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Looking toward the '86 sales season, Yamaha has unveiled its new motorcycle models in Europe and the United States respectively, namely the European range at the Paris Motor Show and the American range at the US Dealer Meeting. In both of these events the new models were very favorably received by both users and dealers.

A Lot of expectations to Live up to!

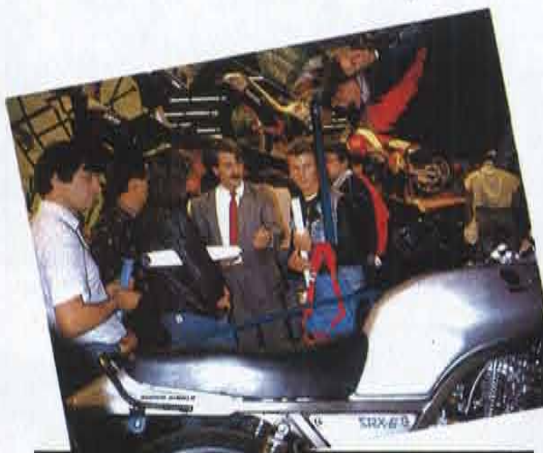


Resounding cheers and applause! Pure exhilaration was accompanied by firmer determination for the success of the upcoming sales competition when the 1986 Yamaha American model range was introduced to 2,000 Yamaha dealers and their families attending the '85 'US Dealer Meeting held at the Anaheim convention center, California for a five-day period beginning Oct. 24th. Unveiled in the new line-up were such truly exciting, quality models as the FZ700, the XVZ13D, the

XV1100 Virago, the YX600, the BW200 and BW80. Mr. Hideto Eguchi, President of Yamaha Motor and Mr. Satoshi Watanabe, President of Yamaha Motor Corporation, USA gave reassuring speeches announcing general market policies and corporate principles for '86. In these speeches the importance of stronger Yamaha family unity was re-emphasized, producing a deep impression on the audience.

The 1986 Yamaha European model range that made its public debut under a corporate theme - "Even the best can always get better" - during the '85 Paris Motor Show, held from Oct. 3 to Oct. 10, received great responses and attention from show visitors. Introduced for '86 were the FJ1200 with increased torque

and better aerodynamics, the XT600Z Ténéré with an electric starter, the 5-valve FZ750 with an engine undercowl, the mighty V-Max 1200cc vee-four, the SRX600 super single, the upgraded YZ motocrossers with higher performance potential, the luxurious superquality Virago 1000cc vee-twin, the perennial supersports leader RD350, etc. We are sure that each and every model has more than what it needs to live up to or even exceed expectations!



FZ750 wins a hard-fought fight

Richard Scott and Paul Feeney (Match Pirelli Racing) riding a Yamaha FZ750 won the '85 Castrol 6-Hour Race held on the Oran Park circuit, New South Wales, Australia late in October. Mike Dowson and Kevin Magee on the Team Toshiba FZ750 came in third. Scott and Yamaha took the honors of winning this world famous production event for the second year in a row. But their victory was anything but easy. Throughout the six

hours of racing in pouring rain a fierce 3-way battle continued between the Match Pirelli FZ750, the Team Toshiba FZ750 and Team Kawasaki's GPz900R (Len Willing and Iain Pero). Just 6 minutes from the finish "flying" Scott's FZ750 shot past Willing's GPz900R and went on to take the checkered flag. Willing managed to finish second after a thrilling dice with Dowson. The first three riders all completed the same number of laps. Fourth was a

Honda VF1000F which had been lapped by the first three. Other riders were all three or more laps behind the leaders. Last year Scott teamed up with Dowson on the winning RD500LC.

Final results

1. FZ750 R. Scott/P. Feeney (Match Pirelli Racing)
2. GPz900R L. Willing/I. Pero (Team Kawasaki Australia)
3. FZ750 M. Dowson/K. Magee (Toshiba Yamaha)
4. VF1000F M. Campbell/B. Middlemiss (Team Honda Australia)
5. GSXR750 R. Heyes/R. Scolyer (Arai-Motoline)

It can't be better!

North American journalists visit Yamaha

In the early-October, prior to the opening of the '85 US Dealer Meeting at Anaheim, 8 expert motorcycle journalists from the USA and Canada paid their first visit to the Yamaha factory in Iwata at the invitation of Yamaha Motor accompanied by two members of the YMUS staff. They were; P. Gordon of Cycle, D. Ford of Motorcyclist, C. Everitt of Cycle Guide, P. Dean of

Cycle World, M. Stubblefield of Rider, C. Salvadori of Road Rider, J. Ulrich of Cycle News, and B. Reeve of Cycle Canada, and W. Amaradio and E. Burke from YMUS.

It was the first attempt of the kind for North American motorcycle journalists who were enthusiastic about obtaining the firsthand knowledge of what Yamaha is. Naturally,

their primary interest focused on the preview of the '86 American model range. And they got a chance to test ride '86 new models to their hearts' content on the Yamaha Test Course or normal roads, appreciating these models' excellent product features and deepening their understanding of Yamaha's product developmental concepts. Included in the

tested models were the deluxe tourer Venture Royale, the new type power cruiser FZ700 Fazer and the unique straightforward roadster YX600 Radian which made an extra-great appeal to them. Their 11-day trip schedule included a study tour of Yamaha manufacturing plants including the Nippon Gakki factory, as well as sight-seeing of Japan's famous resorts. The attempt was a success for both Yamaha and these journalists. "It can't be better", one of the guests passed a remark, "Everything we have experienced in this trip was truly wonderful and meaningful. The trip has given us a very good chance to grasp a clearer picture of Yamaha that is striving to help create a better human life through its versatile activities based on its long established corporate principles."

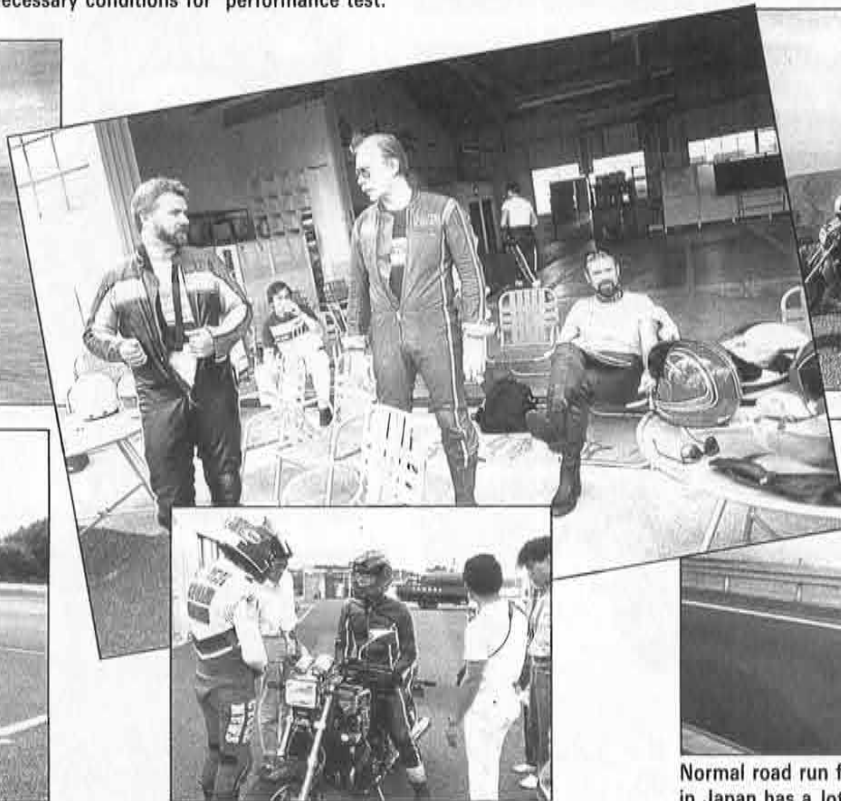
The letter shown below may be taken as the illustration of this successful attempt: —On behalf of Yamaha Motor Corporation, U.S.A., I would like to thank you, your staff and all the other people at the factory that made the Editors trip to Japan so successful. Initial reports from the Editors here have been extremely positive, especially on the Radian and Fazer. We look forward to some great articles and stories on the product and trip in upcoming issues.

Please pass along our great thanks and appreciation to all people involved and let's have a great 1986 product year.

Regards,
Ronald W. Crawford
Assistang Division Manager
Advertising/Sales Promotion/Public Relations, YMUS



Riding a new model on the Yamaha Test Course which provides all necessary conditions for performance test.



Normal road run from Tsumagoi to Hakone, a famous resort. Midautumn touring in Japan has a lot to taste.

1986 Yamaha European Models

Press preview highlights

The 1986 Yamaha European models which have been previewed by European motorcycle journalists are enjoying very favorable responses prior to their market debut. The model introduction reports that appear in Europe's influential motorcycle magazines and newspapers, like Moto Journal (France), Motociclismo (Italy), Motorrad (West Germany) and Motor Cycle News (Great Britain), are positive to a high degree under such sensational headlines as "V-Max... the Rambo bike!" (Motor Cycle News); "FJ1200 goes well over the top" (Motor Cycle News); "All-new YZ125 and chassis-modified YZ250 for higher performance potential" (Moto Journal); "Ténére with 20% more torque, as competitive as the twin BMW" (Moto Journal); "FJ1200 - increased reliability" (Motorrad); "Setting out to claim a stronger position in the market" (Motociclismo).



Winning a popularity contest

RZ125 (RD125) and FZ250

The RZ125 (RD125LC) and the FZ250 Phazer were selected as number one models in their respective classes of the '85 Japan Bike of the Year Contest held by "Autoby", Japan's most influential motorcycle magazine with a monthly circulation of approx. 400,000 copies. These models took the honors in this annual prestigious motorcycle contest because of their unique product features. In addition, Tadahiko Taira

(Yamaha YZR500) who clinched the Japanese national road racing championship for three years in a row was nominated as the rider of the year in a newly adopted popularity contest called "The Big Rider '85". The RD125LC was awarded similar honors in the well known Machine of the Year Contest sponsored by Motor Cycle News, a British motorcycle weekly.



Managline Director Komiya (right) receiving a winning trophy and diploma from the organizer

'The Big Rider' contest winner T. Taira



Mr. Hendra Rahardja, President of Harapan Motor Sakti, looking at the first engine rolling off the line at the production inauguration ceremony.



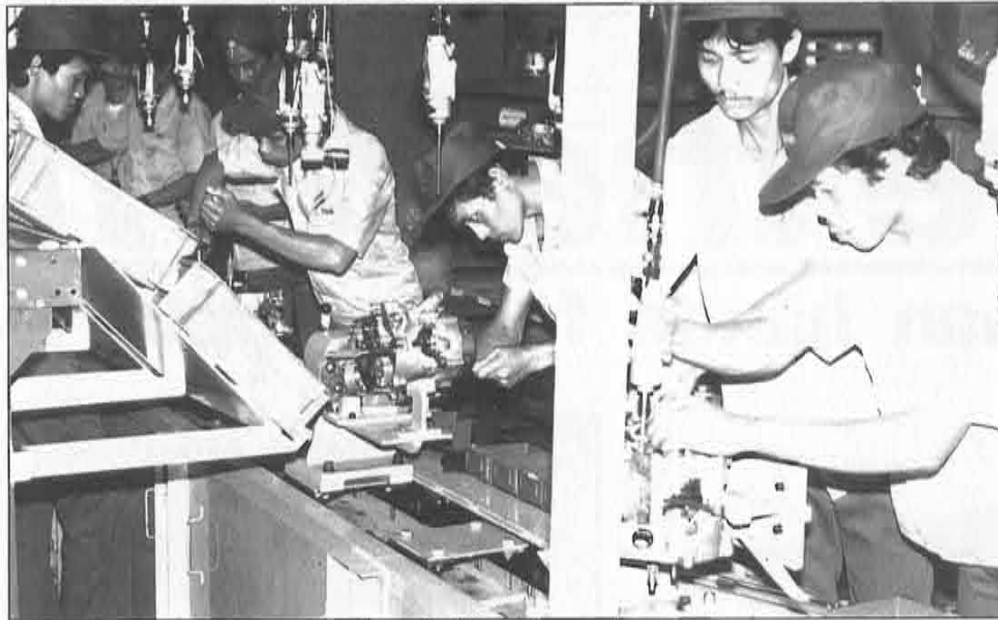
A neat, well arranged workshop

Engine Assembly Starts As Indonesia Progresses Toward Full Domestic Production

Preparations were finally completed and production began recently a factory of the newly established assembly company KSU, with the first Y80 and RX-S(K) engines coming off the line on September 6th.

This domestic production of motorcycle engines in Indonesia is part of a long-term plan aimed at total domestic production, which already has been realized in the areas of chassis assembly and electrical parts production.

To handle the job of engine assembly KSU established a separate company, HYS (Yamaha Harapan Sakti) with three full-time Yamaha employees in its staff. The new company, which will handle only engine assembly, is not large, having only 65 employees, but it is expected to grow in the future as the government proceeds with its policy of increased domestic production.



Earnest, diligent line workers

Yamaha sends motorcycles and generators for relief operations in Colombia's volcano disaster



Representing President Eguchi for the presentation along with a message of condolence are Mr. Ogita, General Manager of Public Relations, and Mr. Sakiyama, Manager of the South American Dept.

On November 27th Yamaha representatives visited the Colombian Embassy in Tokyo to present the Ambassador with notice of Yamaha's donation to relief operations following the devastating eruption of Mt. Nevado del Ruiz on November 13th.

The donation includes 10 Chappy 50cc bikes, 10 Chappy 80cc bikes plus, 5 ET500W, 2 EF1400W, 9 ET1500W and 4 FEC280CS generators.

'85 National Major Football League Match In hot pursuit of the leader!

The '85 National Major Football League Match began to assume a battle royal aspect among the first five teams as it got into the latter half of the series. In the 13th game held on November 24 the Yamaha Team beat the Mitsubishi Team by a score of 2 to 1, thus sharing the top position with the Furukawa Team. But in the 14th game Yamaha ended in a draw with the Fujita Team, while Furukawa won

its 14th round against the Honda Team by a score of 2 to 1. These results kept Furukawa one point ahead of Yamaha. As shown in the table very slight margins separate the first five teams, which will make each of the forthcoming games extremely crucial, adding an extra interest to the outcome of the series.

RESULTS:	Games won	Draws	Games lost	Points total
1. Furukawa	7	3	1	17
2. Yamaha	6	4	1	16
3. Fujita	5	4	2	14
4. Honda	4	6	1	14
5. Nippon Kokan	6	1	4	13

Seahopper Class added to National Athletic Championship Schedule -as of 1988

Long popular for its sharp sailing performance, the Yamaha 14 Seahopper has recently been selected as a new class for competition in the National Athletic Championships beginning with the Kyoto Meet in 1988.

At the meeting of the Japan Yacht Association on Sept. 15th, the official decision was made to approve the nomination of the Seahopper as a new class to be included in 1988 National Athletic Championships along with the presently existing 470 class, Snipe class and FJ class.

By the way, the National Athletic Championships is a meet that was originally conceived as a means to lift the morale of the people of Japan immediately following the devastating defeat in World War. Held for the first time in 1946 in Kyoto, one of the few cities untouched by the war, and has been held every year since, with representatives of the 47 prefectures of Japan competing against each other.

Now that the Seahopper has become a part of this nationally contested meet, it will be interesting how many more Seahopper fans will be found throughout Japan.



Thundering cheers by fellow employees with their handmade banners

Yamaha Robots steal the limelight in the Industrial Robot Show

Recently, the "85 International Industrial Robot Show" was held at the Tokyo International Trade Center on the theme of "Human Mechatronics". Held every other year, this event has grown in number of displays, exhibits and attendance with each holding to the point where, this time,

over 146,000 people from Japan and many foreign countries visited the show. Following the '83 show, Yamaha took part in 1985 for the second time, displaying 5 different types of industrial robots.

1. The "MODULE XY ROBOT" is a compact, lightweight, moving arm-type

- robot which can be assembled freely to suit a wide range of job applications.
2. The "DD (Direct Drive) Robot" is a new generation high-performance, high-durability, reliable industrial robot with an attractive slim design never before available.
 3. The YAMAHA SCARA ROBOT (YK-5012) is a more compact, lighter version of the original SCARA Robot, applying a micro computer to give it the same motion range as the human arm but with far greater accuracy and speed, making it the robot of choice not only in Yamaha's factories but also in those of many other companies, as well.
 4. The "Lead Wire End Clipping Robot" is a device especially designed to improve work performance in the job of cutting surplus lead wires from printed circuits.
 5. The "Tapping Robot" utilizes ATC to enable it to perform repetitive tapping operations in five different ranges from M4 to M10.

Among these models special attention was focused on the safe, reliable DD Robot with its advanced new design, and the SCARA Robot (YK5012), which amazed visitors by accurately putting together 13 randomly placed wooden blocks to spell the name "Yamaha" by means of a Vision System.

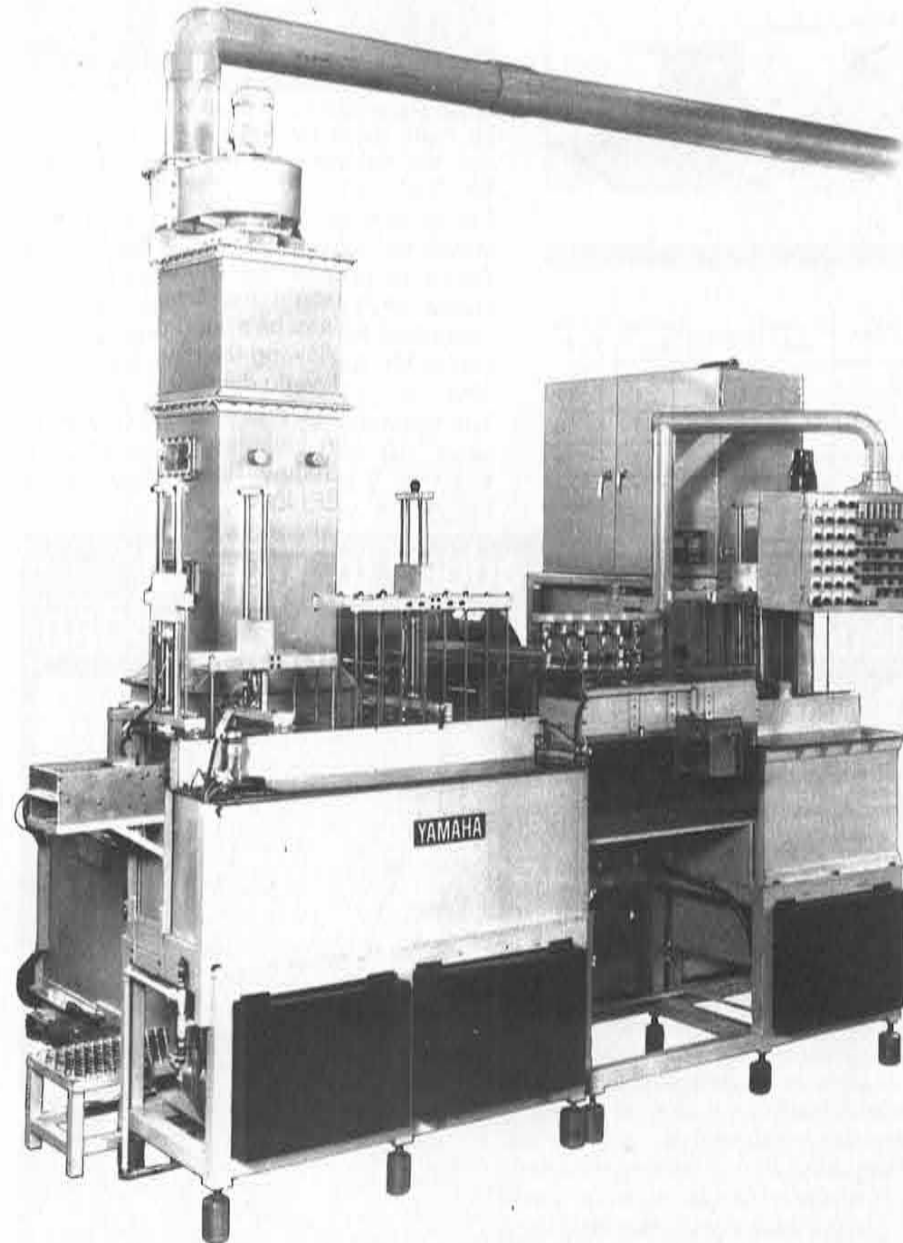
1976. Since then the Industrial Machinery (IM) Division has worked to develop industrial robots, for use in the company and for general sale, which can (1) release human hands from the need to perform dangerous jobs, (2) to liberate humans from the need to perform jobs that are physically too strenuous, and (3) to liberate humans from the performance of simple, boring jobs, thereby freeing them to pursue a higher level of creative work.



10 years of development experience
It has been almost 10 years since Yamaha began development of industrial robots in

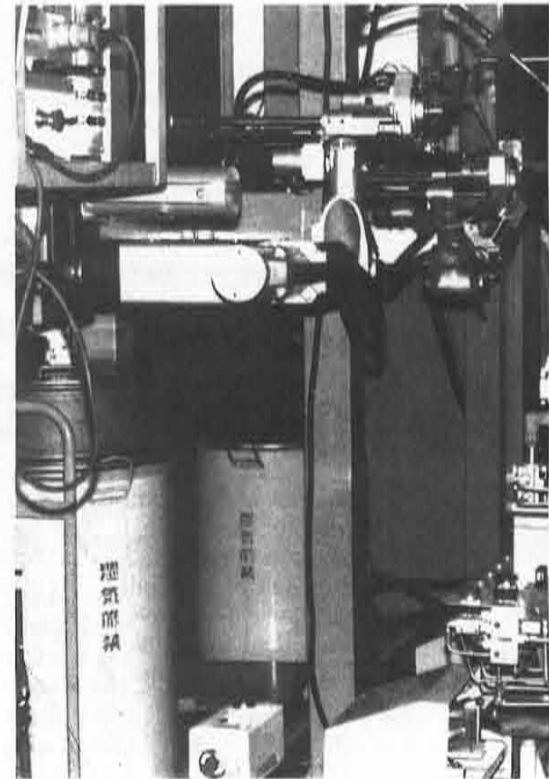
We are the Yamaha Robot

Releasing human hands from simple, tedious or even



GM gives an order for Y.R.P.S.

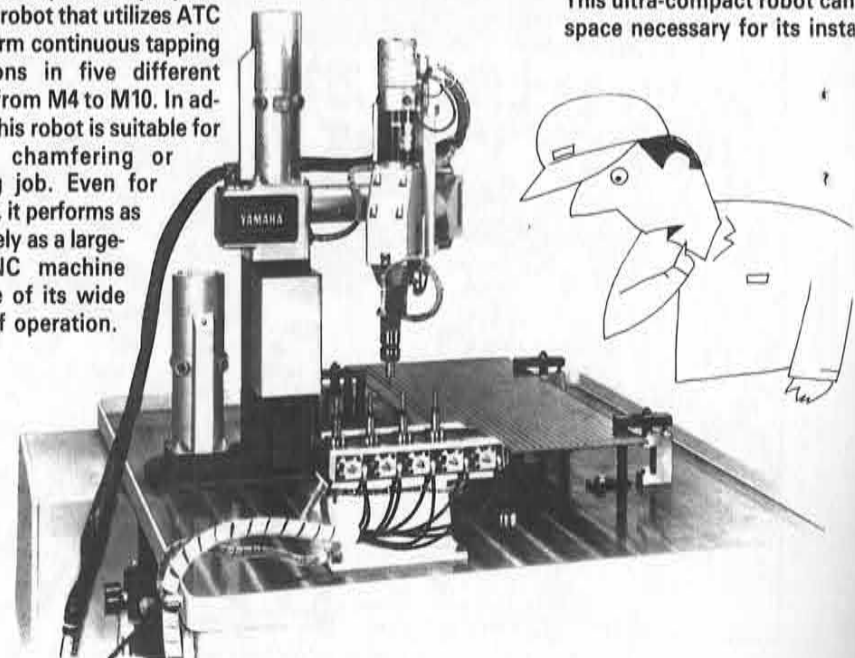
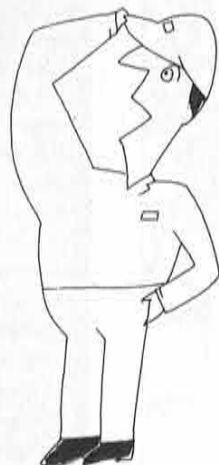
Back in March of 1984, the Yamaha Rapid Plating System (Y.R.P.S.) was launched on the commercial market. Since then, Yamaha has consistently strived to find a better market for this original product both here and abroad. These efforts especially toward the overseas market have recently been rewarded in the form of an order from General Motors of the United States. This is the first order that Yamaha has ever received for this product from abroad. The product as ordered is the rapid plating system for 4-wheeler parts. Over the past six months the US car giant has tested various products of the kind against its extremely stringent standards essential to a truly high performance, high quality product. The Yamaha Rapid Plating System has passed all the items of testing!



TAPPING ROBOT:

This is a unique multipurpose tapping robot that utilizes ATC to perform continuous tapping operations in five different ranges from M4 to M10. In addition, this robot is suitable for use in chamfering or reaming job. Even for big jobs, it performs as effectively as a large-sized NC machine because of its wide range of operation.

This ultra-compact robot can save space necessary for its installation.



YAMAHA RAPID PLATING SYSTEM (Y.R.P.S.):

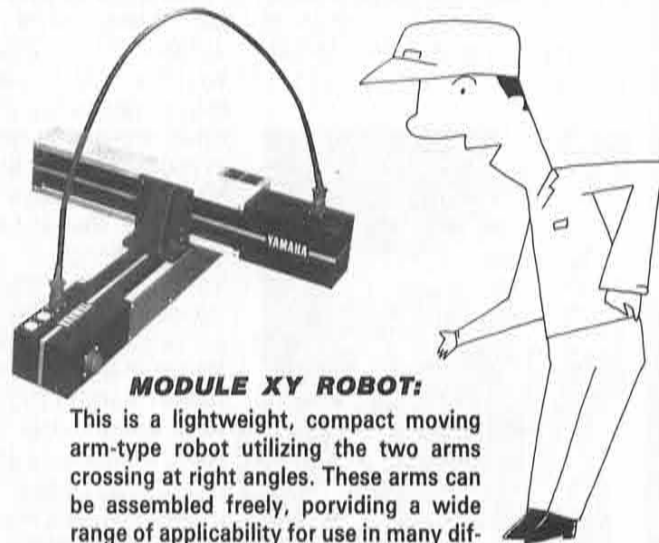
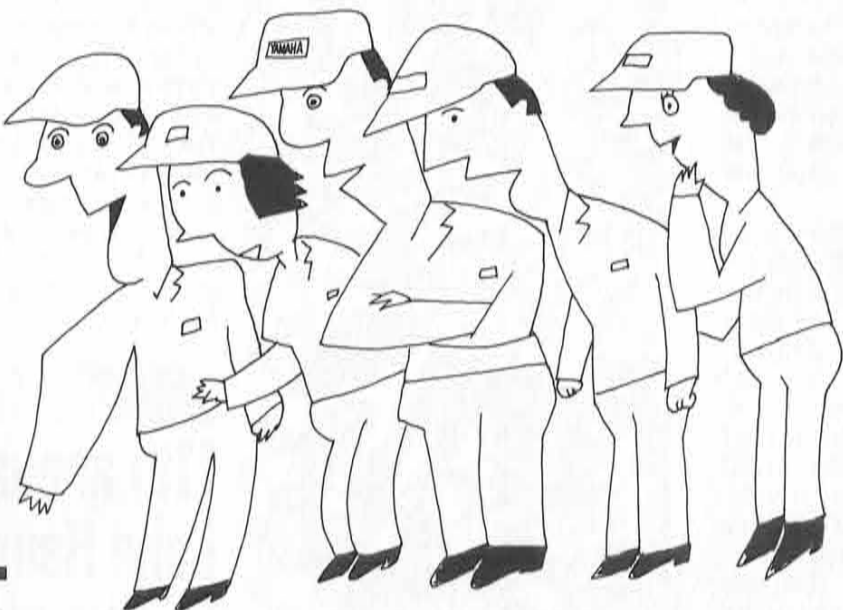
Unlike a conventional plating system, this Yamaha-original pollution-free, energy-saving system needs no large spread-out reservoir. In this system the plating liquid is rapidly circulated by means of a pump, causing a brisk turbulent flow to pass between the product and the anode. This rarefies the diffused layer of ions around the product, supplying a large amount of electricity at relatively low voltage for extra-effective piece to piece plating operation at high speed.



A field with high potential for future development

The year 1976 saw the development of the arc-welding robot which would prove its effectiveness in Yamaha's factories. Then 1981 saw the release of Yamaha's first SCARA Robot, a Multiple Bowl Feeder, and the Yamaha Rapid Chrome Plating System (YRPS). In 1982 development continued with the 1-head Lead Wire End Clipping Robot, which was improved to the 2-head robot released in 1985 capable of performing the work of two people simultaneously. 1985 saw the addition of the MODULE XY Robot, DD Robot and Tapping Robot to Yamaha's list of industrial robots, as well as positive efforts to strengthen a sales network for these machines both domesticall-

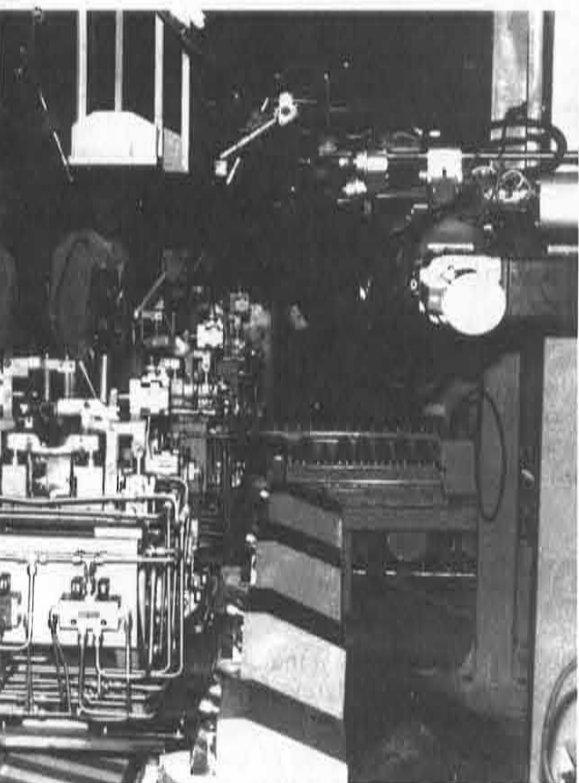
ly and abroad, making this a field where we can see bright potential for future development. The Industrial Machinery (IM) Division is increasing the importance of its role in these trends.



MODULE XY ROBOT:

This is a lightweight, compact moving arm-type robot utilizing the two arms crossing at right angles. These arms can be assembled freely, providing a wide range of applicability for use in many different kinds of jobs or workplaces, including bolt fastening, sealant application, etc. The combination of this robot and a Vision System results in extra-high productivity.

robots dangerous jobs

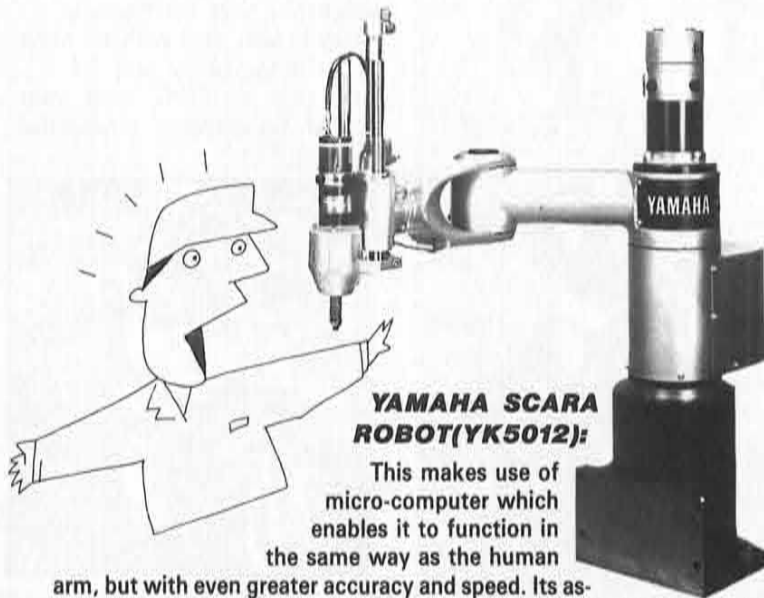


ARC-WELDING ROBOT:

Can be installed freely at a narrow place (even on the wall). The operation is about 1/2 of a conventional welding robot, contributing to "airless engineering".

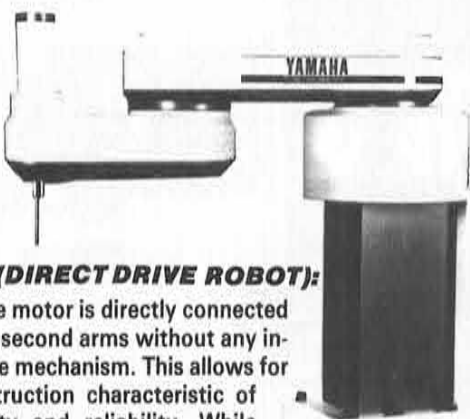
MULTIPLE BOWL FEEDER:

In general, a single motorcycle production line is used to turn out a number of different models in accordance with increasing product variations. This means a great many kinds of parts are also needed. Unlike a conventional parts feeder, the Multiple Bowl Feeder is capable of supplying many different kinds of parts by means of the combination of a vibrator and several parts bowls. These parts bowls can be layer-arranged for added space-saving effect. The feeder is coupled with the other Yamaha robots for even higher productivity.



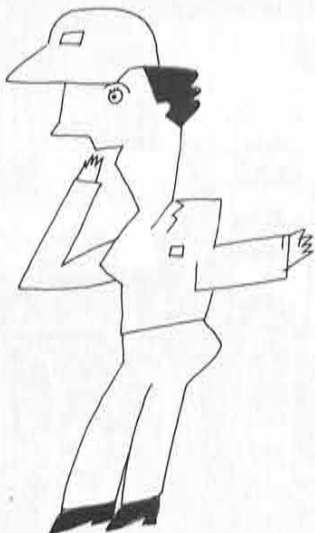
YAMAHA SCARA ROBOT(YK5012):

This makes use of micro-computer which enables it to function in the same way as the human arm, but with even greater accuracy and speed. Its assignments in a Yamaha workshop includes (1) tightening bolts for engine and drive system, (2) applying adhesives to crankcase and (3) inserting or pressing in oil seals, bearings and other parts. Arm speed is 2.9m/sec. and positioning accuracy is $\pm 0.05\text{mm}$.



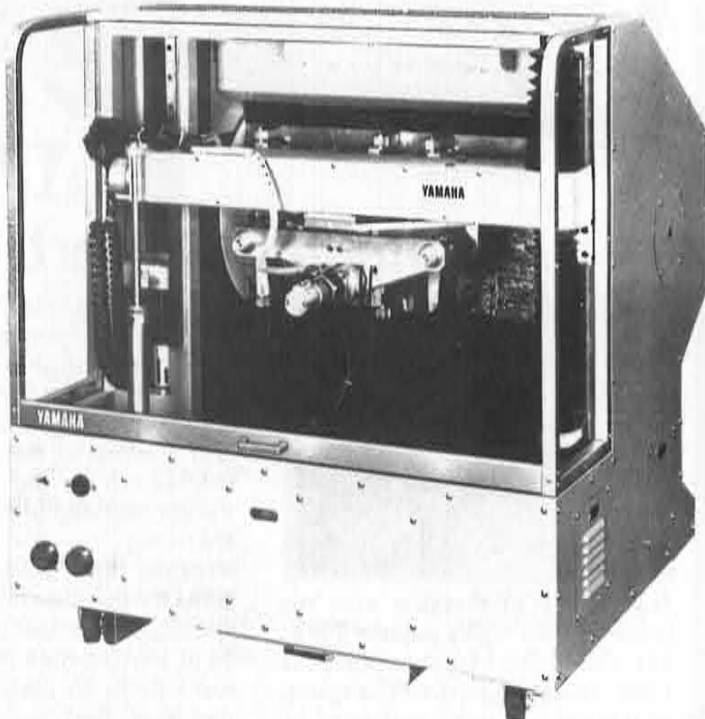
DD ROBOT(DIRECT DRIVE ROBOT):

In this robot the motor is directly connected to the first and second arms without any intermediate drive mechanism. This allows for a simple construction characteristic of added durability and reliability. While rigidity is increased, vibration and noise are decreased. Its function speed is two or three times that of a conventional robot. Designed to allow for easy self-cleaning, this robot is suitable for use even in a clean room that must be kept clean to a very high degree.



LEAD WIRE END CLIPPING ROBOT:

This compact robot functions to clip surplus lead wires from the printed circuit board very effectively. This is widely used to cut off the surplus lead wires from VTR, TV or floppy disk circuit boards.



Mitsui Yamaha UK Team Success in 1985

UK Mitsui Yamaha UK riders had one of their best seasons ever in motocross and trials in 1985. In the Amateur Motorcycle Association (AMCA), which is the largest motocross federation in Europe, Team Mitsui Yamaha riders won two National Championships, with Andy Breacher (YZ490N; photo 1) easily winning the AMCA 500cc Championship whilst his team mate Richard Main (YZ125N; Photo 2) won the tough AMCA 125cc Championship. Main is also the first British rider to win the European IMBA 125cc

Championship, winning all three races at the final round in Germany on September 29th to clinch the overall victory. Team Mitsui Yamaha rider Kevin Reed (YZ250N) finished 3rd in the AMCA 250cc Championship despite missing two of the seven rounds because of injury. In the Youth Motocross Series, Mitsui Yamaha associated riders won four National Championships. Andrew Gilbert (YZ125N; photo 3) won the prestigious "Champion of Champions" Expert Class, while team mate Justin Morris (YZ80N; photo 4) won the ACU Junior Championship as well as the BSMA Junior Championship. Warren Edwards (YZ80N; photo 5) continued Yamaha's success with a first overall in the BSMA Inter 100 Championship. Yamaha riders also dominated Youth Trials in the UK with every National title being won by a Yamaha! In the ACU "A" Class Robert Sartin (TY250; photo 6) won easily while in the "B" class, which only allows machines up to 200cc, John Shirt (photo 7) rode a modified TY250 converted to 200cc to 1st overall. The "C" and "D" Classes were also won by Yamaha riders John Newington (Majesty Yamaha; photo 8) and John Bradshaw (TY80; photo 9). 1985 certainly proved to be a successful year for Yamaha riders in UK, and with an even better range of YZ and TY machines for 1986, next year should be another successful season!



Trainees from the Jianshe Machine Tool Factory. All extremely diligent in their training, they never fail to ask questions about any points they do not grasp completely.

Expanding technical cooperation CHINA

4 women and 18 men of the Jianshe Machine Tool Factory, which is joined in a Technical Assistance Agreement with Yamaha Motor, recently returned to China after visiting the Yamaha head offices in Iwata for a training session which lasted from July 13th to Sept. 24th. The trainees of this group were mainly production control supervisors or production group managers. At the same time, at the request of the Japan-China Friendship Training Association, another group of 4 Chinese trainees began study in Iwata as of Sept. 10th. This marks the third time that a group of trainees has been accepted at the request of this association, and their training will last until July 31 of next year. While at Yamaha, they will mainly receive training in the area of production management and quality control for motorcycles.

11th annual Yamaha Week at Lake Hamana JAPAN

The yearly extravaganza, Yamaha Yacht Week, was held in 1985 at the Yamaha Marina Hamana-ko under the sponsorship of the Yamaha Sailing Association. This three-day event is a once-a-year festival for Yamaha dinghy owners and their friends. It is a chance for young sailors to get together and test their sailing skills in exciting race events and then to relax and enjoy themselves amid talk of the sea at the evening parties. With the announcement that the Seahopper class, which was accepted as an official race class by the Japan Yachting Association two years ago, will also be included as an official



event in the prestigious National Athletic Championships as of 1988, The '85 Yamaha Yacht Week has taken on a new mood of excitement and anticipation. At the '85 Seahopper National Championship Race 73 boats took part in the final race, and overall, including the Ladies Class, a total of 182 boats and 243 sailors were in attendance for the competition.

NEWS ROUND-UP

Thanks for all your letters, we're receiving wonderful letters with interesting topics for Yamaha. News from all over the world and the more you send, the happier you make us!

JAPAN

Yamaha Cup Kart Races



The middle of October saw the holding of the highly popular Japan Kart Grand Prix Meeting. While the main CIK/JAF approved championship event was hotly competed by

a number of top class karters including the world champion, other three events, the Yamaha Cup Races (AII & AI classes), a Ladies Cup Race and the SL Championship Race, also culminated the series of races held all around the country under the sponsorship of the Yamaha SL Kart Club. Because these were all one-make races for up-and-coming Japanese karters, the competition was as hot as at any big-time race, and there were thrills to please the spectators from start to finish.

FRANCE SIMAVER SHOW

Here is a photo taken just recently at the Simaver Show. This show is Yamaha Marine France's main professional exhibition for Power Products each year. Besides this fine display of generators, they also displayed snowmobiles, newly designed snow throwers, etc.



Double One-Two Victory

by RD Cup-bred riders each aboard FZ750

SWITZERLAND

Martin Decker and Hans Künzi on their FZ Yamahas, have dominated this year's Swiss Championships from start to finish. They blew away all competition in the Sport-production classes 1 and 2. Out of 26 races they won 19! Künzi 11, Decker 8. Decker, though, went ahead to claim both titles, barely beating Künzi.

The Swiss-Championship, with a total of 13 events (26 races), took place in Switzerland and three foreign countries, since road races are still outlawed here. Four mountain climb races were allowed on paved public roads, but 9 events had to be held on racetracks in France (4), Italy (3) and Czechoslovakia (2), organized by clubs other than the Swiss Moto Club. The record of these two FZ

teammates is quite remarkable. They won 75% of the races they entered and never once had to drop out because of mechanical failure. Künzi crashed at Monza (3rd round) and missed 5 races because of a knee injury. Decker then gained a comfortable lead in the point standings, but he then fell in Most (CSSR) and again in Carol (near Paris). In both cases he was unhurt, but unintentionally he had made the Championship dramatic again. The decision came not until the last round in Varano (Italy), when Martin Decker took 2 second places behind his rival Künzi to claim both championships. Decker and Künzi deserve a lot of credit for a great season and it is no coincidence, because Decker was winner of the Yamaha RD Cup in 1983 and Künzi a year later in 1984.

Decker ahead of Künzi



M. Decker (right) and his partner W. Tanner

FINAL RESULTS

Sport production 1 (4-stroke up to 1000cc)

1. M. Decker Yamaha FZ 192 points
2. H. Künzi Yamaha FZ 191 points
3. P. Loser Suzuki 96 points
4. C. Monsch Honda 89 points
5. P. Mottier Honda 84 points

Sport production 2 (4-stroke up to 750cc, 2-stroke up to 500cc)

1. M. Decker Yamaha FZ 181 points
2. H. Künzi Yamaha FZ 176 points
3. C. Monsch Honda 107 points
4. P. Loser Suzuki 98 points
5. B. Mettler Honda 97 points

The Yamahas match fashionable mannequins

Moto City, a Yamaha dealer with stores in Paris and nearby Vitry, recently came up with a sales campaign in fitting with Paris' image as the fashion capital of the world. They are lending Yamaha motorcycles and scooters to department stores in the Paris area to be used mood-enhancing props in fashion shows and displays of the '85-'86 Fall and Winter Fashions.

As September is always the biggest sales month for fashion clothes and accessories here, the department stores of Paris at this time of year put special efforts into the display of all kinds of clothes and accessories.

It was Moto City's Mr. J-Y Ker-

brat who got the idea to use this as an opportunity to enrich the Yamaha image and the image of motorcycles in general, by lending the representative Yamaha models to department

stores as display props. And aren't the results impressive? Bikes add a fine accent to these fashion displays.



FRANCE

Workhorse of the Savannahs; DT125

This photograph is the work of K. Hirose, a Japanese photographer who has dedicated himself to photographing the people of the world and their daily life. While photographing among the Masai tribesmen of Kenya, he came upon this one Yamaha DT125, by chance, in a village where walking has always been the only means of transportation. Unfortunately the owner was out hunting at the time so the picture could not include him, but it is said that his DT125 takes him anywhere he wants to go throughout the vast expanses of the Kenyan grasslands. Hirose, who also rides a Yamaha, couldn't resist taking this commemorative photo of his encounter.

KENYA



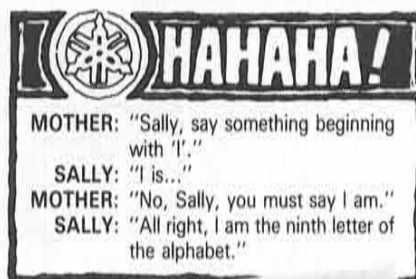
NEWS ROUND-UP

Trial bike lovers make a small contribution to Colombian volcano victims

The first plan was to donate the proceeds to orphans of traffic accidents in Japan, but with the sudden occurrence of the massive volcano eruption in Colombia, it was decided to send the donations there instead, through the social work association affiliated with the nationwide Mainichi Newspaper, as a small token of concern on the part of people here in Japan.



On November 16th and 17th a group of trial bike lovers got together at the Nemunosato leisure sports facility, for two days of training in trials riding technique. Other attractions included guest appearances by Yamaha riders Fumihiko Kato and Atsushi Ito, and a charity T-shirt sale.



MOTHER: "Sally, say something beginning with 'I'."
SALLY: "I is..."
MOTHER: "No, Sally, you must say I am."
SALLY: "All right, I am the ninth letter of the alphabet."

Second Annual Meeting of "UNICORN UNION"

JAPAN

Ever since their release, the Yamaha SR models have enjoyed an unwavering popularity as the masterpieces of the big single concept. The "Unicorn Union" is a group of these SR lovers who just recently got together for their second nationwide meeting. Started several years ago, the "Unicorn Union" includes a number of clubs around the country which meet regularly on a local basis. Their first National Meeting was held in 1983, and this recent gathering was their second. The participants who gathered at the Yamaha Marina at Lake Hamana, came on all kinds of customized models, including ones fitted with sidecars. Each time another rider arrived at the meeting site, singly or in groups, they were immediately surrounded by the other members



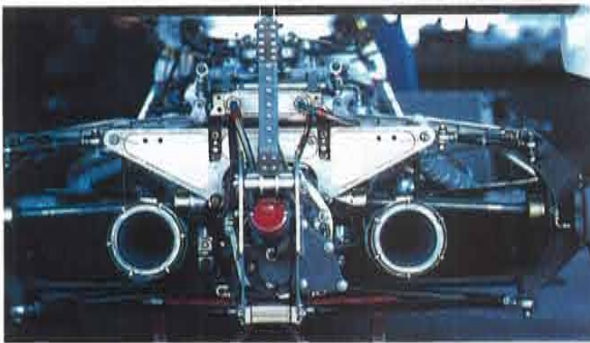
for an on-the-spot examination of the new arrival's bike and exchange of local news and information. All of the 23 SR400/500s and the four SRX400/600s that gathered for the event were different, reflecting the separate searches of their owners for a "more enjoyable", "more beautiful" or "more personal" riding machine. At the evening party the participants enjoyed their first national gathering in two years by praising or poking fun at their different models and by casting ballots for the meeting's "Unicorn Union Champion".

Beating stronger with every race - the racer's heart OX-66

The Yamaha OX66 has been developed as a semi-production model racing engine, and it features a V6 format with a 1995cc DOHC, and the latest development in engine technology, a 5-valve system.



The race track is something like a running laboratory for Yamaha. In fact, Yamaha has consistently worked to obtain precious technical data for product development and improvement through aggressive race participation. This principle applies to car racing as well. The FII machines powered by the OX66, Yamaha's first racing car engine, battled valiantly through the '85 Japan FII Championship. Let's take a look at its impressive showings:



FINAL RESULTS

1. S. Nakajima	March85J Honda	115 points
2. K. Matsumoto	March85J Yamaha	67 points
3. K. Acheson	March85J Honda	66 points
4. K. Hoshino	March85J Honda	51 points
5. E. Elgh	March85J Honda	49 points
6. G. Lees	March85P Yamaha	42 points
7. A. Hagiwara	March85J BMW	40 points



Driving comfortably in 2nd and 3rd positions, Matsumoto(8) and Lees.

Creating a sensation from the start

Following its release in December of 1984, the new Yamaha V-type 6-cylinder racing car engine, the OX66, entered in the '85 Japan FII Championship Series with a Ken Matsuura Racing Team car driver by J. Lees. Improving rapidly in its performance as the season went on, the new engine has shown great potential and given rise to hopes for an exciting season next year. With a second OX66 also being put into use half way through the season by K. Matsumoto of the LM Sports Team, the two Yamaha machines improved performance with each race, as troubles were ironed out one by one. The experts are now saying that, without a doubt, a few more races will be all that are necessary to begin to bring out the awesome potential of the Yamaha as a competitive racing engine.

Plenty of potential as a racing engine

At the opening round of the Japan Championship Series on March 10th, Geoff Lees' March 85P Yamaha developed trouble not long after the start and was forced to retire. The second round on April 21 saw Lees climb to second place at one point in



J. Lees



On the victory stand. From the left J. Lees, S. Nakajima and K. Matsumoto



Everyone is working like mad at the pre-race check up.

the race, but eventually he failed to score any points.

The third round (May 21) was a breakthrough for the Yamaha machine and Lees, as they finished third.

But, the fourth round on May 26th brought trouble again and Lees was forced to retire in a mood of uncertainty.

As of the fifth round (July 7) Keiji Matsumoto, who had been driving a March 85J with a BMW engine, also switched to the Yamaha OX66. Having gone into the season with plans of



K. Matsumoto



sponsoring only one car for the first year, Yamaha changed its plans after seeing the unanticipated potential of the engine and undertook the sponsoring of a second car. In this race Lees finished 6th and Matsumoto 9th. The sixth round on August 11th saw Lees forced to retire but Matsumoto move up to a sixth place finish. Then the seventh round (Sept. 29) finished with Lees in 3rd and Matsumoto close behind in 5th.

Future expectations

The final round of the season, the '85 JAF Suzuka Grand Prix, turned out to be the brightest day of all for Yamaha. Before 68,000 fans, both drivers drove steadily and trouble-free from start to finish with Matsumoto taking second place and Lees right behind him in third. Although they failed to take the Championship, the fact that Yamaha, finished second and third in its very first year of four-wheel racing is an achievement that certainly holds great expectations for the future!