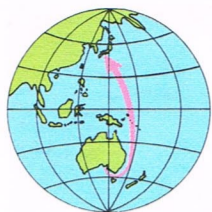


# YAMAHA MOTOR NEWS 1987 No.3



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## Yamaha Osaka Cup Starts



*The world's first longitudinal cross-Pacific yacht race*

It is 10:00 a.m., March 21, in Victoria, Australia's Port Phillip Bay. In a southwest wind, over 60 yachts, jockey for position near the start line, waiting as the seconds tick off. Then, as if moved by an unspoken command, all at once sails are drawn trim and bows are turned to the starting line. The gun sounds, the starting flag drops and the long-awaited Yamaha Osaka Cup race is under way.

In spite of the cloudy weather and occasional rain, about 3,000 spectators are gathered on the station pier. 30 press helicopters hover in the sky and over 300 boats have turned out to see the start. It is a grand farewell for the brave sailors leaving beautiful Melbourne behind as they head for the open sea and Osaka more than a month's journey to the north.

Of the 90 entries received last year, 64 yachts made up the fleet that actually left Melbourne. It was a diverse international field including 27 Australian yachts, 17 Japanese, 12 from New Zealand, 4 yachts all the way from France, 2 from America and 1 each from Denmark and Holland.

As far as the class breakdown goes, the Division A Racing class will include 18 yachts and Division B Racing class will have 19, while the Cruising Division will be contested by 27 yachts.

Among the entries participating in the first edition of this race, four are Yamaha yachts; OYDON (Yamaha C35CR), S & B Fresh O<sub>2</sub> (Y-35CS), Tsubakuro (Y-R34) and Heart of Glico (Y-R38).

As we have mentioned in several past issues, the Yamaha Osaka Cup Melbourne/Osaka Double-handed Yacht Race '87 is the first international ocean yacht race to transverse the Pacific from the Southern to the Northern Hemisphere.

We hope to see all the adventurous sailors in this commemorative race re-united again in a month or so from now at Osaka.



### '87 WORLD CHAMPIONSHIP ROAD RACING SERIES OPENER

## Mamola wins big on his Yamaha YZR



R. Mamola



Kenny Roberts (3rd from left) at the post-race press conference with his Lucky Strike-Roberts team riders and campaign girls.

The '87 World Championship Motorcycle Racing Series got off to a roaring start at the first round, the Japan GP (500cc and 250cc), held at the Suzuka International Circuit in Mie Prefecture on March 29, with the 500cc race going to Team Lucky Strike-Roberts rider, Randy Mamola, and his Yamaha YZR500 in a run-away victory. Being the first World GP race to be held in Japan in 20 years, 98,000 fans turned out in spite of the rainy weather to watch Mamola take the lead from the first lap and run away from the competition on a fine display of wet-track riding, Mamola completed the 22 laps of the 5,912Km course in 57 minutes 22.889 seconds, a full 42 seconds ahead of 2nd place W.

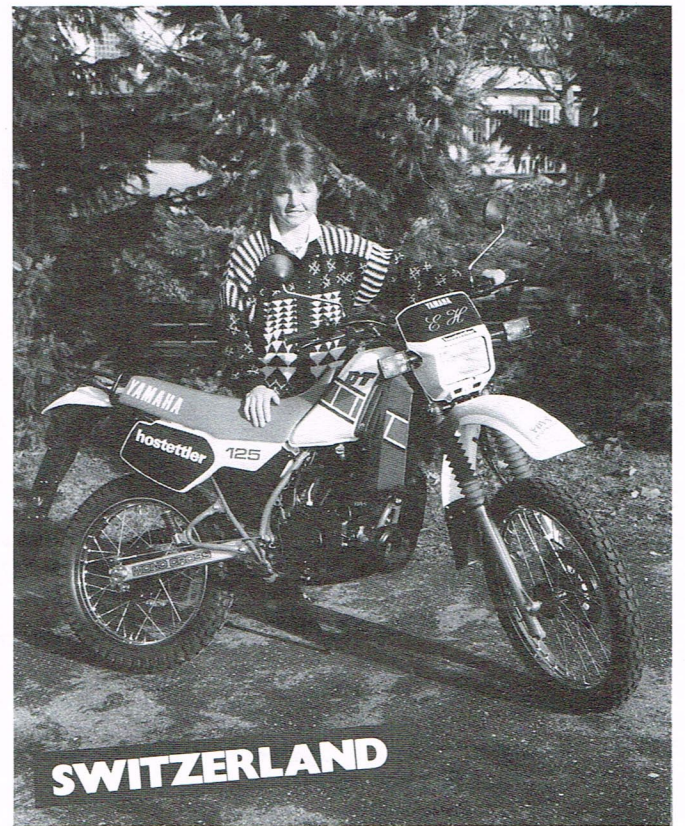
Gardner (Honda) with 3rd place T. Ito (Suzuki) 9 more seconds astern. Tadahiko Taira of Japan, competing for the first time in the 500cc World GP on a YZR500 finished respectable 6th, while reigning 500cc World Champion, Eddie Lawson, was unfortunately forced to retire. Mamola's teammate, Mike Baldwin had a firm hold on second place until crashing just 4 laps from the finish. This victory gives Mamola a head-start in this year's Championship series with 15 points. Present 250cc World Champion, Venemotos Yamaha's Carlos Lavado was unable to participate in this race because of a bone fracture. (See details on page 7)

# Yamaha Motor España S.A., established in Spain

**JAPAN**

In 1981 Yamaha joined in a joint venture with one of Spain's leading banking companies, BANESTO, (Banco Español de Crédito) to form a new company to engage in both the import sales and domestic production of Yamaha motorcycles in Spain. For the past five years, this company, SEMSA has developed its production capacity at its factory in the suburb of Barcelona, supplying motorcycles not only to the Spanish market but also exporting to the countries of

Western Europe. Now, for the purpose of expanding Yamaha's production base in Europe, an agreement has been reached under which Yamaha will become sole owner of the company. To achieve this, YMC's subsidiary in Europe, Yamaha Motor Europe N.V. purchased the remainders of SEMSA's stock, and in March of this year the new company, Yamaha Motor España S.A. made a new start as a 100% Yamaha Motor group subsidiary company.



**SWITZERLAND**

Erika Hess with her DT125LC supplied by Swiss Yamaha importer, Hostettler AG

## YMMC (Yamaha Motor Manufacturing Corporation of America) holds a ground-breaking ceremony

**Factory to begin operation in June of '88**

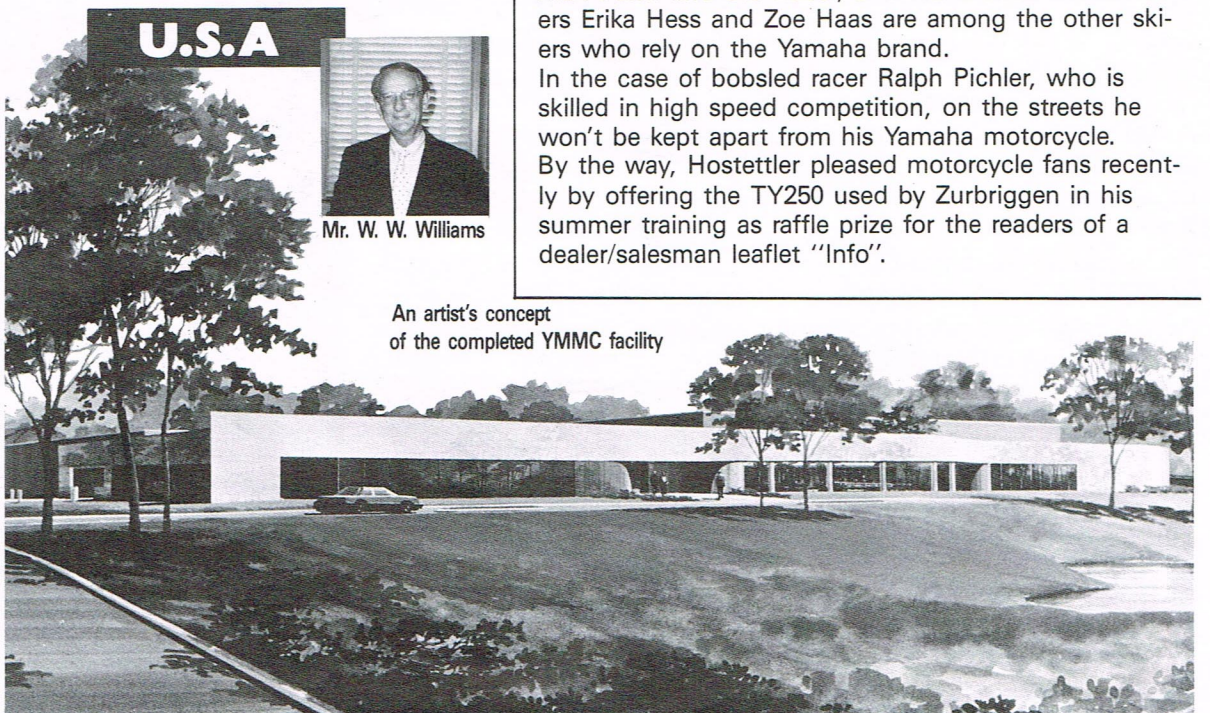
On January 22, Yamaha Motor Manufacturing Corp. of America (YMMA) held a ground breaking ceremony for the beginning of construction on its factory in a suburb of Atlanta, Georgia. YMMC was established by YMC last fall. The new company has purchased a roughly one million square meter plot on which to build a 40,000 square meter factory, storage and office buildings. Plans call for the new factory to begin operation in June of next year, with golfcars and water vehicles as its initial products. A fresh layer of snow covered the site as Georgia's Governor Mr. J. F. Harris, representatives from the construction companies and other related business, totaling 250 guests, gathered for the ground-breaking ceremony. The local

community in Atlanta also seems to be very excited about the positive effects the new factory will bring to the area. Local banker and civic leader, Mr. W. W. Williams made the comment that this strong investment by Yamaha is sure to make a big contribution toward the development of industry in the Atlanta area.

**U.S.A**



Mr. W. W. Williams



An artist's concept of the completed YMMC facility



YMC's Managing Director Mr. T. Shuin, addresses guests at the ground-breaking ceremony

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

So, please keep the letters coming.

## Beginning the import sale of super-large pleasure boats

In answer to the growing demand for more individualized, more extravagant boats in the super-large sized pleasure boat market, YMC has decided to undertake the import sales of boats of

this class. Partly in answer to the Japanese Government's call on exporting companies to help relieve the present trade imbalance by increasing import activities, Yamaha signed a

contract with the American manufacturer of super-large luxury boats, Bertram Trojan in April of last year to become sales representative in Japan. This contract was then followed by similar agreements with the American maker, Thunderbird and the French maker, Jeanneau.

The boats being imported for release on the Japanese market beginning in February include 5 types of boats in 8 model variations from Trojan, 2 types in 5 models from Thunderbird, and from Jeanneau, the Jeanneau 34 and Jeanneau 38.



**JAPAN**

# Running free and safe in Snowmobile Lands

JAPAN



In Japan snowmobiling is gaining attention as a new kind of leisure sport for the winter months. But, there are several conditions that are necessary for the safe and carefree enjoyment of snowmobiles. Thinking about the problems involved in snowmobile sports, Hokkaido Yamaha Co., Ltd. came up with the idea of creating "Snowmobile Lands" that would provide;

- A safe place for customers to enjoy their snowmobiles
- A place that could help introduce more people to the joys of snowmobiling
- A place to offer owners instruction in the use of snowmobiles

But, for such a plan to be successful, the first requirement would be an extensive plot of land, large scale facilities and high budget. So, a plan was drawn up. One that would

bring new business to small Hokkaido towns that would otherwise be completely closed off by the winter snows.

The plan was taken first to the local government for approval and cooperation. Then a number of companies were gathered to form a joint venture company, which established the first Snowmobile Land in the town of Otaru in Japan's

northern island, Hokkaido, at the end of 1985. Since then, similar Snowmobile Lands have been established at Lake Saroma and Shibetsu. Where once some people used to speak of the snowmobile as a distracting presence in the winter landscape, the creation of these safe facilities has met with appreciation from the local communities and sports lovers far and wide.

# '87 Service Managers Meeting held

JAPAN

A Service Managers Meeting was held recently at the Head Office of YMC for the purpose of drawing up plans for '87 service activities in the various markets of Southeast Asia. From February 4 to 12, seven Service Managers representing Yamaha distributors in Taiwan, Thailand, the Philippines, Singapore and India gathered for the meetings organized by the

Overseas Service Department, and seminars on the various aspects of a service program. Their schedule also included meetings with President Eguchi, other top executives and people of related sections, an inspection tour of the Hamakita factory and a study tour of the Service Center at Yamaha Tokyo Co., Ltd., all of which helped in the planning of a higher level service program for the coming year.



Participants pose with their certificates of seminar completion



Planning service activities for the coming year

# Kenny's promise; "100% in every race"

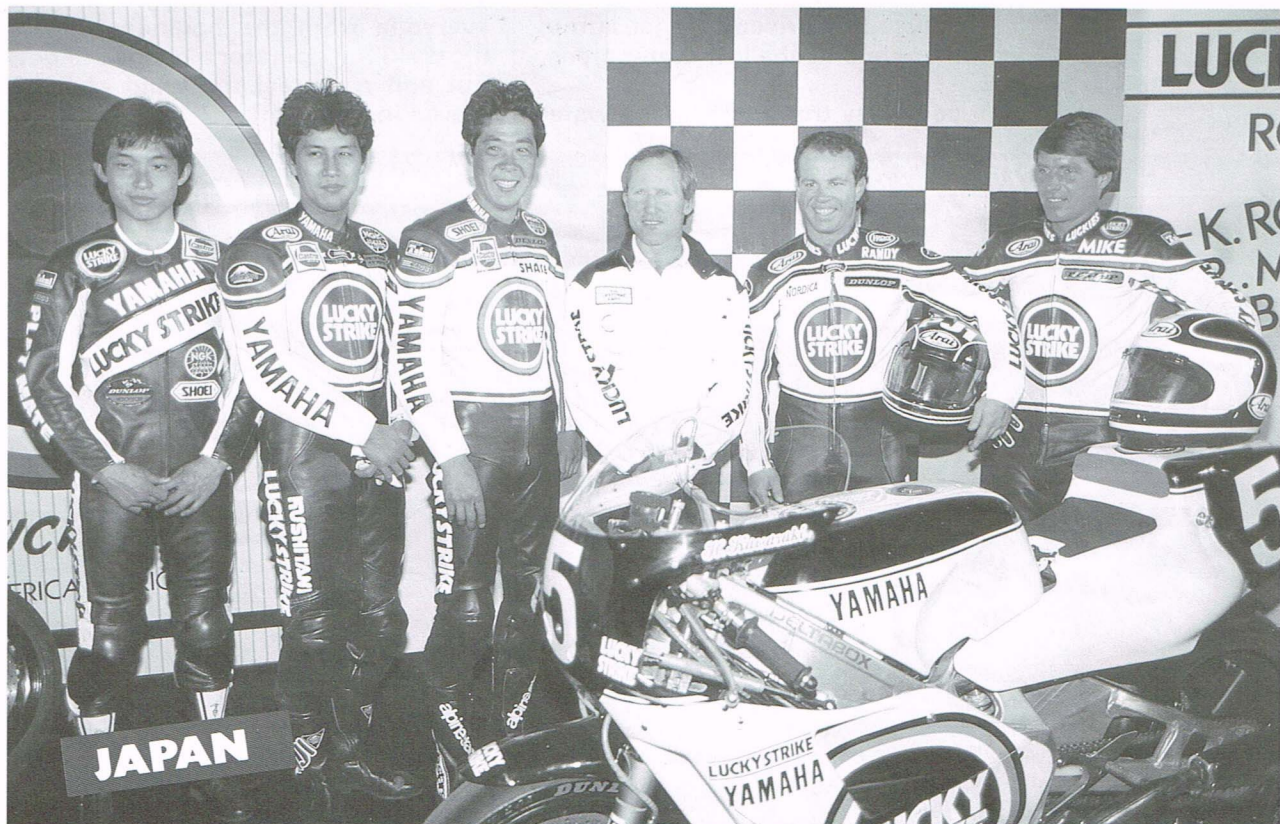
In March 4 at the Capital Tokyu Hotel in Tokyo, a press conference was held to announce the composition and race plans for this season's Lucky Strike Teams. As it did

in last year's highly successful season, Team Lucky Strike-Roberts will field top riders R. Mamola and M. Baldwin in the World GP and other events on the Yamaha YZR500s. And, in Japan, for the first time this year a new "Team

Lucky Strike Yamaha" will compete in the Japanese Championship Series with riders H. Kawasaki and S. Katayama (500cc class) and M. Ohta (250cc class). At the press conference, Team Lucky Strike Roberts' team owner, Kenny

Roberts, got up to make the following statement; "I just want to say that this year we will make a maximum effort; 100% in every race". The conference ended with an interesting announcement that says a great deal about the popularity of Yamaha bikes in Japan. The lottery for 10 Yamaha TZR250s that was announced at last year's Lucky Strike press conference, drew an amazing 1.4 million applications from Japanese motorcycle fans!

From left; M. Ohta, S. Katayama, H. Kawasaki, K. Roberts, R. Mamola and M. Baldwin



THAILAND

# Donation for a hospital

Recently, Siam Yamaha presented three motorcycles to the Commander in Chief of Metropolitan Police, Lieutenant General Samnao Vitisvorakarn, by Siam Yamaha's president, Kasem Narongdej. Another major donation consisting of 100,000 Baht (US\$ 3,800 approx.) was made by the General Manager of Plant I, Mr. Viriya Semangern and the General Manager of Plant II, Mr. Deng Chiarakul, (as shown in the photo) to Prime Minister, General Prem Tinnasulanan, for the construction of a clinical laboratory at the Samutprakarn Hospital in Samutprakarn Province where the Siam Yamaha plants are located.



Here are some ways Yamaha Motor is expanding its corporate activities

# New fun and new excitement for the beach

## Yamaha water vehicles - WaveRunner/WaveJammer



**S**ince their introduction last September, the new Yamaha water vehicles, WaveRunner (two persons) and WaveJammer (one person), have been drawing a lot of attention in Marine sports markets around the world. These new vehicles, designed to meet the growing wave of diversification in marine sports can be enjoyed in almost the same way as a motorcycle. Although these models were originally intended only for the Japanese and U.S. markets, there has been such a rush of interest from all parts of the world that the number of export markets is sure to increase in the near future. It is also interesting to see requests coming in from motorcycle shop owners, as well, who are interested in displaying the water vehicles in their shops.

The water vehicle features a powerful, lightweight and compact 2-stroke twin 496cc, 32hp jet type engine. Water is taken in at the front and shot out of the rear of the jet to propel it through the water.

### Introducing new models to the lively marine sports market

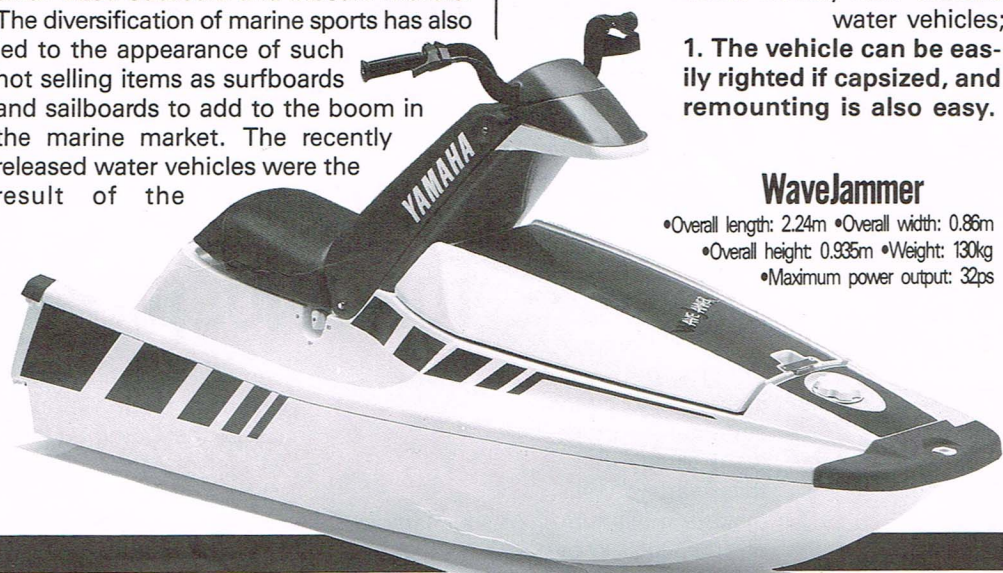
In recent years there has been startling progress in the development of boat, especially in the area of small boats. There are two main reasons for this trend. One reason is the introduction of FRP technology in the boat industry, which enables the construction of stronger, lighter, and more beautifully shaped boat hulls. The other reason lies in the advances in small sized outboard and inboard motors. The diversification of marine sports has also led to the appearance of such hot selling items as surfboards and sailboards to add to the boom in the marine market. The recently released water vehicles were the result of the

Yamaha Marine Division's long research efforts aimed at giving another boost to this growing market with a safer, more enjoyable and more dynamically mobile vehicle for water sports.

### A machine that lets you feel the sea

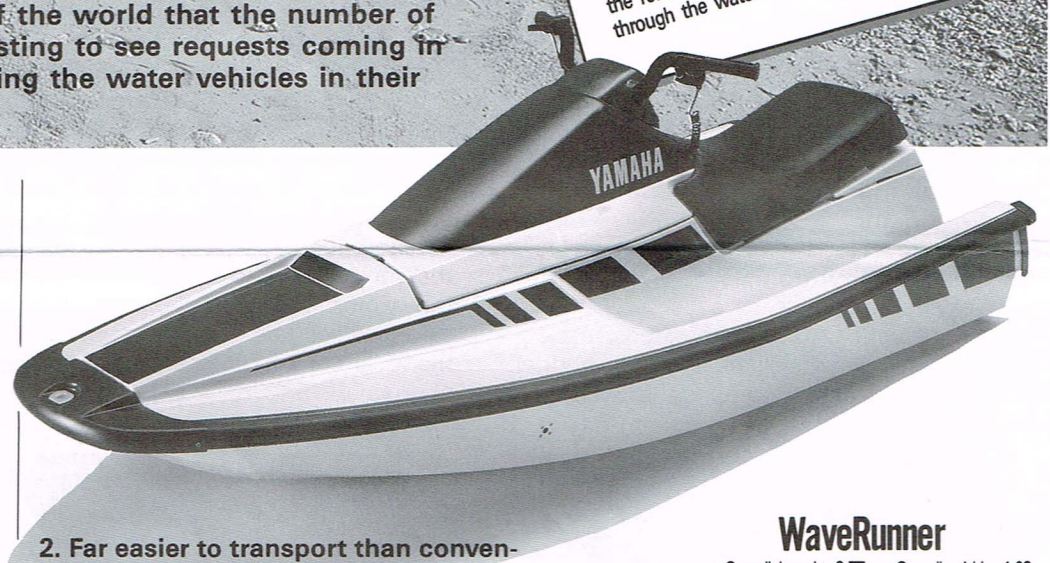
Here are some of the prime features of these entirely new Yamaha water vehicles;

1. The vehicle can be easily righted if capsized, and remounting is also easy.



#### WaveJammer

- Overall length: 2.24m •Overall width: 0.86m
- Overall height: 0.935m •Weight: 130kg
- Maximum power output: 32ps



#### WaveRunner

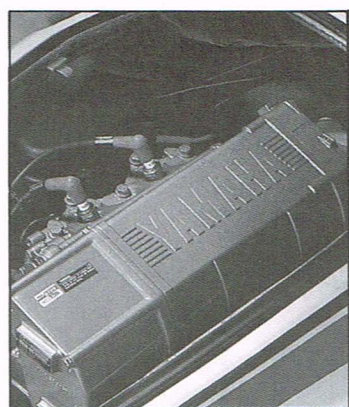
- Overall length: 2.77m •Overall width: 1.02m
- Overall height: 0.87m •Weight: 156 kg
- Maximum power output: 32ps

2. Far easier to transport than conventional boats.
3. Unlike other boats the water vehicle's body has a non-well shape which will not hold water. So, when it takes a large wave it is much less likely to flounder or capsize than conventional boats.
4. Designed for the best ideal balance between its total weight with the driver on and its general mobility, the machine satisfies both of the important requirements, static stability and dynamic stability.
5. Because it is driven by a jet pump, it can operate in shallow water areas.

You could say that the Yamaha water

vehicles are entirely new concept marine vehicles that make the whole beach into one big play ground. Not only does the water vehicle offer exciting riding in the seated position, a skillful rider can stand and use his body weight to turn the vehicle into a dynamic, athletic sports machine. This is a machine designed to give everyone from the beginner to the most skillful operator a chance to get out and truly feel the wind and the waves in freedom.

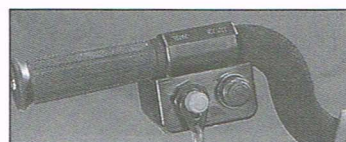
### TECHNICAL FEATURES WaveRunner/WaveJammer



•Engine  
The Water Vehicle's power unit is a 496cc, 2-stroke, 2-cylinder engine with an electric starter for sure and easy starting.



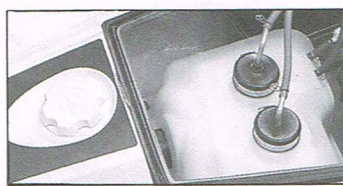
•Throttle lever  
The throttle lever on the right handlebar is designed to be operated by a finger action while gripping the handlebar.



•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 propeller or other protrusions on the bottom side.



•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.



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



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



•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.

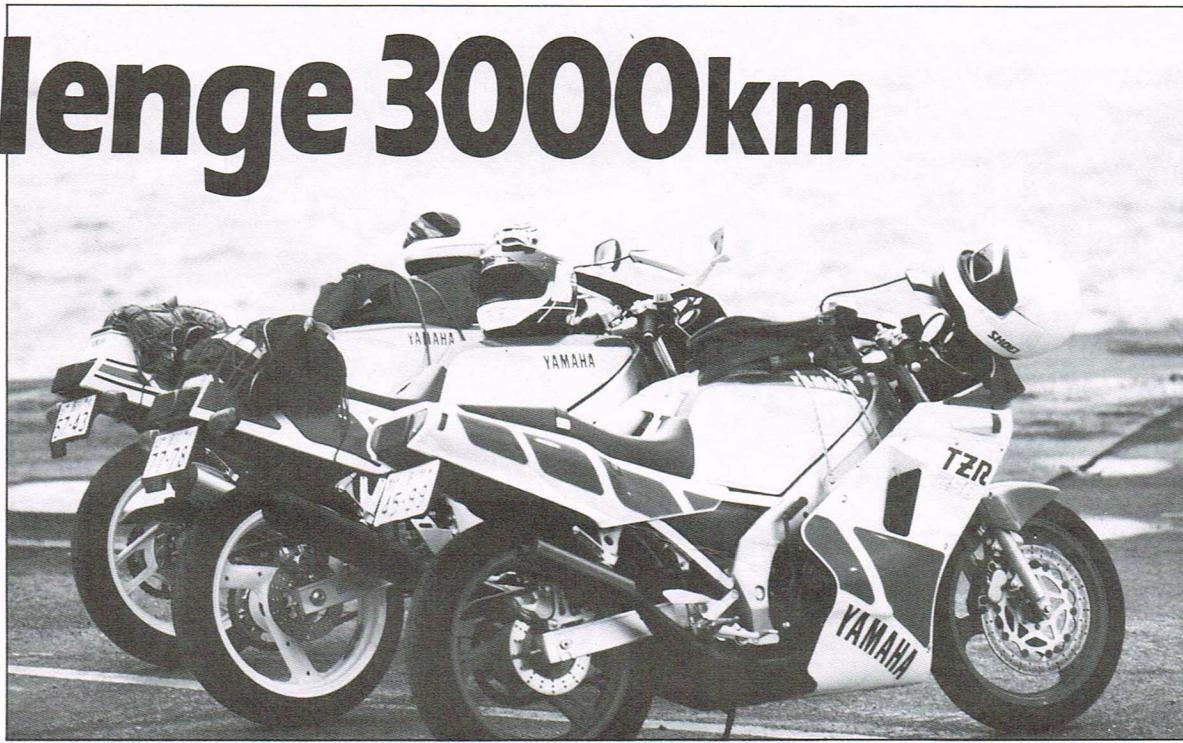


# Y.E.S.S. Challenge 3000km

YAMAHA EARTHLY SPORTS SYSTEM

## An inviting program increases user communication

**Expanding sales opportunities by providing users more riding opportunities, more frequent shop visits, and creating new channels of communication between dealers and the users**



As a most recent addition to its popular Y.E.S.S. activities, Yamaha Motor is now conducting a new program called the "Challenge 3000Km". In terms of straight distance, the Japanese Islands span a length of approximately 3000 kilometers. Believing that a clear-cut objective adds extra enjoyment to touring, Yamaha has established this 3000Km goal for sports bike owners and an equivalent 1000Km goal for scooter owners.

Participants in this campaign receive a sticker when they complete the first 1000Km (300Km for scooter) and another on the completion of 2000Km (600Km for scooters). When the final goal of 3000Km is reached (1000Km for scooters), the participants receive a certificate of completion from Y.E.S.S. head office along with a handsomely designed sweatshirt. The campaign began on January 1 of this year and will run until December 31. Although the participants are free to choose where they will do their touring, Yamaha Motor, its regional sales companies and dealers will be holding a number of special events during the year that will attract motorcyclists from distant areas and encourage users to become acquainted with a variety of new types of touring enjoyment. Opening festivals were held for the "Challenge 3000Km" campaign across the country last December 20th, and, in spite of the fact that the off-season in Japan usually lasts until February, it was reported that several people had already completed their 3000 kilometers by mid February. This is certainly a statement about the growing popularity of the program.

### Benefitting both the users and the dealers

The aims of the "Challenge 3000Km" campaign are:

1. To increase the number of Yamaha fans and consolidate customer loyalty to the Yamaha brand by providing the users new fields and new types of motorcycle enjoyment.



This participating group consists of women alone.



The "Challenge 3000Km" PR poster (left) and "Photo Contest" PR poster.

### 2. To increase sales opportunities by providing more chances for communication with users

The entry fee for participants in this program is 1000 yen for Y.E.S.S. members and 3000 yen for non members (including Y.E.S.S. membership fee). To make the program even more attractive, participants are also eligible for the following services:

- Entry sticker and patch
- Stickers commemorating the completion of 1000Km, 2000Km, and 3000Km
- A completion certificate and sweatshirt upon completing the full 3000Km distance
- The names of participants completing the full distance are announced in the Y.E.S.S. membership pamphlet, "Way".
- Preferential admission to tie-up events for the "Challenge 3000Km", such as the "Summer Festival".
- Privilege to buy the special limited-edition motorcycling guidebook, "Challenge Passport".
- The names of all completers of the 3000Km distance will be printed on a jumbo poster at the end of the campaign.

For the dealers there are also many merits:

- Participation in this program increases the number of Y.E.S.S. memberships.

- By including family-participation events in the program, it is possible to increase the number of sub-license-age members (Junior staff).
- The program provides a common subject of conversation with regular customers.
- Independent sales promotion activities can be planned by the dealer based around the campaign.
- The campaign offers an opportunity to publicise Y.E.S.S. activities in the local community.
- Interaction between scooter owners and sports bike owners through the program offers a chance for scooter owners to re-evaluate the advantage



One of the Yamaha dealers who are most enthusiastic about the "Challenge 3000Km". He and his shop-sponsored club members are elaborating a plan to cover the whole distance of 3000Km against shop business schedule.



The "Challenge 3000Km" stickers for sports bikes. Each participant is given one after each 1000-Km run. Three kinds of stickers are prepared in different colors.

300-Km, 600-Km and 1000-Km finish stickers for scooters.



The "Challenge 1000Km" program is equally popular.

- of a sports bike and vice versa.
- The campaign increases the frequency of visits by regular customers to the shops.

To increase the appeal of the campaign, a back-up program involving a photo contest on the theme of "My Biking Life" for over 16 year-olds (license age for motorcycles in Japan) and "My Favorite Bike" for under 16 year-olds is being held, along with a variety of other interest-raising programs such as the "Jet Touring" program (a tie-up with an airline company for touring in distant regions of Japan and other countries), an "Own an Apple Tree" program (in which the participant becomes "owner" of an apple tree in the apple-producing region, and tours the region during the harvest season), the "Summer Festivals", and more. The "Challenge 3000Km" campaign also involves tie-ups with a film maker, an oil company, a shipping company, a sports drink maker and a magazine company in an effort to reach an even wider range of new users.



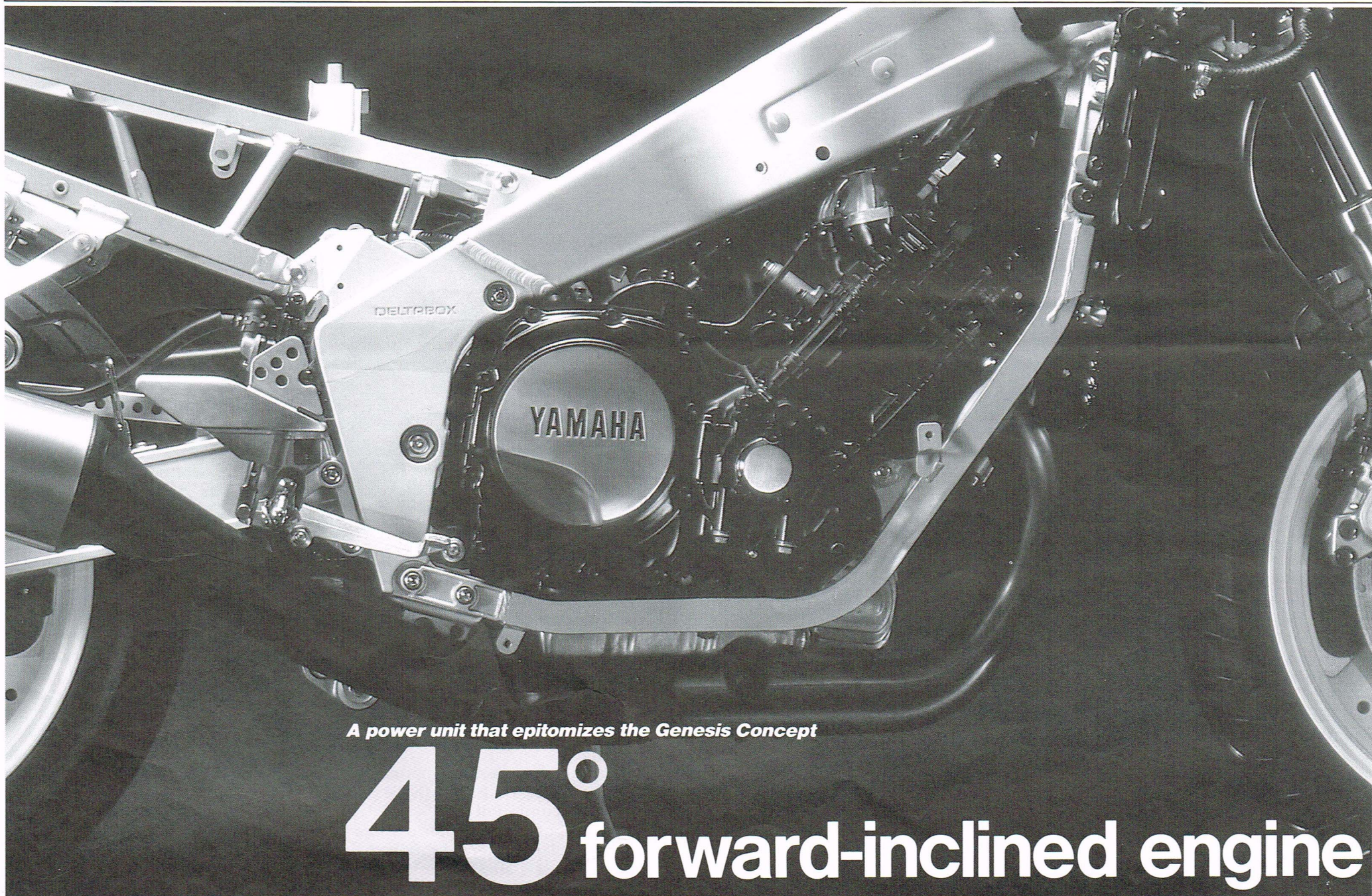
The shopfront display that raises event participants.

The participant who has covered the whole distance of 3000Km is awarded a completion certificate by the Y.E.S.S. head office.



Each participant is given priority to purchase "Challenge Passport", a special limited-edition motorcycling guidebook.

# YAMAHA TECHNOLOGICAL HIGHLIGHT



A power unit that epitomizes the Genesis Concept

## 45° forward-inclined engine

Four-stroke high performance models with a ride that gives the rider nothing but that feel of perfect unity between man and machine. In a word, this is the ideal behind Yamaha's Genesis Concept. To achieve a ride that fulfills this high ideal Yamaha has experimented with a growing number of new technological advances.

One of the most fundamental of these new technologies is the 45° forward-inclined engine. In general, one might think that the 45° forward-inclined engine is the "Genesis" itself, or that the 5-valve engine introduced on this page in the No.1 issue of '87 is the "Genesis". But such a generalization would be a mistake. The true "Genesis" remains an abstract ideal in the minds of Yamaha Motor's development engineers.

The 45° forward-inclined "Genesis" engine is the product of Yamaha's efforts to achieve;

1. High performance
2. The perfect combination of good handling and stability
3. Improved riding position
4. Lowered noise level

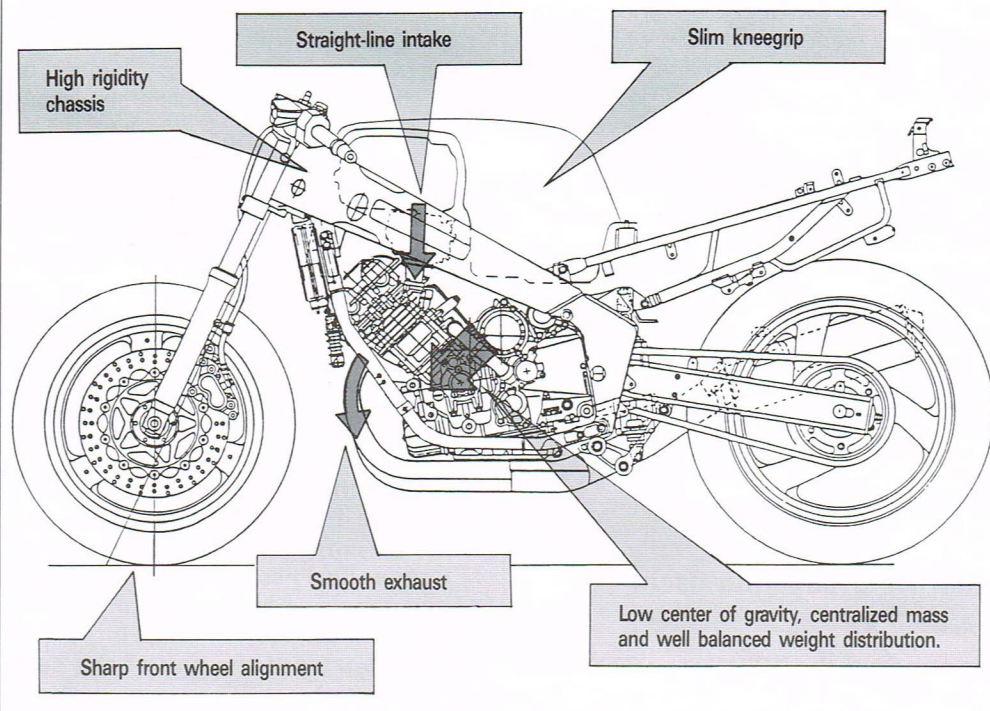
The most significant single feature of this new engine design is, as the name implies, the big 45° forward incline of the cylinders, combined with a large air filter with simple air-passage design placed directly above (in front of) the fuel tank.

By adopting the same kind downdraft air intake system as that used on 4-wheel F1 racing cars, this engine has succeeded in fulfilling the number one requirement for increased power output, intake efficiency. Another advantage of the forward-inclined engine configuration is that it straightens out the curves in the exhaust pipes for a significant increase in exhaust efficiency, as well. These improvements to the intake and exhaust systems mean a painless but posi-



The 45° forward-inclined engine powered machines are taking an active part in big international races like the Suzuka 8-hour endurance and the Paris-Dakar Rally (YZE920=above).

### Main features common to "Genesis" concept machines



tive increase in power output that places no new strains on the engine.

Another significant change can be found in the area of handling. By inclining the cylinders farther forward, the following advantages have been achieved:

1. The center of gravity of the engine, and therefore of the machine as a whole, is lowered and moved farther forward, resulting in improved steering stability.
2. More weight is moved to the front wheel, giving a nearly even distribution of weight between the two wheels and therefore, better handling.
3. The air intake system has been moved farther forward, thus eliminating undesirable

protrusions in the area below the seat, resulting in a slimmer leg space with easier footing and kneegrip.

Designed with the goals of high performance and a ride that brings man and machine into a higher degree of unity, the 45° forward-inclined engine is already in use as the power unit for the new FZ750, the FZR1000/750, the Japanese market FZR400/250, as well as the YZE(FZR)920 that recently completed the tough Paris-Dakar Rally. Looking at these fine examples we see Yamaha's basic development principle, "total performance", at work once again in a dynamic new way. And, when Yamaha's engineers say "total performance" they don't say it lightly. They mean all the elements that contribute to performance. The engine, frame, suspension, brakes, tires, and anything else must be perfect before true "total performance" is achieved.

## FIRST ROUND OF THE WORLD CHAMPIONSHIP ROAD RACING SERIES

As mentioned on page 1 of this issue, the opener of the World Championship Road Racing Series brought good results for Yamaha Motor. The following is a report of the race development.

### 500cc class

On March 29, at 14:15 with the green signal 31 riders made a getaway. Suzuka specialist Gardner stormed into the lead followed by Mamola, Ron Haslam (Honda NSR500) and Yamaha team ace Eddie Lawson (Marlboro Yamaha Team Agostini YZR500).

Showing off one of his best moves Mamola

pulled ahead of the others midway through the opening lap. His YZR500 fitted with Dunlop wet tires performed well and very reliably on this wet, tricky track.

By the end of the opening lap Mamola was leading Gardner by some 3 seconds. Also, by that time Kevin Magee (Australian Marlboro Yamaha YZR500) who took part in the World GP for the first time had climbed 3rd spot. Lawson made a pit stop for tire change just after completing the opening lap. Mamola went on to increase his lead lap by lap while Gardner and Magee were battling for 2nd spot closely followed by Christian Sarron (Gauloises Blondes

YZR500), Shunji Yatsushiro (Honda NSR500) and Mamola's teammate Mike Baldwin (Lucky Strike - Roberts YZR500). Entering lap 7 Baldwin forged ahead of Gardner, with Mamola in front. The wet and tricky track conditions had begun to take a heavy toll on a number of riders including Keiji Kinoshita (Honda NSR500 - crashed on lap 3), Rob McElnea (Marlboro Yamaha Team Agostini YZR500 - made a pit stop and retired after 4th lap) and Lawson (made a pit stop again and retired after 8th lap).

By the 9th lap Mamola had made his lead almost unchallengeable, with Baldwin, Gardner, Sarron, Haslam, Magee and others chasing far behind. On lap 14 Sarron crashed while taking the last corner. On lap 15 Magee and Yatsushiro also became victims, while Mamola was further increasing his lead.

### 250cc class

The 20-lap 250cc race began at 11:30 in rather inclement weather conditions. Masaru Kobayashi (Honda NSR250) who started from 3rd position on the 33-rider starting grid, dashed into the lead. Practice time leader Masahiro Shimizu (Honda NSR250) was consistently chasing Kobayashi until 18th lap when he was caught by Alfonso Pons (Honda NSR250) and Reinhold Roth (Honda NSR250). Kobayashi took the checkered flag about 27 seconds ahead of Pons. Martin Wimmer (Marlboro Yamaha Team Agostini YZR250) managed to finish 5th after a bad start.



## Great winter fun; snowmobile racing

In Japan the Motorcycling Federation of Japan (MFJ) annually organizes a 4-round national Snowmobile Racing Championship Series.

On the national level, the series is competed with modified machines in three categories; open, up-to 540cc and up-to 340cc. On the local level, series races are held in four categories for modified machines; open, up-to 540cc, up-to 340cc and up-to 250cc, an open production model category and several optional categories.

Since Yamaha is the sole manufacturer of complete snowmobiles in Japan, almost all the competitors in these series ride Yamaha machines giving them the appearance of a one-make competition.

Because snowmobile racing offers the unique thrill of motor sport in the refreshing back-ground of the winter landscape, it is gradually gaining a strong following of fans, both as competitors and spectators. The photo shown above is Mr. Y. Matsuda on a Yamaha snowmobile PZ480. He was the recent winner of the third round of the National Championship Series.

## Le Touquet beach enduro on Feb. 22



From left; Engineer Watanabe, Leif Persson, his mechanic Jurgen, Bo Myrbrink and J. Claude Olivier of Sonaute in the Press Center

Once a year, the resort city of Le Touquet on the north coast of France that is also referred to as "Paris Beach", plays host to the enduro motorcycle world in the form of the infamous Le Touquet Beach Enduro and the accompanying motorcycle grand peagnt on the beach.

Held over a tough, strength-sapping 10-lap sand course, the Le Touquet has earned itself the reputation of one of the most demanding events for both bike and rider on the enduro circuit.

It was Belgian 250GP star Erik Geboers (Honda) who jumped to the early lead, with another Belgian, Jacky Martens (KTM500)

in second and Swedish Yamaha star Leif Persson in third.

It was Persson, though, riding his new water-cooled 500 Yamaha, who ended up the winner in this survival-of-the-fittest race as both Belgians retired with seized engines by the fourth lap.

Another rising Yamaha star in the 250cc class, the young British rider, Rob Herring, was leading the 250cc class before he ran out of gas on the 6th lap.

The results of this supreme test of man and machine point toward an excellent motocross season this year for Yamaha works riders and the new YZM500.

### RESULTS

#### 500cc class

1. Randy Mamola ..... Yamaha ..... 15pts
2. Wayne Gardner ..... Honda ..... 12pts
3. Takumi Ito ..... Suzuki ..... 10pts
4. Pier Francesco Chili ..... Honda ..... 8pts
5. Ron Haslam ..... Honda ..... 6pts
6. Tadahiko Taira ..... Yamaha ..... 5pts
7. Hiroyuki Kawasaki ..... Yamaha ..... 4pts

#### 250cc class

1. Masaru Kobayashi ..... Honda ..... 15pts
2. Alfonso Pons ..... Honda ..... 12pts
3. Reinhold Roth ..... Honda ..... 10pts
4. Masahiro Shimizu ..... Honda ..... 8pts
5. Martin Wimmer ..... Yamaha ..... 6pts
6. Joan Garriga ..... Yamaha ..... 5pts
7. Patrick Igoa ..... Yamaha ..... 4pts



# YAMAHA OSAKA CUP

## Race Topics

### Tracking boats anywhere across the wide Pacific

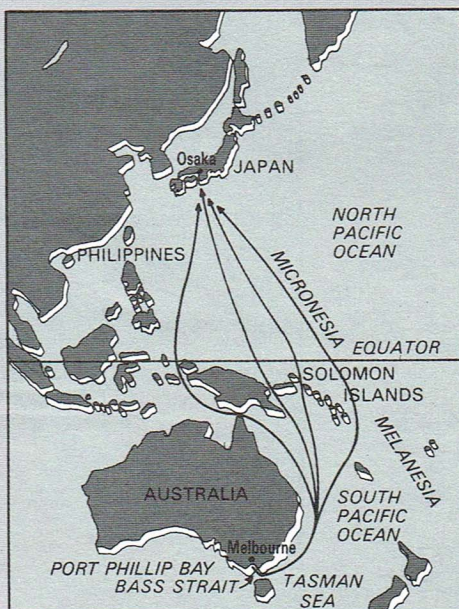
In the Yamaha Osaka Cup race, the organizers are using a revolutionary new satellite tracking system, called the ARGOS system, to keep track of all the boats participating.

Developed as a joint project between the U.S. and France, the system offers a means of identifying the position of moving objects and collecting meteorological and oceanographic data by means of satellite communications. The prime advantage of this system is that the exact position of the user's monitor can be identified anywhere on the globe. Data transmitted to the satellite is processed by the system's computers in France and relayed to the system users within three to six hours.

### Three tests of a sailor's worth

For the sailors attempting to navigate the 10,200km of Pacific Ocean from Melbourne, on Australia's South Coast north to the Japanese islands, there are several critical points that must be passed.

First of all, the fleet of yachts that leaves



the starting point in Port Phillip Bay will encounter the infamous Bass Strait. Also known as the "Roaring 40th", these waters are feared for their high winds and rough seas. After that, passing through the maze of islands that dot the South Pacific waters where the skillful teamwork of the two crew members will play a critical role, the crews will meet their next test; "doldrums" the windless waters of the equator. From 10° South to 5° North

of the equator the strong tropical sun causes a high evaporation rate that creates rising thermal air currents which create a low wind region. There is a possibility that the fleet will become concentrated once again in this region and in effect, be starting off even again for the Northern Hemisphere segment of the race. The last trial will be the unpredictable weather caused by low pressure systems which form in the waters surrounding Japan in early summer.

These "May Storms" may be an important deciding factor in the final victory.

### Press Centers for race information

Race information is obtainable from the following press centers open in Osaka and Melbourne throughout the race period of Yamaha Osaka Cup.

**Osaka:** Port and Harbor Bureau  
From March 14 to race finish  
Osaka Hokko Harbor  
From April 20 to May 15 (may be extended, if necessary)

**Melbourne:** World Trade Center  
From February 17 to May 1

### Information available at press center

After the start of March 21, information from ARGOS System and other source is

to be stocked at the Center and available through PC terminal installed.

Information available through PC is;

- 1) Outline of the race, introduction of Osaka and Melbourne, features and highlight of the race course, outline of ARGOS System.
- 2) History of yacht, rig type of yacht, major yacht races in the world.
- 3) List by Division/Class, profile of entrants.
- 4) Location of all competitors, locations of competitors within several sectional waters, placing by Division/Class or by nation.
- 5) Weather chart of whole racing waters, weather outline throughout the race duration, local forecast weather chart along the race course.
- 6) Estimated finish date of each competitor, profile of the top boat.
- 7) List of finished boats overall.
- 8) Event schedule both in Melbourne and Osaka.

The contents of information available in Melbourne are not identical to those in Osaka.

When you visit the Press Center, you are requested to the "Press ID Tug" issued by the Yamaha Osaka Cup '87 Promotion council.

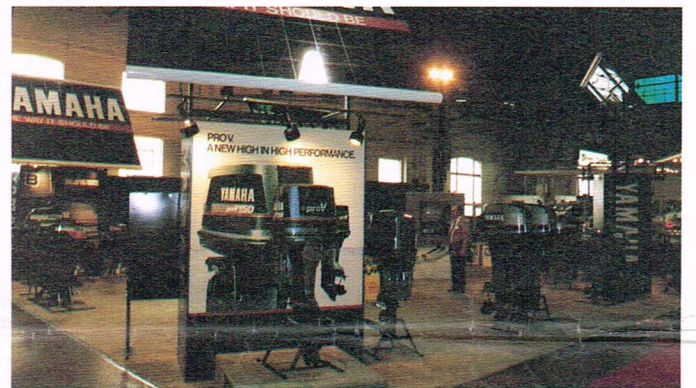
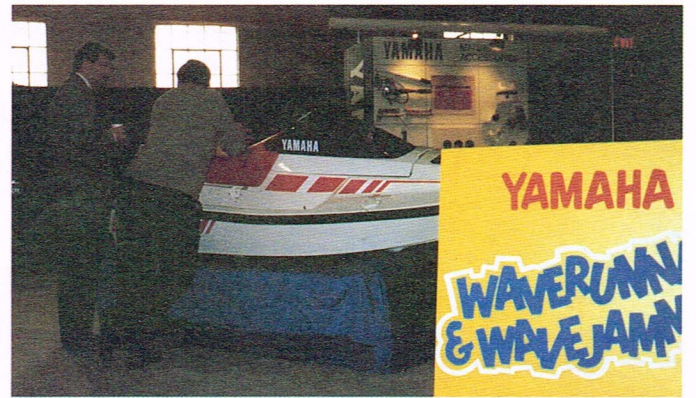


## A greater number of visitors **CANADA**

These photographs represent pictures of Yamaha Motor Canada's corporate display at the Toronto International Boat Show, which was held from January 10 to 18 this year at the Coliseum and Automotive Buildings, CNE Grounds, Toronto, Ontario.

All of the Yamaha Power Product models were on display. The WaveRunner attracted a great deal of attention. The new 30 outboard motor with oil injection as well as the new PRO 50, attracted a lot of inquiries.

The Excel V-6 with its bold new graphics looked sharp. The overall consumer and dealer response to Yamaha's involvement was very positive. In addition, the overall show was a success with a greater number of visitors and higher sales for the 1987 Toronto International Boat Show than the previous year.



## Eleven days to a better marine business **PARIS**

This year, the Paris Boat Show was held over an 11-day period from January 9 to 19. For the show Yamaha Marine France prepared an extravagant Yamaha corner. During the course of the show about 257,000 people flocked from all over the world to see the latest marine products for the coming season. Although the number of the visitors was less than last year, Yamaha Marine France's deal-

ers on the whole were satisfied with the results. Because the customers who turned out for the 1987 boat show were truly interested in buying. Also there appears to be some volume of business not completed at the boat show that will be carried out directly by the dealers in the near future.

### YAMAHA NEW PRODUCT

Flat handlebar type



# YAMAHA XV400 Virago

An easier handling "street" cruiser to answer the need of users

On March 10 Yamaha Motor introduced its brand-new V-twin model, XV400 Virago on the Japanese market. This model is sure to be a new-wave street cruiser with its dynamic, pleasant exhaust sound exclusive to an air-cooled V-twin engine and superb riding comfort.

Today high-tech, high performance racy models are fast growing in popularity on the Japanese market. And the 400cc category is not an exception. But it is also true that not a few users want to have an easier handling machine, something like an "American Special" which allows the rider to take

a natural riding position in a relaxed mood and without worrying about his clothing. The XV400 Virago has been designed and engineered with the intent of creating a new-wave street cruiser market, in response to the above trend.

While the new model follows a traditional motorcycle styling, its originality is strongly emphasized by its low, flat chassis construction, two new-design mufflers on the right and small-diameter, ultra wide-section tires.

The new model is available in two different types of handlebars - flat and upswept.

## The look of Yamaha Racing for the Japanese market

In late March, Yamaha Motor introduced a new line of sports wear including 24 items all based on reproductions of uniforms worn by "Yamaha Racing Team" members and unified under the "Team Yamaha" label.

Starting with the '87 season the Yamaha Racing Team will be wearing newly designed uniforms based on the color schemes and graphics of the new YZR and YZF racers. The coming "Team Yamaha" label will feature replicas of these new uniforms which have been stylishly redesigned for the first time in two years.

The "Team Yamaha" series will not be made simply to look like the Yamaha Racing Team uniforms, they will also carry the functional features of the high-tech clothing worn by Yamaha riders and mechanics on the circuit for top performance.

The items to be released include:

- jackets •mechanic's suits •mechanic's overalls •sweatshirts
- sweatpants •poloshirts •several types of T-shirts •pit shirts
- rainsuits •gloves •several types of bags •bandanas •towels
- stickers •umbrellas •caps, etc. The coloring utilizes several variations based on the Yamaha colors, red white and blue.

This stylish new Team Yamaha series is also scheduled for release in the American market in the near future.

