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New plant will produce Yamaha golfcars in the U.S.A.



IFMA Show '86

The IFMA Show '86, one of the world's most prestigious motorcycle and bicycle trade shows which took place from Sept. 18th to the 22nd in Cologne, West Germany, offered the first opportunity for a lot of 2-wheeler fans to see a rich variety of new models for the '87 season. The Yamaha European model line-up which was unveiled under a new corporate theme - Freedom Machines - clearly provided one of the greatest IFMA highlights. By the way, on October 1st Yamaha Motor signed a contract to become part-owner in its West German importer Mitsui Machinen GMBH (Düsseldorf) which arranged the Yamaha booth at the IFMA Show. The purpose of this agreement is to ensure more effective and smoother communications between Mitsui and Yamaha in the development and marketing of Yamaha products in West Germany, the largest market in Europe.



On September 10th, Yamaha Motor signed a contract for the purchase of land near Newnan in the suburb of Atlanta, Georgia, on which a new manufacturing plant will be built for the domestic production of very popular Yamaha golfcars and a new line of personal water vehicles using jet-drive propulsion in the USA. This fall will see the establishment of a new company, Yamaha Motor Manufacturing Corporation of America, which will begin preparations for the construction of the new plant. Plans call for the construction of a 40,000m² facility to be built on the one million square meter lot. The plant, which is expected at first to employ about 300 workers, is scheduled to begin production and assembly of golfcars and water vehicles by the spring of 1988. The aims of this new plant venture are:

1. To help increase local employment while also serving to remedy the state of trade imbalance between the U.S. and Japan.
2. To manufacture the products with less cost fluctuations due to changes in exchange rates.
3. To aid in the development and production of products better suited to the American market.

It is hoped that these aims would be achieved based on the increased international division of labor within the Yamaha Motor group. The Governor of Georgia, Mr. Joe Frank Harris has the following comments to make about this decision: "I am pleased to welcome Yamaha to Georgia. In recent years, we have developed a strong bond with the Japanese, and Yamaha's presence in Georgia will make that bond even stronger. This facility will be the largest initial Japanese investment in Georgia's history. I greatly appreciate Yamaha's commitment to our State and the jobs this project will provide to Georgians. Today represents the beginning of what I believe will be a meaningful and profitable relationship between Yamaha and the State of Georgia."



European Yamaha Importers Meeting



Austria was chosen as the host country for the 10th annual European Importers Meeting, held from July 2nd to the 5th. Forty-one representatives from 16 Yamaha distributors gathered at a classic-style hotel in Vienna to hear presentations of YM(E)NV's business strategies for the '87 season and information on new models. Attending the conference on behalf of YMC were Mr. H. Eguchi, President and Mr. T. Kimura, newly appointed

President of YM(E)NV. At the closing dinner, held at an authentic Austrian palace, Mr. N. Wagner, President of Sonauto Yamaha said he spoke for everyone when he commented that this year's very positive meeting was the best he had ever attended. Mr. Meihanetsidis, a Greek importer also rose to propose, in the tradition of the Olympic Games, that the host for the '87 meeting be decided before the meeting closed, and proposed his

country as the next site. President Eguchi immediately rose to accept the proposal of Greece as next year's host, and everyone applauded him for his quick and gracious decision. A ballet performance in the palace garden to the music of Johann Strauss added a delightful climax to a very successful meeting. Everyone expressed their thanks to their Austrian hosts, JAMOTO and their anticipation of meeting again in Greece in '87.

'86 Yamaha Champions

The '86 GP schedule is all finished now and most of the heat and excitement of the summer has faded away. Now, looking back, we can say that it was a very good year for Yamaha, with its victories in the road race 500cc and 250cc classes, the motocross 250cc class and the sidecar roadrace championships.

Let's recapture some of that summer glory through the words of the three champions at their moment of victory.

500cc Road Race World Champ

Eddie Lawson (Yamaha Marlboro Team)

"The bike was great - engine, tyres, suspension and everything. I had no trouble at all, and it's great to be champion... When I first went to Europe I didn't want to make mistakes, I couldn't go diving past Roberts and Spencer, I looked up to them. Now it is different. I've learned over the last three years and I've got more of an idea what I am doing, how I can push the tyres on the first lap... We have a great team and the bike has never let me down. Yamaha did a lot of work on it over the winter and it is a good bike. Honda improved their V four through the year but the Yamaha is still at least as good or better, we seem to have a bit more power on them.



250cc Road Race World Champ

Carlos Lavado (HB-Venemotos Yamaha)

"This year I had Yamaha supplying me with a factory machine, so I knew I had to win the championship. I'm so glad that I was able to prove myself worthy of all the trust and expectation placed on me by the people at Venemotos and Yamaha.

Looking back on the season, the toughest race of all was the first GP of the series in Spain. Other races that stood out were the West German GP which was held on my birthday and I was lucky to take first place in, and then, of course,



the Swedish GP where the pressure was on to decide the championship. I'm very happy to win my second championship and you can be sure

I will be back next year to make it three."

250cc Motocross World Champ

Jacky Vimond (Team Sonauto-Gauloises)



"At the West German GP where the championship was decided, I knew that the start would be an important factor in the race's outcome. I rode on Whatley's tail patiently until he made a mistake. On the third lap he faltered at bottom of an uphill stretch and I was able to take him from the outside. As I look back on the season as a whole, I can't say that I raced as well as I could have. I was not able to win every race. But I must admit that I am satisfied with how things turned out. In Belgium, Czechoslovakia and Italy I was outrun by other riders, but over the course of the season I won eleven heats and was overall winner at seven GP's. I can't really complain about results like that."

He's now receiving medical treatment for an injury received in a recent accident. We are hoping his quick recovery.

And promising newcomers...

In addition to these champions there were a number of new riders who showed great promise for the coming season.

One of these was Japan's 500cc national road race champion in '85, Tadahiko Taira. Taking part for first time this year in all the races of the World GP 250cc class, Taira

had a disappointing season plagued by injury, but at the last GP of the series in San Marino he pulled through the claim his first victory after fighting his way up from a 27th position start.

Taira said, "In the last race I feel I was able to put together everything I have learned this year. I used all my resources, technically and mentally, and I tried at every corner to do what I had been unable to do all season, not to lose ground to the faster riders. The moment that they began to play the Japanese national anthem at the awards ceremony, I realized that I had finally achieved one of my biggest lifetime goals, to prove myself in the biggest test of all, the World Championship."

Another promising new star this year was John Van Den Berk of Holland who rode in the 125cc class of the motocross championship for Yamaha Motor B.V. and finished a brilliant second in the overall standings behind D. Strijbos (Cagiva).



Placing among the top finishers throughout the season, he was especially impressive at the 8th round in Sweden and the 10th round in Finland where in both cases he took first in both heats for a perfect victory. Still only 20 years of age, Van Den Berk certainly has a bright future ahead of him. Another rider with a promising future in this class is M. Kouki, who rode this year for the Finnish importer Arwidson and finished the season in fifth place in the overall standings.



Taira, defeats Gardner
Japanese National Road Race Series

On September 14th, 70,000 fans packed the Suzuka Circuit to watch T. Taira (YZR500) battle W. Gardner on his Honda NSR500 in the last round of the Japanese National Road Race Series 500cc class. The race was a classic two-man battle in which the lead traded hands eleven times before T. Taira took the checkered flag a mere 34/100 of a second ahead of W. Gardner.

This ended Gardner's streak of 9 consecutive wins at Suzuka. In spite of a list of World GP stars, including C. Lavado (YZR250), A. Mang (NSR250), S. Pons (NSR250) and K. Ballington (NSR250), the 250cc class race was no contest as Lavado proved once again his domination of the 250cc class with an easy 5 seconds victory over the field.

WORLD CHAMPIONSHIPS RESULTS

'86 WORLD CHAMPIONSHIP ROAD RACING

9th round - Britain - August 3

500cc class

1. W. Gardner Honda
2. D. de Radigues Honda
3. E. Lawson Yamaha
4. R. McElnea Yamaha
5. R. Mamola Yamaha

250cc class

1. D. Sarron Honda
2. C. Lavado Yamaha
3. A. Pons Honda
4. R. Roth Honda
5. C. Cardus Honda

10th Round - Sweden - August 10

500cc class

1. E. Lawson Yamaha
2. W. Gardner Honda
3. M. Baldwin Yamaha
4. R. McElnea Yamaha
5. R. Roche Honda

250cc class

1. C. Lavado Yamaha
2. A. Pons Honda
3. J-F Balde Honda
4. M. Vitali Garelli
5. D. Sarron Honda

11th round - San Marino - August 24

500cc class

1. E. Lawson Yamaha
2. W. Gardner Honda
3. R. Mamola Yamaha
4. M. Baldwin Yamaha
5. R. Roche Honda

250cc class

1. T. Taira Yamaha
2. A. Pons Honda
3. D. Sarron Honda
4. A. Mang Honda
5. F. Ricci Honda

Final World Championship Positions

500cc class		
1. E. Lawson	Yamaha	139 pts.
2. W. Gardner	Honda	117 pts.
3. R. Mamola	Yamaha	105 pts.
4. M. Baldwin	Yamaha	78 pts.
5. R. McElnea	Yamaha	60 pts.
6. C. Sarron	Yamaha	58 pts.
250cc class		
1. C. Lavado	Yamaha	114 pts.
2. A. Pons	Honda	108 pts.
3. D. Sarron	Honda	72 pts.
4. A. Mang	Honda	65 pts.
5. J-F Balde	Honda	63 pts.
6. M. Wimmer	Yamaha	56 pts.
Sidecar class		
1. E. Streuer/B. Schneiders	Yamaha	75 pts. (5 wins)
2. A. Michel/J-M Fresc	Yamaha	75 pts. (1 win)
3. S. Webster/T. Hewitt	Yamaha	71 pts.
4. M. Egloff/U. Egloff	Yamaha	50 pts.
5. A. Zurbrugg/M. Zurbrugg	Yamaha	38 pts.
6. S. Abbott/S. Smith	Yamaha	36 pts.

'86 WORLD CHAMPIONSHIP MOTOCROSS

125cc class

9th round - West Germany - August 3

1st race

1. M. Contini Cagiva
2. D. Lacher KTM
3. D. Strijbos Cagiva
4. B. Moore Suzuki
5. J. Van Den Berk Yamaha

2nd race

1. M. Contini Cagiva
2. A. Puzar KTM
3. B. Moore Suzuki
4. D. Strijbos Cagiva
5. M. Kouki Yamaha

10th round - Finland - August 10

1st race

1. J. Van Den Berk Yamaha
2. D. Strijbos Cagiva
3. A. Pantilla KTM
4. I. Vehkonen Honda
5. D. Lacher KTM

2nd race

1. J. Van Den Berk Yamaha
2. D. Strijbos Cagiva

3. I. Vehkonen Honda
4. M. Kouki Yamaha
5. B. Moore Suzuki

11th round - Argentina - August 24

1st race

1. D. Strijbos Cagiva
2. J. Van Den Berk Yamaha
3. I. Vehkonen Honda
4. P. Vehkonen Cagiva
5. M. Contini Cagiva

2nd race

1. D. Strijbos Cagiva
2. M. Contini Cagiva
3. J. Van Den Berk Yamaha
4. P. Vehkonen Cagiva
5. A. Barozzi Benelli

12th round - Brazil - August 31

1st race

1. M. Diamond Honda
2. D. Strijbos Cagiva
3. R. Smith Cagiva
4. M. Keylos Yamaha
5. P. Vehkonen Cagiva

2nd race

1. M. Diamond Honda
2. D. Strijbos Cagiva
3. R. Smith Cagiva
4. P. Vehkonen Cagiva
5. I. Vehkonen Honda

Final World Championship Positions

1. D. Strijbos	Cagiva	358 pts.
2. J. Van Den Berk	Yamaha	297 pts.
3. M. Contini	Cagiva	259 pts.
4. P. Vehkonen	Cagiva	259 pts.
5. M. Kouki	Yamaha	236 pts.
6. I. Vehkonen	Honda	224 pts.

250cc class

12th round - Sweden - August 24

1st race

1. G. Van Doorn Honda
2. P. Johansson Honda
3. J. Martens Husqvarna
4. D. Geukens Honda
5. J. Vimond Yamaha

2nd race

1. G. Van Doorn Honda
2. J. Nilsson Suzuki
3. J. Martens Husqvarna
4. K. Ljungkvist Yamaha
5. D. Geukens Honda

Final World Championship Positions

1. J. Vimond	Yamaha	312 pts.
2. M. Rinaldi	Suzuki	222 pts.
3. G. Van Doorn	Honda	188 pts.
4. J. Whatley	Cagiva	179 pts.
5. J. Nilsson	Suzuki	164 pts.
6. J. Martens	Husqvarna	160 pts.

500cc class

11th round - Belgium - August 3

1st race

1. G. Jobe Kawasaki
2. E. Geboers Honda
3. A. Malherbe Honda
4. L. Persson Yamaha
5. D. Thorpe Honda

2nd race

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

12th round - Luxemburg - August 10

1st race

1. D. Thorpe Honda
2. A. Malherbe Honda
3. G. Jobe Kawasaki
4. H. Carlqvist Yamaha
5. E. Geboers Honda

2nd race

1. G. Jobe Kawasaki
2. A. Malherbe Honda
3. D. Thorpe Honda
4. K. Nicoll Kawasaki
5. C. Maddii Kawasaki

Final World Championship Positions

1. D. Thorpe	Honda	316 pts.
2. A. Malherbe	Honda	311 pts.
3. E. Geboers	Honda	299 pts.
4. G. Jobe	Kawasaki	296 pts.
5. K. Van Der Ven	KTM	211 pts.
6. L. Persson	Yamaha	202 pts.

A NEW TYPE OF WATER VEHICLE

WaveRunner / WaveJammer

Yamaha Motor has developed a new type of marine sports vehicle which will be released in two models, the WaveRunner (two-person) and the WaveJammer (one-person). The new product will be exported to the U.S.A. starting in January of next year, and will be released on the Japanese market at the same time. This new marine sports vehicle uses a small-sized engine to produce a water jet to drive the vehicle, which is controlled and steered by handlebar manipulation and shifting of the driver's body weight. The result is a new type of marine sports vehicle with unique handling qualities and an all-new riding feel.

In the development of this new water sports machine, Yamaha designers took into consideration the following new market needs with the aim of creating a product to give new life to the growing marine pleasure market:

- ① growth in the number of people turning to water sports, with the young generation as the main group,
- ② the growing need for marine leisure products for use in beach resort areas,
- ③ to provide a product which can be used as a simple and efficient vehicle for commercial and rescue uses in marine areas.

Yamaha plans to manufacture about 12,000 units in its first year of production with the U.S.A. as its primary target market. Plans also call for the distribution of about 500 units domestically.



CHARACTERISTICS OF YAMAHA WATER VEHICLE WAVERUNNER/WAVEJAMMER

- Engine
The Marine Vehicle's power unit is a 496cc, 2-stroke, 2-cylinder engine with an electric starter for sure and easy starting.
- Fuel tank
The WaveRunner features a 22 liter fuel tank and the WaveJammer a 13 liter tank. Both are equipped with a reserve cock to help avoid running out of fuel.

•Foot rubber
The wide-stance footrests are covered with a special non-slip foot rubber to ensure stable posture for sure and dynamic handling.

•Handlebar pad
A soft pad is fitted on the center portion of the handlebar.

•Throttle lever
The throttle lever on the right handlebar is designed to be operated by a finger action while gripping the handlebar.

•Emergency stop switch
Another feature is a stop switch used for stopping the engine. It also functions to stop the engine automatically should the driver fall off.

•Keel
A flat keel has no propellor or other protrusions on the bottom side.

•Floatless carburetor
Should the Water Vehicle capsize during use it is easily righted, and to ensure smooth restarting the engine is designed with a floatless carburetor.

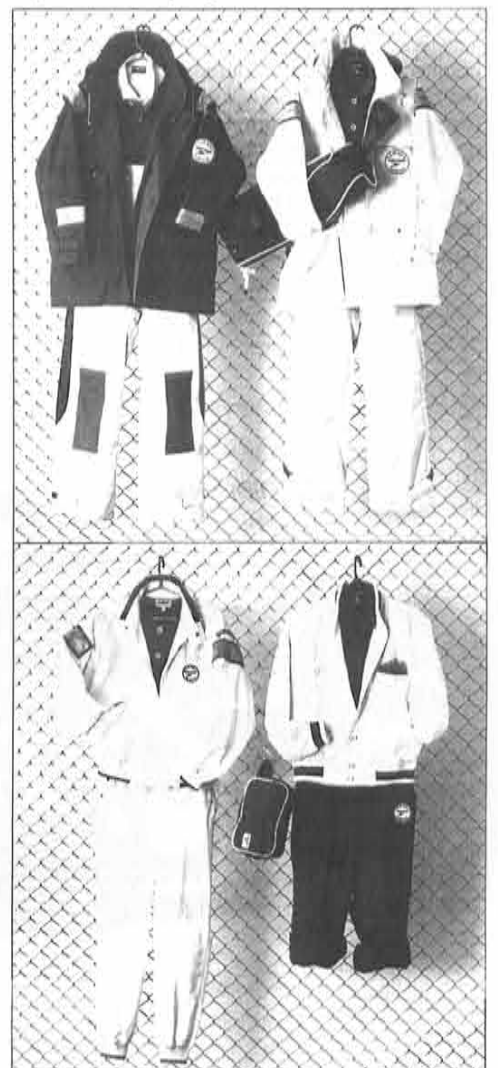
FOR THE JAPANESE MARKET

Sixty items developed for the "Yamaha Original Marine Wear" clothing line

In what constitutes a decisive step to establish itself in the marine wear market in Japan, Yamaha Motor has developed a line of 60 items for its new "Yamaha Original Marine Wear" clothing line, which will debut on the market in February of next year.

The new Yamaha marine wear line was designed with the aim of providing the kind of functional sportswear demanded for the ultimate enjoyment of marine sports. The line includes a wide variety of specialized wear in over 180 color variations, including a racing line which can meet the demands of tough off-shore yacht racing, a cruising line suited for the needs of cruise-fishing by powerboat, and a marine line which provides the perfect casual marine look for relaxing at the beach or marina.

Regarding product development Yamaha's designers used an original new cutting method called "Derma Cut" to achieve a strength capable of withstanding the stress of active marine sports with original materials outstanding for their water resistance (repellent) and comfort, and combined these functional qualities with handsome, high-sense styling.



FOR THE JAPANESE MARKET

Yamaha introduces its first sailboards: 6 models in 3 types

This November Yamaha will launch its first product on the rapidly growing sailboard market. This new product for the popular new sport of board-sailing includes six models covering the following three types.

- Course racing type : GP RACER 370

- All-round type : SUPER-S 370
MY EDDY 370
SUPER-S 330
MY EDDY 330
- Slalom racing type : GP RACER 290

Product qualities

•GP Racer models (super deluxe type)
A board designed to provide the ultimate in sailboard performance for the professional racer.

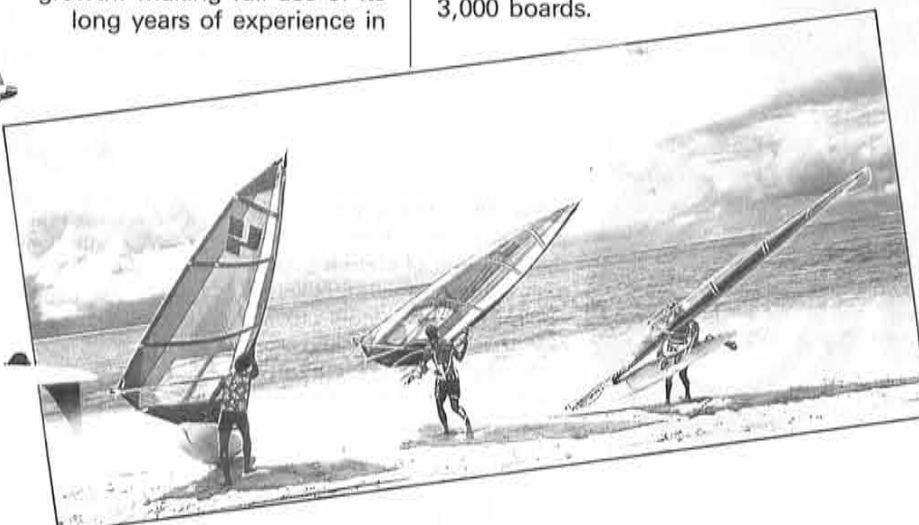
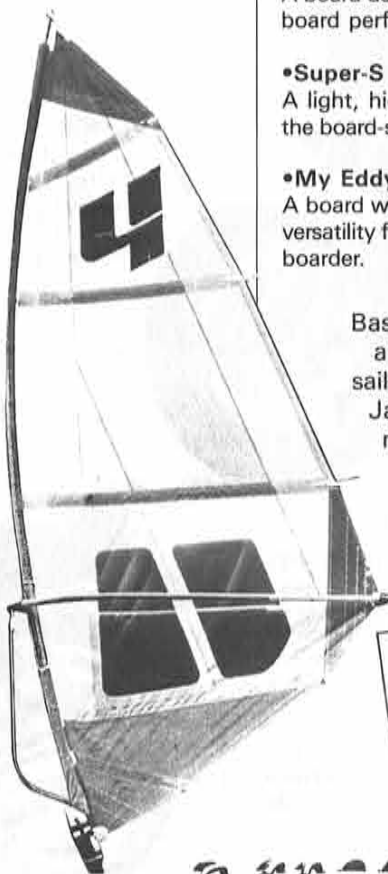
•Super-S models (deluxe type)
A light, high performance board designed for the board-sailing veteran (3-4 years experience).

•My Eddy models (popular type)
A board which combines ease of handling and versatility for the beginner and intermediate sailboarder.

Based on recognition of the strong and growing popularity of board-sailing among the young people of Japan, Yamaha has developed its new sailboards in anticipation of continued strong market growth. Making full use of its long years of experience in

marine goods development, manufacturing and sales, Yamaha has entered the Japanese sailboard market with the determination to make a contribution toward an even higher level of market growth. In this regard, Yamaha plans to promote sound sailboard sports by means of activities which include; ① holding of board-sailing schools around several large cities of Japan, ② holding of safety instruction campaigns; ③ holding of race events. As for the deluxe and popular models, major component parts will be manufactured in Europe using advanced production technology in accordance with Yamaha's design requirements. After they are imported, Yamaha will make detail modifications to them for use in the above two models. Regarding the super deluxe "course racing" and "slalom racing" models, to ensure the production of detailed and often custom specified parts necessary for high performance racing these models will be manufactured at Yamaha's own factory. The production goal for the first year is 3,000 boards.

Featuring a new emblem designed specifically for this product, in order to promote the sales of a complete set (board, sail and accessories) and enhance the Yamaha brand image.



1987 Yamaha European Models

The Genesis engine concept is that the truly quality machine should allow the rider to taste the pleasure of riding to the fullest, apart from its nominal performance data. While the race-oriented FZ750 was the first model to feature this concept, the new FZX750 embodies the same concept in its power cruiser design with specific emphasis being given to higher performance potential in the middle to high speed range.

FZX750 SPECIFICATIONS

•Engine type: 4-stroke, liquid-cooled, DOHC, 45° forward-inclined, 5 valves per cylinder, parallel 4-cylinder •Displacement: 749cc •Max. torque: 7.8kg·m/8,000rpm •Transmission: 6-speed, constant-mesh •Ignition: TCI •Dry weight: 204kg

FZX750

Another mode power cruiser



FZR1000

A top-flight Genesis model



The new FZR1000 comes out as a top-flight Genesis model which is sure to give another boost to the supersports market. The four-stroke 989cc engine adopts the same powerful, tractable liquid-cooled DOHC 20-valve, forward-inclined parallel-four Genesis engine concept as race-proven FZ750, but with improvements and modifications such as altered combustion chamber shape and narrowed valve angles necessary for its extra capacity and higher power output. This model's tubular aluminum frame is 4kg lighter, with increased rigidity, than that of the FZ750.

The FJ1200 comes with a new color scheme for '87, pointing up the high performance/luxury link. It's very fast, with superb handling characteristics but built to the highest standards of quality and comfort. It's still the "machine of the year" to many motorcycle lovers.

FJ1200 SPECIFICATIONS

•Engine type: 4-stroke, air-cooled, DOHC, forward-inclined, 4 valves per cylinder, parallel 4-cylinder •Displacement: 1188cc •Max. torque: 11kg·m/7,500rpm •Transmission: 5-speed, constant-mesh •Ignition: TCI •Dry weight: 236kg

FJ1200

A new color scheme



Improved aerodynamics

FZ750

For '87 the FZ750 features a full fairing as standard equipment for improved aerodynamic characteristics. A new 4-into-1 exhaust system is the only external evidence of engine improvements but a number of internal modifications including the adoption of shorter piston pins, lighter pistons and thinner rings, have made this proven Genesis engine lighter and even more responsive to the throttle especially for increased high-speed performance.

FZ750 SPECIFICATIONS

•Engine type: 4-stroke, liquid-cooled, DOHC, 45° forward-inclined, 5 valves per cylinder, parallel 4-cylinder •Displacement: 749cc •Max. Torque: 8.0kg·m/8,250rpm •Transmission: 6-speed, constant-mesh •Ignition: Digital TCI •Dry weight: 205kg •Brakes: (front/rear): Dual solid drilled discs (caliper type: opposed piston)/single ventilated disc (caliper type: opposed piston)

While its 891cc DOHC engine remains unchanged, the XJ900F has been updated for '87 by simplifying some functions, improving fuel efficiency by some 10% and above all retaining the value-for-money advantage.

XJ900F
•Engine type: 4-stroke, DOHC, forward-inclined, 4 valves per cylinder •Displacement: 891cc •Max. torque: 8.3kg·m/7,500rpm •Transmission: 5-speed, constant-mesh •Ignition: TCI •Dry weight: 205kg •Brakes: (front/rear): Dual solid drilled discs (caliper type: opposed piston)/single ventilated disc (caliper type: opposed piston)

XJ900F

A steady, popular seller



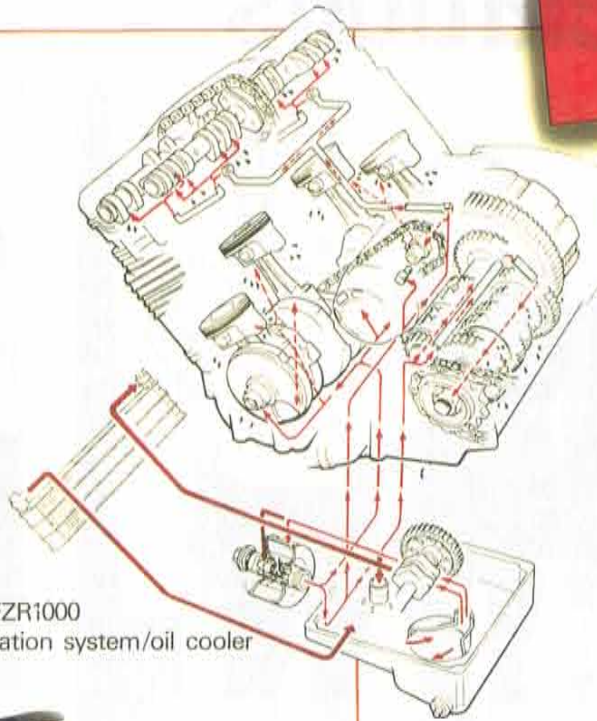
el Line-up

Freedom Machines!

Very few things can give as much freedom of expression as a motorcycle.



FZR1000
Lubrication system/oil cooler



Production bike racing is rapidly growing in popularity among Japanese riders. The TZR250 is a high-tech two-stroke twin sports that was introduced late last year in Japan as a road replica of the GP-winning works racer to cater to the ardent enthusiasm of these riders. Representing a new design departure even from the world-renowned RD predecessors, the TZR250 is destined to create a sensation among European race lovers as well.

TZR250 SPECIFICATIONS

- Engine type: 2-stroke, liquid-cooled, forward-inclined parallel twin, crankcase-reed valve torque induction, with YPVS
- Displacement: 249cc
- Max. torque: 3.6kg·m/9,750rpm
- Transmission: 6-speed, constant-mesh
- Ignition: CDI
- Dry weight: 128kg
- Brakes (front/rear): Single floating drilled disc (caliper type: 4-pot opposed piston)/single solid drilled disc (caliper type: opposed piston)



An ultimate two-stroke sports

TZR250

FZR1000 SPECIFICATIONS

- Engine type: 4-stroke, liquid-cooled, DOHC, 45° forward-inclined, 5 valves per cylinder, parallel 4-cylinder
- Displacement: 989cc
- Max. torque: 10.4kg·m/8,500rpm
- Transmission: 5-speed, constant-mesh
- Ignition: Digital TCI
- Dry weight: 204kg
- Tyres (front/rear): Pirelli MP7S tubeless radial type
- Brakes (front/rear): Dual floating discs (caliper type: 4-pot opposed piston)/single solid disc (caliper type: opposed piston)

YZ Series SPECIFICATIONS

- Engine type: 4-stroke, air-cooled, forward-inclined, 2 valves per cylinder, parallel 4-cylinder
- Displacement: 891cc
- Max. torque: 7,000rpm
- Transmission: constant-mesh
- Ignition: CDI
- Dry weight: 218kg
- Tyres (front/rear): Pirelli Phantom
- Brakes (front/rear): Dual, solid drilled discs (caliper type: opposed piston)/single solid disc (caliper type: opposed piston)



YZ Series

Higher performance potential

The race-proven YZ series models, the YZ80, the YZ125, the YZ250 and the YZ490, feature a number of detail improvements or modifications such as altered port timing and changed suspension settings aimed at higher overall performance potential. In addition, the new-design Variable Damper front forks are shared by the YZ125 and the YZ250, the '86 version of which was ridden by Jacky Vimond for world championship

victory, as well as the YZ490.

YZ250 SPECIFICATIONS

- Engine type: 2-stroke, liquid-cooled, piston-reed valve, single cylinder
- Displacement: 246cc
- Lubrication: Pre-mix
- Max torque: 4.35kg·m/7,500rpm
- Transmission: 5-speed
- Ignition: CDI
- Dry weight: 97.5kg
- Fuel tank capacity: 8.0 liters
- Tyres (front/rear): 80/100-21 / 110/100-18
- Brakes (front/rear): Hydraulic single disc/mechanical drum

The new Mint, a comfortable to ride, easy to operate and economical scooter which has been developed specifically for the youngsters, features a peppy 2-stroke single cylinder engine, an electric starter and centrifugal clutch coupled to a single-speed transmission.

The capacitor discharge ignition (CDI) is virtually maintenance free.

MINT SPECIFICATIONS

- Engine type: 2-stroke, air-cooled forward-inclined single cylinder
- Displacement: 49cc
- Max. torque: 0.49kg·m/4000rpm
- Ignition: CDI
- Dry weight: 52kg

Mint A big-hit scooter among the young



*Specifications and appearance of each Yamaha motorcycle shown here may vary according to requirements and conditions, and are subject to change without notice.

Helping promote goodwill relations **JAPAN**



From left to right: Mr. Jiang Da Wei, Mr. Eguchi, President, Mr. Guan Dong Sheng and Mr. Komiya, Managing Director.

You may remember from our '86 issue No.3 of Yamaha News a story about the opening of the new Yamaha Beijing Office in China last March 1st. Well, recently, Yamaha had the opportunity to invite two artists who participated in that opening, Mr. Jiang Da Wei and Mr. Guan Dong Sheng, to its home office in Iwata. Mr. Jiang Da Wei (39) is the most celebrated of China's young singers and director of the most prestigious among China's numerous song and dance ensembles, the Central National Song and Dance Ensemble. In contrast, Mr. Guan Dong Sheng (37) is a rising young calligrapher who is an active member of the Chinese Calligrapher Association. He re-

cently won wide acclaim in China with his calligraphic renderings of the saying of Premier Zhou En-Lai and General Secretary Hu Yao Bang. In addition, his renderings are presented to foreign VIP's as national gifts. These two artists were part of a recent cultural friendship program which toured Japan giving performances and exhibition in Tokyo and Shizuoka, and appearing on TV shows for the furtherance of Japan-China goodwill relations. They also took time from their busy schedule for a tour of Yamaha's home factory for the purpose of renewing their friendship with Yamaha people.



U.S.A.

Outboard Manufacturer of the Year

Yamaha was recently awarded the coveted title of "Outboard Manufacturer of the Year" by the Caesars Marine Academy of the U.S.A. The Caesars Marine Academy Awards were originated in 1971 by Mr. Rickey Demontrond, publisher of "Vapor Trail Boating News" and International Yachting and Cruiser", for the purpose of recognizing people making outstanding contributions to the development of the marine industry in America. This photo from this year's 14th annual awards ceremony, shows Mr. Yasukawa (Sanshin Industries Co., Ltd.) and Mr. H. Hambergar (Yamaha Motor Corporation USA) holding their award plaque.

NEWS FROM

Rigorous testing in the Antarctic

Yamaha Motor do Brasil recently sent its domestically produced DT180 to the Antarctic region for durability testing. This year marked the fourth holding of the Antarctic scientific testing, the purpose of which is to check the quality of a wide range of products manufactured from Brazilian materials. Seeing that the DT180 is presently sold with a one-year product warranty, and wishing to improve its quality and performance, YMDB was very interested to test the model, which uses parts produced by over 200 Brazilian companies, in the severest of environments. This is why YMDB decided to participate in this test for the first time this year.



Special adjustments were made to the carburetor and oil system to prevent freezing on two DT180's and they were sent to An-

tartic last February. From then on, they were used everyday, being left out in -30°C temperature. Laboratory tests at the end of the test period showed they used more 110 octane gasoline than average, but the engine function was excellent and starting was perfectly acceptable. Regarding the electrical section, while the outside cover of the wire harness showed considerable deterioration, there was absolutely no problem with the battery charge. Also, there was no problem with the tires or suspension, and the suspension oil suffered no loss of viscosity. Except for some problem areas, such as locking of the throttle valve and acceleration wire and a complete loss of flexibility in plastic and rubber parts due to the extremely low temperatures, the overall results of the test were extremely positive. Thanks to the cooperation of the scientists involved in this test, YMDB recognized anew that quality should be their number one priority, and has re-dedicated themselves to the further improvement of their quality standards.

"Fishery Journal" Composite is published

In 1977, Yamaha began issuance of its "Fishery Journal", a promotional publication dealing with the theme of development of coastal fishery. Distributed regularly to government agencies, international associations, universities, research centers and fishery authorities the world over, "Fishery Journal" reached completion with its 27th edition published in June of this year. We are pleased to announce that as a result of the excellent response this publication has received from all corners of the world, we have decided to publish all 27 issues as one composite book, entitled "Yamaha Fishery Journal Composite". Focusing on the two main subjects of fish species and fishing methods, the journal is full of basic knowledge and information related to the operation of small-scale coastal fishery. The book is now available for US\$35.00 per copy including sea mail postage. Interested parties please write to the Public Relations Division of Yamaha Motor Company.



Thanks for all your letters. We're receiving wonderful letters with interesting topics for Yamaha News from all over the world and every letter we get helps us bring you a more informative and more useful Yamaha News. So, please keep the letters coming.

Marketing Discussions

PANAMA

— The First Central American Outboard Importers Meeting



The Central American Market, which has been showing a lively growth in outboard motor sales since 1985, has responded to this upturn by holding its first joint importers meeting. Held in Panama over a three-day period from July 3rd-5th, this meeting was attended

by representatives of Central American importers from Guatemala to Panama, with special representatives from Mexico, Colombia and Venezuela also attending in an advisory capacity. At the meeting, discussions were held on the subject of future mar-

keting strategy for Yamaha outboards in Central America. One immediate outcome of the meeting was a consensus to hold a technical service school in Guatemala for the first time in October of this year.

The first outboard importers meeting for the South Pacific

The city of Suva in Fiji was the site of the South Pacific's first outboard importers meeting, held over a four-day period beginning on June 17th.

Having the main goals of establishing cooperative ties and exchanging market information between importers, this meeting was attended by representatives of seven companies from Fiji, Kiribati, New Caledonia, Papua New Guinea, Tonga, Truck and Vanuatu. From the second day on, the meeting itinerary included an introduction and test drives of the F9.9 (outboard), ME-125 (marine diesel engine) and other products, and, at the same time, a service school was held for the technical training of the various companies' sales managers and service managers.



Bangladesh and Yamaha celebrate a 10-year relationship

JAPAN

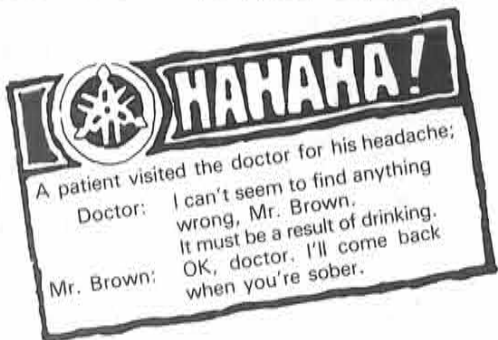
It was in December of 1975 that YMC signed an importer contract and a technical assistance agreement with Karnaphuli Industries Ltd. of Bangladesh, and approximately 8000 motorcycles of the YB100/80/50 were exported in 1985.

September first of this year a party was held at the Iwata Grand Hotel to celebrate the 10th anniversary of this relationship.

Mr. Hedayet H. Chowdhury, Chairman of Karnaphuli Ind., and YMC's President Eguchi were among the dignitaries present as the two companies expressed their hopes for continued cooperation and mutual prosperity.

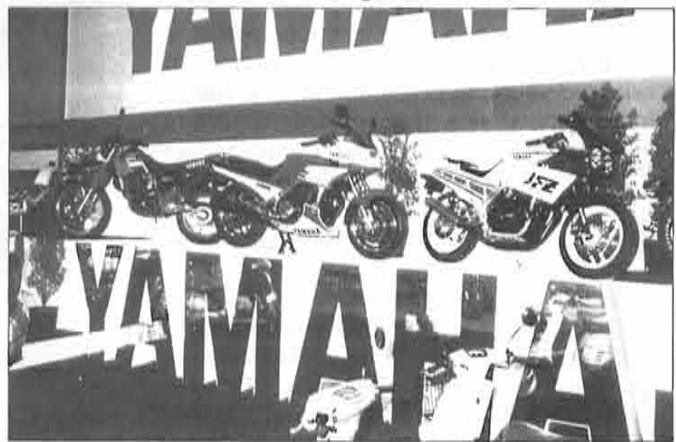


From right; Mr. Alope Kumar Kar, Mr. Nurul Mustafa, Manager of Karnaphuli, Mr. Hedayet H. Chowdhury, Chairman, President Eguchi, Mr. Sadeque H. Chowdhury, Executive Director and Mr. Hla Sein, Assistant Engineer.



NEW ZEALAND Moller Yamaha in two big trade shows

This year's New Zealand Motor Show, held from July 16 to the 20th in Auckland, was a very successful and very professionally produced show rivalling much larger shows such as Tokyo. The show enjoyed a fine turnout of avid motor fans who showed a great interest in the Yamaha products displayed at the Moller Yamaha stand. A month earlier Moller Yamaha had also successfully exhibited their ATVs at a large agricultural show which is held in Hamilton, New Zealand, each year. In spite of reduced attendance this year, reflecting a recent serious downturn in the nation's farming industry, Moller Yamaha's dealers were still able to make a substantial number of sales through the show.



New Zealand Motor Show in Auckland



The agricultural show in Hamilton

JAPAN Yamaha engineers take to the sky



On August 2nd the "Bird-man Rally" for amateurs was held in which two human-propelled aircraft designed by a team of 14 Yamaha engineers who call themselves "Team Aeroscepsy" finished first and second. This contest, held this year for the tenth time, is sponsored by a nationwide television network and is open to any individual,

school or company team which wishes to enter. This year saw the entries of about 80 aircraft from all parts of Japan. The two Yamaha entries were named the "Gokuraku Tombo (Happy Dragonfly)" (piloted by N. Tanaka) and the "Seagull" (piloted by M. Suzuki). Representing four years of research and development on the

part of "Team Aeroscepsy", the former was designed as a high-speed type human-propelled aircraft with a rear stabilizer assembly which enables it to perform well in strong wind conditions, while the latter featured a low-speed design with a forward stabilizer for superior performance in light wind conditions. In the actual competition it was the "Happy Dragonfly" that took first place by flying 512 meters to beat the previous record by a full 290 meters. Strong competition was expected from the Toyota Team, but a crash on the take-off ramp ended their hopes and it was the "Seagull" that took second with a flight of 286 meters, giving Yamaha a one-two finish. Third place went to the team from All Nippon Airways. The long and beautiful flight of the "Happy Dragonfly" turned out to be the highlight of the two-hour television broadcast for the nationwide audience.

The long-awaited Brazilian-made RD350

Brazilian journalists and Yamaha dealers were deeply impressed by the first Brazilian-made RD350 that was unveiled by Yamaha Motor do Brasil during the meeting held from August 28th to the 29th.

The Brazilian-made RD350 had long been awaited by all people concerned since the domestic production project was announced during the '84 First Two Wheels Fair, thus receiving tremendous responses from both journalists and dealers.

Cooperating with the national policy

Back in 1975, Yamaha Motor do Brasil was officially opened as the pioneer of the Brazilian motorcycle industry. Since then, through more than ten years of aggressive participation in technical and sportive fields the company has made great contributions to the enhancement of Yamaha brand reputation in Brazil.

Until now the company has launched more than 20 Yamaha models on the market. As mentioned above, the RD350 domestic production project was already announced in 1984. Although the company made applications to the government for the construction of a new plant in the Free Zone of Manaus, general economic recession prevented the smooth progress of this project.

In the course of time, however, the government decided to direct greater efforts toward developing this vast zone into a modern industrial district with Manaus being its center.

Authorized by the government, in October of last year the company established a new



Buzzing with excitement over the new RD350.

plant in Manaus as the second of its own in Brazil, with the foundation of a new joint venture named Yamaha Motor da Amazonia Ltda, under a capital tie-up with Yamaha Motor, Importadora TV Lar Ltda and other local partners. At the beginning of this year all the assembly lines were moved from Guarulhos City in São Paulo State to Manaus, with the Guarulhos plant keeping the production of motorcycle parts for Yamaha and other companies.

An unforgettable show for journalists

At last, on August 28, the first Brazilian-made Yamaha RD350 featuring a domestic manufacturing rate of 70% was unveiled in the presence of 140 journalists specialized in sports, vehicles or economical affairs, from 25 states of Brazil. For these journalists it turned out to be an unforgettable show.

The new RD350 was greeted with thunders of applause from the whole audience when



it put its appearance on the stage of the auditorium of the Mount Lebanon Club in São Paulo. During a lunch party given after the show, Mr. Hiroshi Tanaka, President of YMDB and Mr. Hiroshi Ukon, Commercial Director, gave an explanation of the technical features and strategic positioning of this model. On the afternoon of the same day the new model was test-ridden by them on the campus of the São Paulo University under the instruction of the service team led by Mr. Mitsuaki Kimura. This model's popularity was reflected in a lot of praise comments appearing in specialized magazines like "Duas Rodas", "Motoshow" and "Motosport" published one after another after the party.

Assurance of good future business for dealers

On August 29th about 400 Yamaha dealers got together at the same place. After new RD350 introduction and movie/audio-visual presentation of the market potential and sales strategies, Mr. Isao Komiya, Managing Director of Yamaha Motor and Mr. Hiroshi Tanaka, made their speeches, emphasizing that efforts should be joined for another leap forward in this promising market.

All in all, the new RD350 enjoyed very favorable responses from both the journalist and the dealers. This indicates that the new RD350 will be a big-hit model, assuring the dealers of good future business.

RD Cup Race

Popularity grows on a worldwide scale

Already enjoying solid popularity in Europe as a stepping stone for talented young riders seeking racing careers, the RD Cup Race series is now finding new followings in North and South America. In North America the race series has found a new home in Canada and in South America it is Brazil that is holding RD Cup Races.

This year Spain has also followed suit the outline of which will be introduced in our next issue.

The RD races began in 1981 as a program forwarded mainly by Yamaha Motor (E) NV with the cooperation of each country's importers for the promotion of sound motorcycle sports, and soon gained a strong following not only among race-oriented young riders, but among motor journalists, as well. Its popularity sprung from the fact that it allowed riders to test their racing skills without the influence of machine or economic advantages on identically tuned RD350 machines lent by the sponsors.

Beginning in West Germany, Great Britain and France, the participating nations grew to include Holland, Italy, Switzerland, Belgium, Austria, Denmark, Finland, Sweden, Australia and New Zealand, and finally this year Spain, Canada and Brazil have joined the ranks of RD Cup Race sites.

Belvedere/Yamaha RZ(RD) Cup Series in Canada

The Canadian RZ(RD) Cup Race series originated as a result of a call from the now-40-year-old Canadian Motorcycle Association to its affiliates to seek interesting new ways to further their sport in this memorable year. As a result, a decision was made to hold a six-race seasonal series with the cooperation of the Atlantic Motorcycle Competition Riders Association.



The first round of the Belvedere/Yamaha RZ(RD) Cup Series was held on May 25th. A highly successful race event resulted, as 16 accomplished riders, nominated from the ranks of expert class riders and novice class riders who had proved themselves over the past few seasons, provided exciting competition.

Yamaha Motor Canada provided 16 brand-new 1986 Yamaha RZ(RD) 350s for the competition. The race tuning of these machines during the course of the season became the responsibility of the participating local Yamaha dealers.

The series sponsors included: Belvedere, Pirelli Tires, AGV Helmets, NGK Spark Plugs, Treen Leathers, ESSO, Yamalube, Pinos Restaurant, Maritime Graphic Arts,

ies and further co-sponsors in Shell, NGK, Pirelli and Radio Cidade. The first round of the 5-race series was held in Rio de Janeiro on June 15th.

Despite conflicts from an F1 race and a World Cup Soccer broadcast scheduled for the same day, the sponsors were delighted to receive 56 applications from participants, from which 30 riders were chosen.

The races that resulted were full of stirring competition and close finishes. Only two minor crashes occurred, with no injuries and little material loss.

The RD "Copa" has a complete press service with supporting broadcasts from radio and TV. A 20,000 copy newsletter is also published about the "Copa" for distribution at major circuit events and mailing to dealers, customers, suppliers and the press.

Atlantic News, ASN-ATV, and Cycle Canada.

Copa Marlboro Yamaha RD350 in Brazil

Meanwhile in Brazil, Yamaha Motor do Brasil signed a contract with Marlboro for the sponsorship of an RD Cup Race ser-



(Photos by Roberto Agresti)