distributor of marine products set up a display corner for Yamaha products this year as usual. In the Barcelona Boat Show, which is one of the most popular boat shows in Europe, Yamaha outboard motors and generators proved just as popular.



SRX250

- Best Two-wheeler Grand Prix Contest

THE YAMAHA CONCEPT IS ACCLAIMED

JAPAN

It was reported in the last issue that the '85 Tokyo Motorcycle Show was held late in March. The Yamaha SRX250 received the grand prize in the Best Two-wheeler Grand Prix Contest which was featured in this show.

While bikes with specialized performance features and limited applications are predominant, the Yamaha design concept of being adaptable to a variety of situations with a good performance range was highly acclaimed by the judges as being a reappraisal of the basics of a motorcycle.

A PITY—THERE WASN'T MORE TIME TO RIDE

ITALY

Mr. Claudio Braglia from "moto sprint", a popular motorcycle magazine of Italy, test rode the '85 models in Iwata, and he had the following things to say:

V-Max: It has incredibly strong low-end torque, comfortable riding position, and amazing power. I was doing a "wheelie" in third gear! Be that as it may, this machine isn't made for high speeds over 140km/h. The steering is too light and the suspension is not adequate for this.

FZ400: It's the best 400cc I have ever ridden! Handling and stability are its best features. And it reaches incredible high speeds—13,000 rpm in 6th gear! For all this speed I was expecting more from the brakes.

SRX600: This machine is light and handles very well. It's a lovely machine to tour the countryside with your girl friend and view the cherry blossoms. It has good torque and amazing brakes. The



suspension and tires, however, leave something to be desired. As an overall impression, Mr. Braglia said, "I think Yamaha has the attitude of pursuing top quality as its goal."

Exchange of views regarding the publication of Yamaha News

Julio Yabuya of Yamaha Motor do Brasil, who recently visited Japan along with a group of Brazilian Yamaha dealers, dropped by the editorial office of Yamaha News. Mr. Yabuya works as the advertising and promotion manager for Yamaha Motor do Brasil and is actively engaged in advertising and

public relations work as well as in promoting motor sports and racing activities. One of his tasks is to publish the Yamaha News in Brazil, and he visited on this occasion to exchange views about this important work. He had a good time looking through various publications such as Yamaha News, Chantey

etc. and engaged in lively conversation with the staff.

Mr. Yabuya has been working for Yamaha for twelve years and he is a motorcycle lover from the word go. His favorite bike is an RD125. During his visit to Japan, Mr. Yabuya energetically went around visiting the departments and individuals in Yamaha Motor engaged in the same kind of work as he, aside from touring the Yamaha factories and test course at Fukuroi.

A NEW ROAD CLEANER!

FRANCE

Droppings by dogs may be the same public nuisance everywhere in the world. France is not an exception. Some 9 million dogs living in this country relieve themselves as they feel like doing. Of course, they do not mind where or when, causing a great annoyance to pedestrians. Administration authorities have considered a number of different countermeasures including the engagement of street sweepers, police warning to dog owners, etc. But none has been put in practice due to too much labor and money required.

But specially equipped motorcycles are providing a very effective solution to this problem. These motorcycles are fitted with a special tubular box called "Trottoirnet (a clean road)" made by J.C. Decaux Company. The box features a mechanism to suck in "droppings" very effectively.

In Paris these motorcycles are daily working to keep the street clean, winning high public favor. A survey of public opinion shows that more than 83% of the residents of Paris recognize the great utility of these bikes. Marseilles and Lyon have already followed suit.

Pictured here is a specially equipped Yamaha XT350 in a brochure introducing the merits of "Trottoirnet". Hoping the same road cleaning method may apply to your city...



MOTORCYCLE CARAVAN



THAILAND

From March 8 to 11, a Yamaha "RX Caravan" was organized as part of the program celebrating the 20th anniversary of Siam Yamaha. The caravan led 100

motorcyclists from Bangkok to Hadyai free of cost. Also 22 journalists rode new model Yamaha 07K(RX-Z)'s in another caravan from Hadyai to Singapore.

NEWS ROUND-UP

YAMAHA SCHOLAR SYSTEM FOR PROSPECTIVE DEALERS



A group portrait of the second term graduates in front of the Yamaha Motor Head Office.

JAPAN

As you may notice, the motorcycle market has already reached maturity. So the customer has inevitably become a stricter judge of product quality based on his own sense of value, making sales competition extremely intense.

Because of this situation a new type of sales promotion efforts by young brains and labor are quite necessary to cater for the needs of the times.

Since five years ago Yamaha Motor has conducted a unique 3-year training program called Y.S.S. (Yamaha Scholar System), in which those young people who wish to succeed to Yamaha dealership in Japan are instructed in motorcycle mechanics and sales business essential to a new type of Yamaha motorcycle dealers. Candidates who pass the written examination and the interview are sent to work in various retail shops all over Japan to receive comprehensive training in three years. The training is divided into three steps; the training in the first year is centered around motorcycle mechanics, that in the second year is for obtaining various national licenses necessary to the owner of a retail shop, and the third year is for acquiring various knowledge essential to a businessman (including advertising, sales and management techniques). Inbetween their training at various retail operations all the trainees come together about once every three months to receive intensive training at the Yamaha Motor Head Office.

Just recently, the 18 members of the second term scholar system completed their three years training. These young businessmen who are the next generation to operate retail shops are all burning with desire to put what they have learned to good use. No doubt, an even stronger partnership will be built up in the future between these dealers and Yamaha Motor.



CHARMING SECRETARY—
"YOUR LITTLE GIRL WANTS TO KISS YOU OVER THE PHONE."

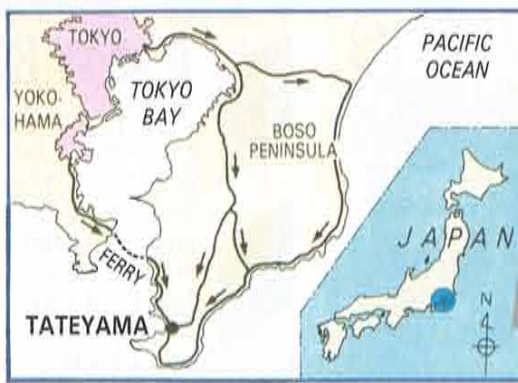
BUSY MANAGER—
"TAKE THE MESSAGE. I'LL GET IT FROM YOU LATER."



Mr. J. Yabuya

BRAZIL

In our last issue, we explained the aim of Y.E.S.S. (Yamaha Earthly Sports System) as well as its role and benefits for Yamaha Motor, sales companies, regional sales bases, affiliated dealers and users (staff). Here, we would like to introduce "Bike Village", one of the activities of Y.E.S.S., by giving a recent example of this. The "Bike Village" is an event where the organizers (either the sales company, regional sales base, or affiliated dealers attempting to increase the demand for sport bikes through the promotion of motorcycle touring) decide a certain destination in advance and use the dealers as the information network to call on the staff and those groups affiliated with Y.E.S.S. to participate in this motorcycle touring event.



Groups from each starting point gather together.

Y.E.S.S. Bike Village

It's not that hard to organize an event

In the most recent example of "Bike Village Tateyama", the event was sponsored by a single regional sales base in Kanagawa Prefecture, which is just next to Tokyo. Seven dealers in Kanagawa cooperated with it and a large number of their staff took part in the event. These staff started out from seven different starting points each at their own convenient dates and times, and they took different routes to reach Tateyama, the meeting place. (Tateyama is a resort town at the southern tip of the Boso Peninsula just east of Tokyo.) In the case of "Bike Village Tateyama" the event was carried out as a kind of motorcycle rally.

The groups which came to "Bike Village Tateyama" rode to the meeting place in a variety of ways, including taking the shortest route by using a ferryboat, traveling both on coastline roads and forest roads, and taking the long way around the following the coastline all the way. In addition, some groups stopped by a race track to enjoy riding on the race track or to watch races, while others go swimming in the ocean or visit natural parks. In a word, the trip was planned according to the preferences of each group. The arrival time at the meeting place for



The route to and from the destination is arranged so that participants can enjoy motorcycle riding as much as possible. For example, participants can drop into a race circuit for running for themselves or watching races.



- For some reason, the three of us have hit it off well together, although our ages and riding styles differ. We also took part in the "Bike Village" held last year. Also, the organizer from the regional sales base who sponsored this "Bike Village" spoke as follows:

"Organizing this event was easier than I thought. All the dealers actively helped out, and the staff had a great time. Planning and working together for this event has strengthened the mutual trust between the bike shops and us. Also, this can be tied up to better business by coming up with various new ideas."

- We went around the outside of the bay on our return route running through a forest. That course was fantastic! It was a beautiful route passed up by most people and I thoroughly enjoyed it.
- Since anyone can participate alone, things were very simple because I didn't have to arrange my schedule to fit that of other members in a group. Also, since the lodge I and other participants stayed in was a facility associated with Y.E.S.S., it was inexpensive.



After supper, a bazaar and a party are held.



As guides for sponsoring such events, the Y.E.S.S. Motor Sports Manual and the Y.E.S.S. Organization Manual are prepared by Yamaha.

After supper, a bazaar was set up indoors and lively party was held with group games and a live band and disco dancing outside. The next morning, after breakfast, each group set out on their own route for the return trip. The following are some comments from those who participated in the "Bike Village Tateyama."

- Early in the morning, I rode out to the lighthouse to watch the sun rise with people from other groups who were interested, and it was very beautiful. It was a really enjoyable trip. I want to

take part in "Bike Village" again.

- I often compete in minibike races, but I'm always losing. However, that night at the party, I learned from a service man how to tune my machine to win minibike races, so I'm sure I will win next time.



The organizer and the group leaders have to frequently meet and discuss matters related to the activities.

"Bike Village Tateyama" was set at 3:00 p.m. on May 18. Each of the groups registered after their arrival and joined together as one group to watch a demonstration of trial riding techniques (this was put on by the organizers) until suppertime.

'85 YAMAHA CUP LADIES OPEN

CHRIS JOHNSON WINS

Yamaha Player

The first Yamaha Cup Ladies Open Golf Tournament was held from April 12 to 14 at the Katsuragi Golf Club in Shizuoka Pref., Japan under the sponsorship of the Yamaha Group including Nippon Gakki, Yamaha Motor and Yamaha Recreation.

This Golf Tournament, in which 90 of the best women golfers from around the world competed, had fairly good weather on the second day and last day, and heated competition took place with a large crowd of spectators looking on. Chris Johnson (outfit contract with Nippon Gakki) scored a four-under 212 to become the very first winner of the Yamaha Cup Gold Tournament. Tsai Lhsi-ang of Taiwan was second, Alice Ritzman (outfit contract with Nippon Gakki) came in third, and Ku Ok Hee, Hisako Higuchi, and Huang Yueh-chyn all tied in fourth place with three-over. The new Yamaha three-wheeled golf car "Turfmate" also made its debut in the Yamaha Cup. It served wonderfully to cart the players and the officials around in the pro and amateur matches, and attracted a lot of attention.

Awards ceremony of the first Yamaha Cup Golf Tournament.

"Turfmate" also makes its debut