

YAMAHA MOTOR NEWS 1987 No.2

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Attention focuses on new water vehicles

Marine Festival '87
TOKYO INTERNATIONAL BOAT SHOW

Mr. Hideto Eguchi, who also holds the post of President of Japan Boating Industry Association, the show's organizer, cuts the tape to open the show.



The powerful Yamaha outboard line-up.

Over a 5-day period beginning February 11, the annual "Marine Festival '87 - 26th Tokyo International Boat Show" was held at the Harumi Exhibition Center.

Reflecting the growing trend toward increased diversification in user needs, and the growing number of products aimed to meet these needs, this year's Boat Show featured the wide range of boats, engines and leisure marine sporting goods. The Yamaha booth, unified this year under the theme "Great Marine World", displayed sailboats, powerboats, its outboard motor line, marine wear and accessories. Visitor's interest focused especially on the new Yamaha products released late last year and early this year, the sailboards (for the Japanese market) and water vehicles. As special attractions on the national holiday (Feb. 11) and the weekend, a marine wear fashion show and a Yamaha Osaka Cup promotional show (quiz, etc.) were also held.

After this, the Show moved to Osaka for the opening of "The 2nd Osaka International Boat Show" on February 20.

Yamaha water vehicles, shown in the center of the photo, are the products of Yamaha's advanced technical know-how.



The "Mylady" is the Yamaha's newest sailing cruiser.



Yamaha offers many quality products for lovers of marine sports.

Yamaha power boats for cruising and fishing. These are one of the many quality Yamaha products loved and trusted by seamen everywhere.



Yamaha sailboards: On display are three types of sailboards in six variations. Video TV explains how to use them correctly with beautiful film of board-sailing.



'87 Race program takes shape

The basic shape of Yamaha's '87 motorcycle race activities has been decided. As a result, Yamaha will enter this year's season with even stronger riders and machines than last year. For the '87 GP Road Race 500cc class, Yamaha will be supplying YZR500 works machines to Marlboro Yamaha Team Agostini's E. Lawson, R. McElnea and T. Taira, who is moving up from the 250cc class. The same machines will also go to

Team Lucky Strike Roberts' riders R. Marmola and M. Baldwin, and Team Gauloises Blondes' C. Sarron. In the 250cc class, works YZR250 machines will go to last year's champion C. Lavado of Venemotos/HB Team, M. Wimmer and L. Cadalora of Marlboro Yamaha Team Agostini, Team Ducados' J. Garriga and Team Gauloises Blondes' P. Igoa. In GP Motocross, 500cc class riders L. Persson of the YMENV Team and J. Vimond of Sonauto Yamaha will be riding

works YZM500s. Last year's 250cc Champion, J. Vimond will be moving up to the 500cc class this year. In the 250cc class modified YZ250s and in the 125cc class the same modified YZ125s will be supplied to exciting young Yamaha riders. Also, in America, modified YZ500s, 250s and 125s will be supplied for AMA Supercross and National Championship races. Besides the YZR and YZM, Yamaha has also developed a YZF750 works machine for TT Formula-1 and endurance races,

and for the Japanese TT Formula-3 races a works YZF400 has also been prepared. In other competition, Mitsui Yamaha U.K. rider, R. Sartin, will ride a mod. TY250 in this year's World Championship Trials. And, the tough FZR1000 which made its debut last year and immediately won the first round of the FM Challenge Series in Australia, will be supplied to Marlboro Yamaha Dealer Team members M. Dowson and K. Magee for both domestic and international races.

(See details on pages 6 and 7)

Setting out for the North Pole on a modified Yamaha TW200

JAPAN



Mr. Kazama conducting tests in Hokkaido

Japanese adventure rider, Shinji Kazama has a long list of achievements that include an ascent of Mt. Kilimanjaro in Africa, a world altitude record for a bike ascent of 6000 meters on the slopes of Mt. Everest, and the first participation by a Japanese rider in the Paris-Dakar Rally and the Baja 1000 (Mexico). On February 17 Mr. Kazama left Japan to undertake his next adventure, a world's first attempt to reach the North Pole by motorcycle. The bike he has chosen for his assault is a modified Yamaha TW200. According to plans, the "Kazama North Pole Expedition" (consisting of six members, 2 of which are to be Eskimo guides) left Japan on February 17 to begin its assault on the North Pole from its starting point on Ellesmere Island, Canada, around March 10. From there it is expected to take about 50 days to reach the North Pole (a linear distance of 780km). The entire dis-

tance covered by the round trip is expected to reach about 2000km. The expedition will include two snowmobiles and two sleds, besides Mr. Kazama's motorcycle. Since the first successful assault on the North Pole by an American expedition in 1935, 44 groups have tried to reach the Pole, among which only 12 have been successful. Of these 12, six have been by dog sled, 3 by snowmobile and 3 on ski and foot. A recent attempt in May of 1985 by Japanese actress, Masako Izumi, which reached a latitude of 88°40', was equipped with Yamaha snowmobiles. In tests held last November and December on the frozen sea near the Pole and in Hokkaido in January, Mr. Kazama has gained confidence that he can be the first one to make a successful assault on the North Pole by motorcycle. We wish him the best of luck in this momentous undertaking.

Yamaha V-6 Excel sensation

NEW ZEALAND

At the '87 World Powerboat Championships, held last December 9 to 13 in Auckland, New Zealand, a boat with the name "Smooth Torque Yamaha" proved the superiority of the performance and reliability of the two Yamaha V-6 Excels that powered it. A catamaran-type racer designed and built locally, "Smooth Torque Yamaha" was driven by experienced local driver, Ron Archer, and his son Brett. Although the boat's light weight and shorter length compared to other boats were to prove a handicap in the rough sea conditions, it was one of only three outboard-powered boats in Class II to finish the three days of racing with no mechanical failures whatsoever. That reliability showed most clearly in the 145-mile endurance race, where "Smooth Torque Yamaha" took third overall, while finishing first among all outboard-powered boats.



Hose karts on parade

New-Year's celebration parade on January 6 became the first chance for the general public to see the "Battery-powered Hose Kart" developed by Yamana Motor and YEC in cooperation with the Tokyo Metropolitan Fire Department, which has been put into service by fire fighters throughout the Tokyo area. Until now, conventional hose karts carried on fire trucks had to be wheeled by hand to the water outlet and then

again to the fire. The new battery-powered kart, however, is equipped with a one kilowatt motor which can drive the kart, carrying ten 20-meter lengths of hose, at a speed of 10km/hour for a distance of over 5 kilometers on one charging. This new battery powered hose kart which saves time and labor in the fire-fighting operation is expected to be adopted by more and more Fire Departments around the country.

JAPAN



Hose karts at the parade.



A Letter from a reader

NIGERIA

Have not missed an issue since 1980.....

The letter we would like to introduce this time is one we received from Mr. B. Owoso of Nigeria. Here are some excerpts from long letter he sent us. "I am a regular reader of your Yamaha News. I have been trying my best not to miss any issue since 1980, and in fact, I have been successful so far. As a lover and user of Yamaha motorcycles, since 1980, I have successfully recommended them to friends and relatives and I, personally, am now using the third Yamaha RS125 motorcycle. This is due to the special advantages it has over the other brands, such as popularity, economy and durability. If one should pause and count the motorcycles on a particular road in Nigeria, one would discover that out of every ten motorcycles, six will be Yamahas, leaving the remaining four to be shared among the other brands. Although I have not been to other countries to take similar statistics, I am very sure Yamaha would be at the top of the list...." Mr. Owoso tells us that he regrets very much that he sees so few articles about Nigeria and other African countries. We at Yamaha Motor News, of course, would like to publish articles evenly from as many countries as possible, so we hope we will receive many more letters, news or reports about your activities from our friends in Africa in the future.

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.



"Y.E.S.S." enjoying Australia

As part of its ongoing program to co... loyalty of its regular customers whi... new sports bike users, Yamaha's Y... recently held an Australian Touring e... Up until now, Yamaha customers h... Y.E.S.S. tour plans which featured tie-ups... airlines, trucking companies and sea trans... The recent Australia tour, held in two gro... 21 to 28 and from January 29 to February... first attempt at an overseas touring event... Thanks to the cooperation of Yamaha Mo... sponsorship of a travel agent and careful... Y.E.S.S. staff, the participants were able... speed touring in a fantastic new roads. Fo... riders, the expansive Australian landscape... and enchantment so different from their r... This Australian Touring program proved so... ready a second edition has been schedule... and early April.

Posing with local Highway Patrol officer in front of a Yam... in the center is an XJ900.

MARINE SPORTS

First 3 drivers use Yamahas



The Dutch champion in class T1 for 1986

1 986 has been very successful for Dutch speedboat drivers, racing with Yamaha outboard motors. In class T1, the 3 first drivers in the '86 Dutch Championships were all using the Yamaha 70CES. The Dutch Champion was Wiep Torenvliet, who finished every race in the season in first place, winning a total of

3,200 points. Second and third were Pieter van der Broek and Pim Ankes. All of these drivers, as well as the public were most impressed by the durability of the Yamaha 70CES outboards which did not have any technical problems throughout the season.

Yamaha takes first 3 places in Denmark, too

DENMARK



Yamaha tops every category

At the end of last year, The Hochi Shinbun, one of Japan's leading sports newspapers polled the editors of 16 motorcycle magazines to determine the most popular bikes of '86 in six classes from 50cc to over 400cc and a dual-purpose class. The results of the poll showed Yamaha bikes to be the leaders in all six categories including 2 ties.

•50cc and under class

1. Yamaha YSR50
2. Honda XR50
3. Suzuki AR50

•125cc class

1. Yamaha RZ125
2. Yamaha YSR80
3. Kawasaki KMX125

•250cc class

1. Yamaha TZR250
2. Honda NSR250R
3. Yamaha RZ250R

•400cc class

1. Yamaha FZR400
1. Honda CBR400R
3. Kawasaki ZGP400

•Over 400cc class

1. Yamaha SRX600
1. Kawasaki GPX750

•Dual-purpose class

1. Yamaha Serow 225
2. Honda XL250R
3. Yamaha DT200R

Our tradition is to serve the

PROFILE: Harry Pyne

Motorcycle enthusiast extraordinaire



AUSTRALIA

Moto



Harry Pyne is a well-known name in the Australian motorcycle community. He has been a prominent figure in the industry for many years, and his shop, Harry Pyne, is a well-known destination for motorcycle enthusiasts. Pyne has a long history of involvement in the sport, and his passion for motorcycles is evident in everything he does. He has been a successful businessman, and his shop has become a hub for motorcycle lovers in Australia. Pyne's dedication to the sport and his customers has made him a respected figure in the industry. His shop has a wide selection of Yamaha motorcycles and accessories, and he is known for his excellent customer service. Pyne's involvement in the sport has also led to his participation in various motorcycle events and races. He has won several titles, and his achievements have inspired many other riders. Pyne's story is a testament to his passion and dedication to the sport of motorcycle racing.

Motorcycle magazine. His av...

Everywhere in the world we believe there are numbers of exceptional Yamaha dealers who do more than simply make a business of selling Yamaha products.

motorcycle racer for... during which time he... South Wales Champi... motocross, solo and...

Here are some ways Yamaha Motor is expanding its corporate activities

Robots leading the way to a better workplace environment

For four days, beginning on January 21, the International Trade Center in Tokyo was the site of the '87 INTERNEPCON Japan/Semiconductor Exhibition, which attracted 130,000 visitors from all over Japan and overseas.

This is an international show for the industrial robot business which has been held every other year since 1972. At this year's show Yamaha Motor's IM (Industrial Machinery) Division displayed its electrical parts "Surface Mounter" series and its "FLIP (Flexible Linear Positioner)" series, drawing a great amount of attention from the

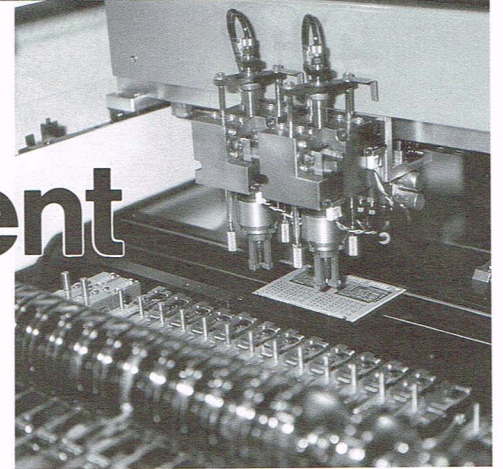
show visitors. These industrial robots represent a promising new field of Yamaha development that is expected to hold a profitable future.

The year 1980 marked the beginning of Japanese involvement in the robot industry. The employment of industrial robots is aimed at freeing workers from dangerous, stressful or tedious jobs, while enabling each employee to reach a higher level of creative effectiveness.

At Yamaha Motor, however, research and development of robots for use on its motorcycle production lines had already begun

several years prior to this.

Yamaha Motor had already begun moving into the robot market with the 1976 release of the ARC-Welding Robot, already proven in Yamaha factory use. Then, with the release of the engine assembly SCARA Robot in use in its factories in 1981 and the lighter, more compact SCARA robot (YK5012) and a Lead Wire End Clipping Robot for printed-circuits used in electrical appliances in 1985, Yamaha Motor continued to move positively toward the establishment of a more complete product line and a solid sales network in the robot

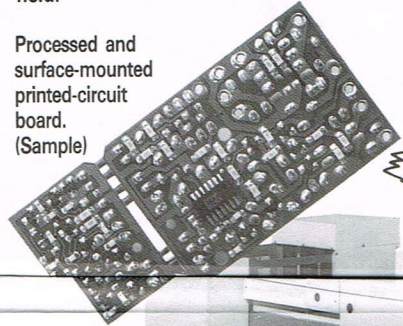


Chips are being mounted on a printed-circuit board by means of a feeder (Surface Mounter).

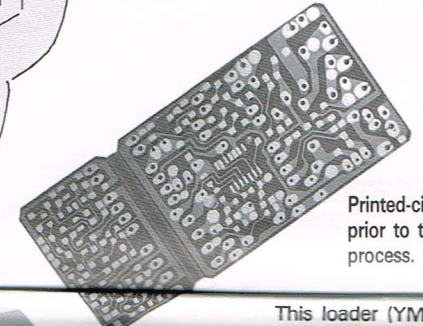
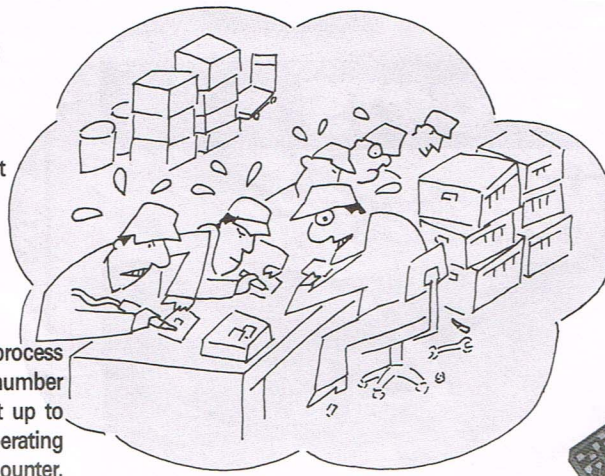
Surface Mounter Series

The Surface Mounter is a robot which performs the surface mount operation for the printed-circuit boards used in many electric appliances today, such as video cameras and compact disc players. Today, in addition to increasing numbers of conventional chip resistors, condensers and semiconductors, a growing number of new coils, transformers, oscillators, switches, connectors, jacks and other odd-shaped parts are being mounted on printed-circuit boards. This robot is designed to meet the needs of this trend, and it represents Yamaha Motor's first venture into the surface mounter field.

Processed and surface-mounted printed-circuit board. (Sample)



The tedious mounting process which used to require a number of workers can be left up to the smooth-operating Surface Mounter.



Printed-circuit board prior to the mounting process. (Sample)

This unloader (YM1400L) receives and stores surface-mounted printed-circuit boards for further processing.

YM2000R: (Reflow and hardening furnace) This device hardens adhesives and handles cream solder reflow to fix the chips on the circuit board firmly.

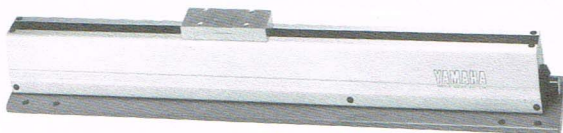
YM6000T: An extremely high-speed Surface Mounter with a cycle time of 0.5 sec./point and a mounting capacity for up to 60 different types of parts. It can also handle odd-shaped parts.

YM4600S: This Surface Mounter can handle up to 46 different parts. One of the two heads can also be used as a dispenser.

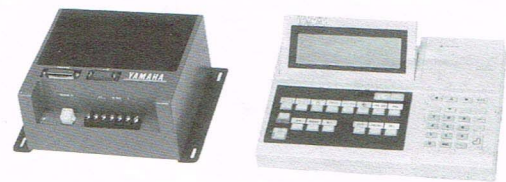
This loader (YM1400L) supplies printed-circuit boards surely and effectively for better operational efficiency.

The mounting operation continues along the printed-circuit board from right to left.

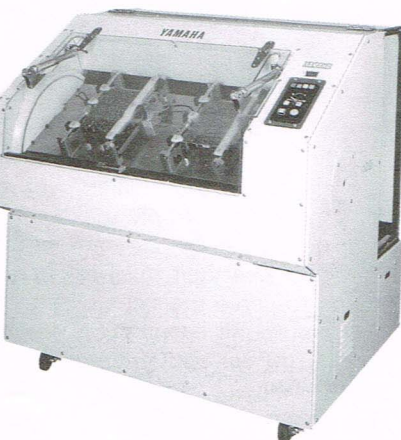
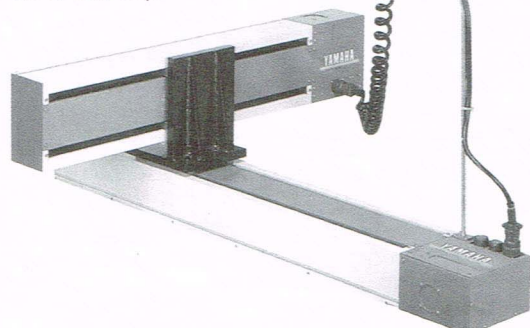
YAMAHA INDUSTRIAL ROBOTS



FLIP (Flexible Linear Positioner) SERIES: This is a single-arm type robot for performing relatively simple transport, assembly and pick-up of parts over a multiple-point range. For example, on a motorcycle assembly line it can be used to transfer component parts in the assembly process. This robot made its market debut in Japan last November and in Europe and America this January.



MXY ROBOT SERIES: This is a module type right-angle robot to which two arms can be assembled freely. This fact enables the MXY to be applied to a wide range of jobs, including bolt fastening, seal application, etc., while its light weight and compact size make it easy to set up at different points in an assembly line or workshop.



MULTIPLE BOWL FEEDER (MF Series): When a number of different models are being assembled on one assembly line, an extremely large number of different parts are required. The Multiple Bowl Feeder is a device that combines a number of independent bowls for different types of parts with vibrating devices to supply parts automatically. Because a large number of bowls can be stacked vertically, this device saves space in the work area.



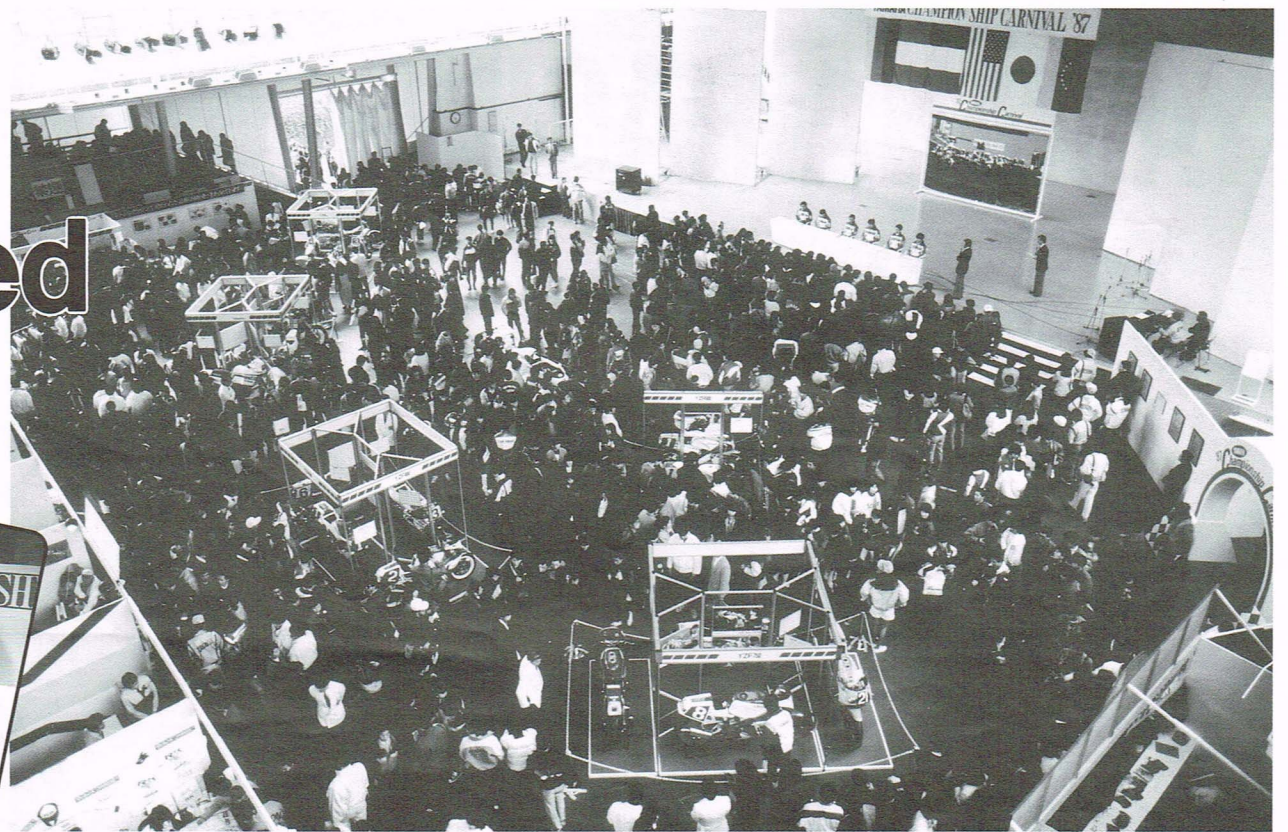
YAMAHA SCARA ROBOT (YK8020):

The YK8020 is the world's highest-speed SCARA robot for transferring parts, tightening screws, attaching and detaching parts, pressing bearings and pins, applying seals, etc., on automobile, electrical appliance and machine assembly lines. This model went on sale in Japan in January, and is scheduled for release on the European and American markets in March of this year.

LEAD WIRE END CLIPPING ROBOT: This is a device to clip the unnecessary ends of wires that come out on the back of the printed-circuit boards used in electrical appliances such as video tape recorders, TVs, and personal computers.

The New Year Yamaha Championship Carnival

Raising Devoted Customers



From late January to early February of this year YMC organized the "New Year Yamaha Championship Carnival (Yamaha Carnival of Champions)" at five locations around Japan. This event was conceived as a means to bring about closer commu-

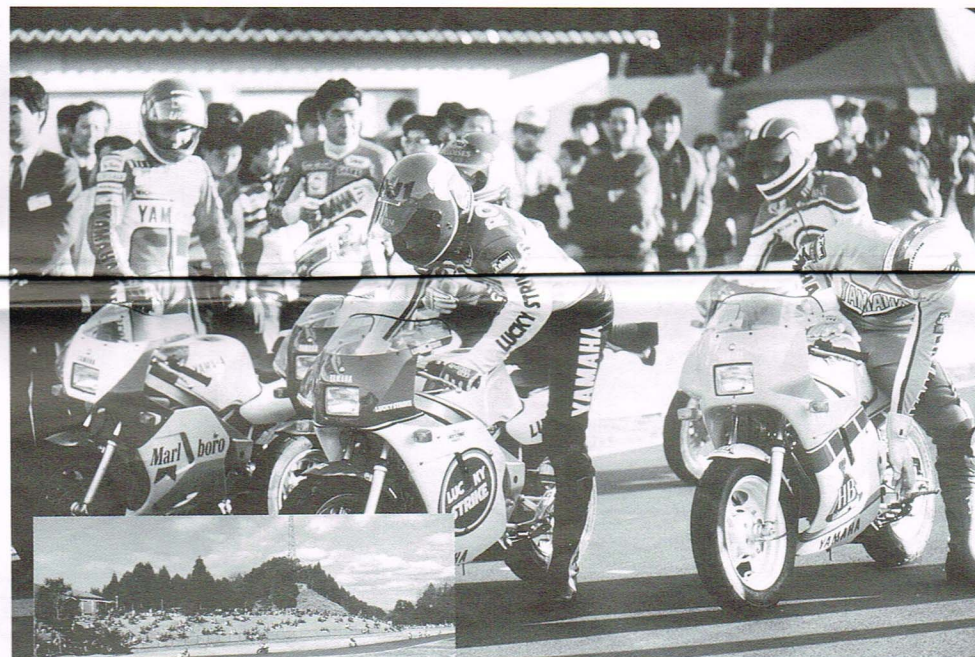
nication between Yamaha Motor and its many motorcycle fans throughout the country. For this event Yamaha invited such top names on the international scene as team owners Giacomo Agostini (Marlboro Yama-

ha Team Agostini) and Kenny Roberts (Team Lucky-Strike Roberts) and riders Randy Mamola, Mike Baldwin, Christian Sarron, Carlos Lavado and Martin Wimmer. From Japan Yamaha invited a popular star of yesterday, Hideo Kanaya, and such con-

temporary racing kings as Tadahiko Taira, Hiroyuki Kawasaki, Shinji Katayama and other up-and-coming riders, to help promote communication with Yamaha's fans. For Japanese fans, who seldom get a chance to meet and talk to such top international stars, this event had a tremendous appeal. At some of the locations the turnout of fans was so large that they overflowed the event halls.



Sponsors' Booths: The various sponsors display and sell their goods.



MP-12 Race: An MP-12 Race was held at Tsumagoi (left). Many fans also gathered to watch the guest riders give riding demonstrations (above).

Giving fans a good look at Yamaha Motor

This event came about from the fact that Yamaha riders and machines had such a nationally and internationally, with thirty seven championships and placing many other riders in the top ranks.

The event's goals were:
 1. By giving sports bike fans a chance to see the famous championship-winning machines and to talk to the championship riders, Yamaha Motor would create an opportunity to demonstrate its devotion to the promotion of motor sports, to demonstrate its technical advancement, and at the same time promote a feeling of closeness with its fans and encourage in them expectations for the coming season. Also the event would offer a stage on which to make an appeal for the race-bred technology featured in such models as the TZRs and FZR's, and to spread a better understanding of Yamaha Motor's corporate philosophy.
 2. To use the event as a foothold for the active increase in Yamaha sports bike fans, and to make the event the first demand-creating activity for the '87 sports bikes by encouraging participation and support for the "Y.E.S.S." and "Sports Campaign" programs.

Event schedule of the Championship Carnival
 January 17, 18 - Hiroshima
 January 24, 25 - Osaka
 January 31 - Nagoya
 February 1 - Tsumagoi (Near Hamamatsu)
 February 8 - Tokyo

At each holding during this three-week period, long lines of fans formed at the doors of the event halls to await the opening. Also, each local Yamaha Sales Company planned a variety of interesting attraction to add to the value of the "Carnival of Champions".

Here are some of the attractions included in the Carnival:

- Championship machine and production model corner
- Riders Teach-in (question & answer)
- Riders photo session
- Yamaha Racing History
- Race PR corner
- Sponsors' booths
- Y.E.S.S. corner
- Accessories and equipment sales corner

'87 Yamaha Championship Carnival



At the Teach-in the guest riders were asked what they thought of women riding motorcycles. Their different answers showed their different personalities quite well:

- Wimmer:** If they are going to ride I would rather have them sitting on my back seat.
- Sarron:** I think it's a good trend.
- Lavado:** (Responding in Japanese) "Dai Mondai" (It's a big problem).
- Roberts:** (Also in Japanese) "Mondai Nai" (No problem).
- Taira:** Motorcycle can be dangerous, so I recommend they always wear the right helmet and equipment.
- Baldwin:** There is no reason why the motorcycle should be only a man's machine. I think it's only natural for women to ride, too.



Yamaha Racing History/Y.E.S.S. corners: Panels and posters are used to explain the Yamaha Racing History and the Y.E.S.S. system.



The machine display corner: In the champion machine corner, display panels explain the machine's performance, features etc. In the production model corner panels explain the technology fed-back from works machines to production models like the TZRs and FZR's, as well as other sales features.

YAMAHA RACING PROGRAM '87

1986 was one of the most significant years for us as our world-scale race activities brought us a lot of brilliant results including world championship titles. These results were sure to please our sports lovers, contributing to the further growth of healthy motorcycle sports all over the world. For Yamaha, race activities have been an ideal testing ground for all kinds of new technology which should be fed back into production models for the improvement of important product qualities such as safety, comfort and durability. Motorcycle racing has already attained

a high level of popularity as exciting, joyful modern sports. We consider it as our mission to help promote the further spread of motorcycle sports through pursuing an active racing program worldwide. The '87 season will see the organization of three world championship events, GP Formula, TT Formula and Endurance in Japan. This will surely give another boost to the popularity of motorcycle sports. This year we have put together an even more aggressive race program than ever before, with the cooperation of our overseas corporations and importers.

500cc World Championship Road Racing



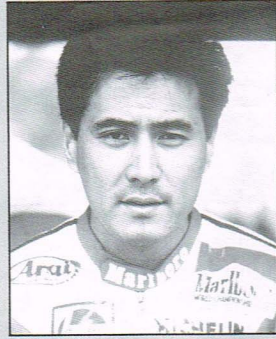
Eddie Lawson

- 28 years old, American
- Marlboro Yamaha Team Agostini/YZR500
- '86 World Champion



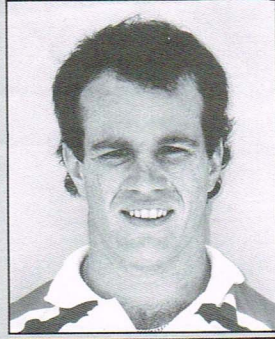
Rob McElnea

- 27 years old, British
- Marlboro Yamaha Team Agostini/YZR500
- 5th in the World Championship in '86



Tadahiko Taira

- 30 years old, Japanese
- Marlboro Yamaha Team Agostini/YZR500
- 9th in 250cc World Championship in '86



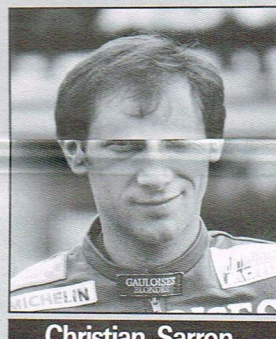
Randy Mamola

- 27 years old, American
- Team Lucky Strike - Roberts/YZR500
- 3rd in the World Championship in '86



Mike Baldwin

- 32 years old, American
- Team Lucky Strike - Roberts/YZR500
- 4th in the World Championship in '86

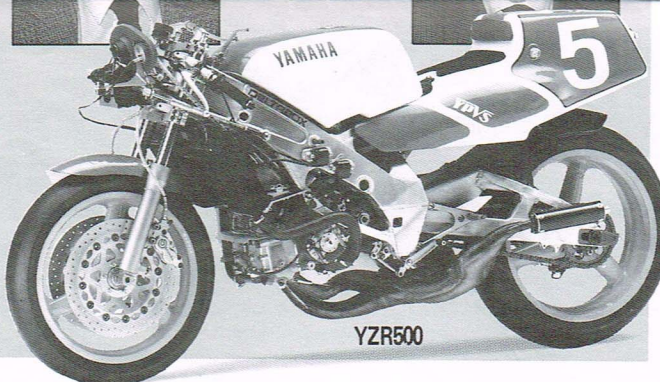


Christian Sarron

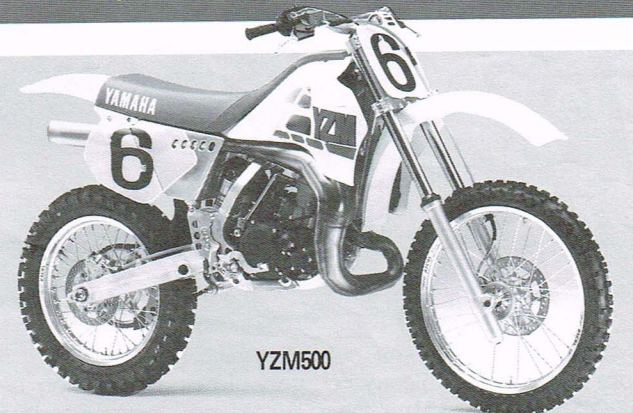
- 31 years old, French
- Team Gauloises Blondes/YZR500
- 6th in the World Championship in '86



Kenny Roberts,
Owner of Team Lucky Strike - Roberts
Giacomo Agostini,
Owner of Marlboro Yamaha Team Agostini



YZR500



YZM500

500cc World Championship Motocross



Leif Persson

- 22 years old, Swedish
- YMENV Team/YZM500
- 6th in the World Championship in '86



Jacky Vimond

- 25 years old, French
- Sonauto Yamaha, France /YZM500
- 250cc World Champion in '86

250cc World Championship Motocross



Michele Fanton

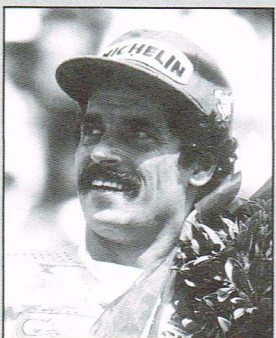
- 20 years old, Italian
- Belgarda, Italy/Mod. YZ250
- 8th in the World Championship in '86



Rob Herring

- 18 years old, British
- Mitsui Yamaha, UK/Mod. YZ250
- Race career: 1986 - Placed 2nd in 250cc British National Championship. Won British Support Championship.

250cc World Championship Road Racing



Carlos Lavado

- 30 years old, Venezuelan
- Venemotos Team/HB/YZR250
- '86 World Champion



Martin Wimmer

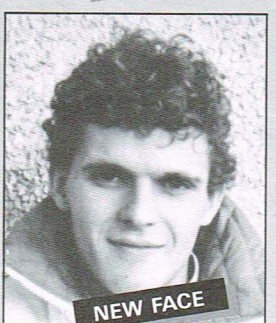
- 29 years old, West German
- Marlboro Yamaha Team Agostini/YZR250
- 6th in the World Championship in '86



NEW FACE

Luca Cadalora

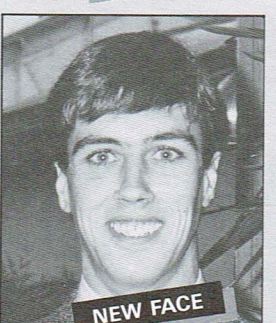
- 23 years old, Italian
- Marlboro Yamaha Team Agostini/YZR250
- Race career: 1984 - Placed 8th in 125cc World Championship 1985 - Placed 17th in 125cc World Championship 1986 - Won 125cc World Championship



NEW FACE

Joan Garriga

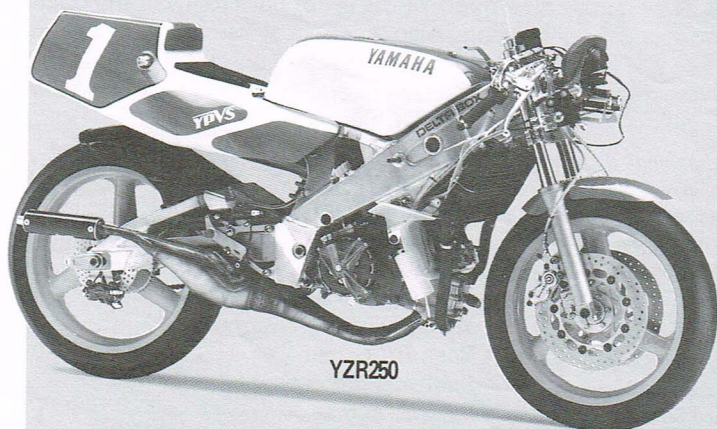
- 23 years old, Spanish
- Team Ducados Yamaha/YZR250
- Race career: 1984 - Won Spanish Super 250cc Championship 1985 - Placed 18th in 250cc World Championship



NEW FACE

Patrick Igoa

- 27 years old, French
- Team Gauloises Blondes/YZR250
- Race career: 1984 - Won World Championship Endurance 1985 - Won World Championship Endurance 1986 - Won World Championship Endurance



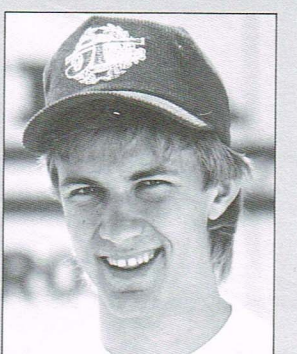
YZR250

125cc World Championship Motocross



John van den Berk

- 19 years old, Dutch
- YMNBV Team/Mod. YZ125
- 2nd in the World Championship in '86



Mika Kouki

- 21 years old, Finnish
- Arwidson, Finland/Mod. YZ125
- 5th in the World Championship in '86

World Championship Road Racing			
March 29	Japanese GP	Suzuka	Solo 250cc & 500cc
April 26	Spanish GP	Jerez	All classes
May 17	W. German GP	Hockenheim	All classes
May 24	Italian GP	Monza	All solo classes
June 7	Austrian GP	Salzburg	All solo classes
June 14	Yugoslavian GP	Rijeka	All solo classes
June 27	Dutch TT	Assen	All classes
July 5	Belgian GP	Spa-Francorchamps	All classes but solo 80cc
July 19	French GP	Le Mans	All classes but solo 80cc
August 2	British GP	Donington Park	All classes
August 9	Swedish GP	Anderstorp	All classes but solo 80cc
August 23	Czechoslovakian GP	Bruno	All solo classes
August 30	San Marino GP	Misano	All solo classes
September 13	Portuguese GP	Jarama	All solo classes
September 27	Brazilian GP	Goiania or Rio de Janeiro	Solo 250cc & 500cc
October 4	Argentine GP	Buenos Aires	Solo 250cc & 500cc

World Championship Endurance		
May 10	Portugal (1000 km)	Estoril
May 24	Great Britain (8 hours)	Donington Park
June 21	Italy (6 hours)	Monza
June 28	Austria (6 hours)	Zeltweg
July 26	Japan (8 hours)	Suzuka
August 15 & 16	Belgium (24 hours)	Spa-Francorchamps
August 30	W. Germany (1000 km)	Hockenheim
September 6	Spain (1000 km)	Jerez
September 19 & 20	France (24 hours)	Paul Ricard

World Championship TT Formula 1		
April 19	Italy	Misano
May 3	Hungary	Budapest
May 31	Great Britain	Isle of Man
June 25	Holland	Assen
July 12	Portugal	Vila Real
August 2	Finland	Imatra
August 15	Ireland	Dundrod
August 30	Japan	Sugo
September 20	W. Germany	Hockenheim
September 27	Great Britain	Donington Park

250cc World Championship Motocross		
April 12	Belgium	Wuustwezel
April 26	Portugal	Agueda
May 10	Great Britain	Hawkstone Park
May 17	Holland	Best
May 31	Czechoslovakia	Dalecin
June 21	Yugoslavia	Jastrebarsko
June 28	San Marino	Baldasserona
July 5	France	Iffendie
July 19	USA	Hollister
August 2	Brazil	Campos di Jordao
August 9	Argentina	Salta
August 30	Sweden	Nykoping

500cc World Championship Motocross		
April 5	Spain	Yunguera
April 12	France	Pernes les Fontaines
April 26	Austria	Sittendorf
May 10	Finland	Ruskeasanta
May 17	Sweden	Kristianstad
May 31	W. Germany	Reutlingen
June 14	Italy	Ponte a Egola
July 12	Great Britain	Farleigh Castle
July 19	Holland	Heerlen
August 2	Belgium	Namur
August 9	Luxembourg	Kohlenberg
August 30	Switzerland	Roggenburg

125cc World Championship Motocross		
April 5	Holland	Valkenswaard
May 3	Belgium	Nismes
May 10	Italy	Arco
May 17	Czechoslovakia	Holice
May 24	Bulgaria	Samakov
June 28	France	Arbis
July 4	Ireland	Killinchy
July 12	Switzerland	Rothenurm
July 26	Finland	Kuopio
August 2	W. Germany	Niederwuzbach
August 16	USA	Pittsburg
August 30	Austria	Schwanenstadt

World Championship Trials

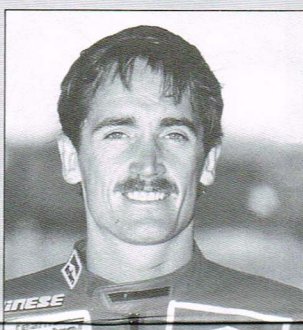


Rob Sartin

- 17 years old, British
- Mitsui Yamaha, UK/Mod. TY250
- Race career: 1985 - Placed 1st in the British National A class 1986 - Placed 1st in the British National A Class

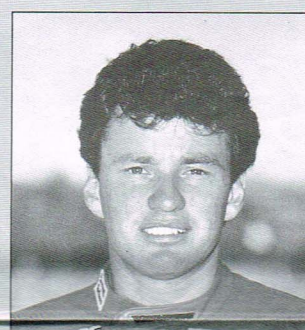
NEW FACE

Australian National Championship Road Racing



Michael Dowson

- Australian
- Marlboro Yamaha Dealer Team/FZR1000
- Won Castrol 6-h production and Denso 500 with Kevin Magee in '86. Won 250cc & 350cc classes of Bathurst GP and FM Challenge Production Series in '86, respectively.



Kevin Magee

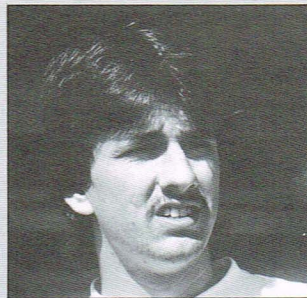
- Australian
- Marlboro Yamaha Dealer Team/FZR1000
- Won Castrol 6-h production and Denso 500 with Michael Dowson in '86. Won Arai 500 and Hub 300. Won Australian 1000cc championship race at Oran Park in '86.

AMA Supercross and 500cc & 250cc National Championship Motocross



Broc Glover

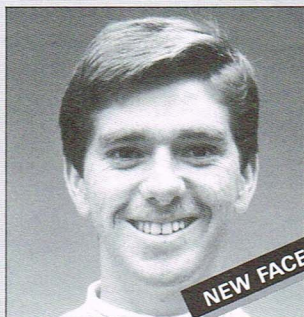
- 26 years old, American
- YMUS Team/Mod. YZ500 & YZ250
- 8th in the Supercross Series in '86



Keith Bowen

- 20 years old, American
- YMUS Team/Mod. YZ500 & Mod. YZ250
- 5th in the Supercross Series and 4th in AMA National 125cc Championship in '86 respectively.

AMA Supercross and 125cc National Championship Motocross



Jeff Liesk

- American
- YMUS Team/Mod. YZ250 & Mod. YZ125
- Race career: 1986 - Placed 9th in AMA National 125cc Championship.



Jim Holley

- 25 years old, American
- YMUS Team/Mod. YZ250 & Mod. YZ125
- 6th in Supercross Series, 5th in AMA National 250cc Championship and 8th in AMA National 500cc Championship in '86, respectively.



YAMAHA OSAKA CUP

Race Topics

Simultaneous press conferences in 3 places

The last day of 1986 marked the deadline for applications for the historic first running of the Yamaha Osaka Cup races, scheduled to start this coming March 21 in Melbourne on the south coast of Australia. This challenging race will require yachts crewed by only two to cross 10,200 kilometers of the Pacific Ocean from the Southern Hemisphere to the Northern Hemisphere with all the accompanying changes in season, winds and sea conditions.

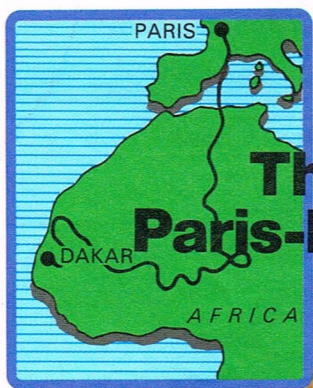
At final count, as we informed in the last issue, the entries include 90 yachts from ten countries. The announcement of the entries was made at simultaneous press conferences in Tokyo, Osaka and Melbourne on January 20. At the Tokyo conference, held at the Tokyo Press Center, Yamaha Motor's President Eguchi told assembled reporters that he was pleased that his company could take this opportunity to make a contribution to the promotion of marine sports.

Youngest entrant only 18 years old

The youngest entrant in the upcoming YOC race is 18 year-old Japanese, Toshio Utsumi, who will be participating with his older brother Akio (19). Between the years 1987 and 1981 the brothers crossed both the Pacific and Atlantic Oceans with their parents, visiting such countries as the U.S.A., Mexico, Panama, the United Kingdom, Portugal, Spain and Brazil. The boat they will be using is a Yamaha 35C named "S & B Fresh O₂"

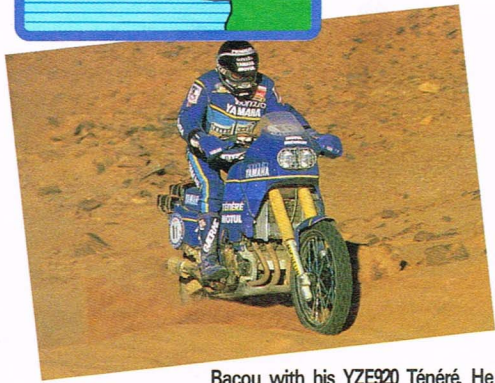
YAMAHA OSAKA CUP
メルボルン 大阪ダブルバンドヨットレース 1987
記者発表会





The 9th Paris-Dakar Rally

Cheers! to all the tough riders and machines



Bacou with his YZE920 Ténéré. He has been competing in the Paris-Dakar as a Sonauto Team member since 1981. Last year he competed on an FZ750 Ténéré, especially modified from an FZ750 for the rally. This year, he rode the "YZE920 Ténéré", a water-cooled, four-stroke, 4-cylinder, DOHC, 5-valve super enduro machine developed from that experience.

Everyone agrees there is no tougher rally in the world than the Paris-Dakar. In its ninth running this year, the fierce competi-

tion began in Paris on New Year's Day and ran for 22 days across the trackless sands of Africa to the port of Dakar 12,000km away.

This year two teams organized by Yamaha Importers, Team Sonauto Yamaha Motul (France) and Belgarda Team (Italy), took part with Yamaha YZE (FZT) 920 Ténéré and YZE (XT) 660 Ténéré and also technical advice supplied by Yamaha Motor. Here are the men and machines that represented these two teams:

TEAM SONAUTO YAMAHA MOTUL

- Jean Claude OlivierYZE (FZT) 920 Ténéré
- Serge BacouYZE (FZT) 920 Ténéré
- Thierry CharbonnierYZE (XT) 660 Ténéré
- Bernard PascualYZE (XT) 660 Ténéré

BELGARDA TEAM

- Franco PiccoYZE (XT) 660 Ténéré
- Luigi MedardoYZE (XT) 660 Ténéré

- Giorgio GrassoYZE (XT) 660 Ténéré
- Carlos MasYZE (XT) 660 Ténéré

Of the 155 motorcycles that left the start at Velsailles on New Year's Day only 25 were to survive the trials of the desert to reach the goal in the capital of Senegal, Dakar. Here is truly the ultimate test of a machine's performance and durability, and the ultimate challenge of a rider's mental and physical capabilities and riding skill. The final results saw Cyril Neveu (Honda) win overall with Yamaha riders Picco in fourth, Mas in fifth, Bacou in seventh, Charbonnier in eighth and Olivier in eleventh. Although victory escaped their grasp, still it was a proud finish for these Yamaha riders. Of course, victory is always sweet, but besides the glory of finishing first, there is another important value to this race. The experience of completing it. This long strenuous trial produces a tremendous store of new data that will be used to produce even better tougher machines.

Our salute to all these riders and their outstanding efforts. Let us hope their experiences will make a big contribution to Yamaha machines of the future.



Picco on his YZE660 Ténéré. He was the recent winner of last October's Pharaons Rally.



Team Sonauto Yamaha Motul; from left, Pascual, Charbonnier, Olivier and Bacou.



Belgarda Team; from left, Picco, Medardo and Grasso.

YAMAHA NEW PRODUCTS

TZR125



The first supersports in the 125cc class

An entirely new supersports model, TZR125, went into production this February, and will be released for sale in this coming spring primarily on the European and Japanese markets.

Competition among 125cc road bikes is intense. These entry-level machines serve as the springboard to the bigger, more powerful bikes to which most riders will graduate.

Relegated to 125cc machines by licensing and insurance regulations in Europe, here is where riders learn brand loyalty. It is not uncommon for riders to stay with the same manufacturer as they move up the displacement ladder. Yamaha Motor wants to get riders started out right.

The new TZR125 has everything needed to teach younger riders all they need to know about loyalty. The TZR125 is a smaller brother of the TZR250, and the TZR250 is virtually a street-going replica of Yamaha's World Championship-winning TZ250. Its power and handling are more than a match for anything in its class. The TZR125 shares many parts and design features with the TZR250. Featuring a Deltabox frame, optional full fairing and many engine specifications straight from the TZR250, styling and performance are pure TZR. As at home on the track as it is on the street, the TZR125 is also a perfect mount for 125cc production racing.

XT600



More expansive use

The XT600 series is probably the best example of a model which has benefitted from technical feed-back from Paris-Dakar Rally participation.

At first, Paris-Dakar Rally made the XT models famous, but it can be also said that the XT series is now helping to make the Rally famous, too. For this reason, the XT600 series is gaining widespread popularity all over Europe.

The '87 model XT600, which was introduced in Bologna at the end of last year went into production in February. The 1987 XT600 combines the performance and handling needed to take on rough terrain, with the amenities required for street riding. It has plenty of horsepower, quick acceleration and high top speed as well as advanced suspension and frame features.

In addition to the all-new styling, a number of significant improvements to engine such as power-up by means of 1mm larger intake and exhaust valves which are the same as those on the XT600Z Ténéré, along with more refined chassis components, have considerably expanded the performance envelope of this big-bore "thumper".

The improvements incorporated for 1987 will make the XT600 more suitable to more riders, more adaptable to a wide range of riding conditions. Dirt riders will like the improved engine performance and low center of gravity; street-oriented riders will appreciate the new styling and rear disc brake.

Water vehicles now for sale

RELEASE OF AN ENTIRELY NEW MARINE SPORTS PRODUCT

Last September Yamaha Motor announced its plans to launch a new type of water vehicle, and entering production at its Arai Factory facility, the first model came off the line on November 22. And now, as of January '87, the new vehicle has been released for sale in Japan (trade name; "Waterjet") and U.S.A. (trade name; "WaveRunner/WaveJammer").

At last year's U.S. Dealers Meeting and the Chicago IMTEC Show, the response to the new vehicles far exceeded expectations, while in Japan it has received a lot of attention at the recent International Boat shows held in both Tokyo and Osaka as an entirely new type of marine sports vehicle. Because of this initial response, expectations are high for its market success.

