



Mr. Gen-ichi Kawakami takes office as the Chairman of the Board

At a meeting of the Board of Directors on December 26th of last year, Mr. Gen-ichi Kawakami, consultant director (Chairman of the Board of Directors of Nippon Gakki Seizo), took office as the Chairman of the Board of Directors. Mr. Kawakami is the founder of Yamaha Motor Company and his taking the post of chairman is aimed at strengthening the unity of the Yamaha Group including Nippon Gakki for another leap forward.



President Hideto Eguchi

RAISE
New Yamaha
QUALITY AND ESTABLISH A STRONG IDENTITY

President Eguchi emphasizes in his new year message.

As we entered 1985, Yamaha Motor Company's president, Hideto Eguchi, as is customary, addressed the company's employees. Being that this year marks the 30th anniversary of the founding of the company, the president's address carried a note of determination to strive toward new goals. Following is a summary of the address, which we hope would help deepen your understanding of Yamaha's corporate principles for the immediate future:

—Last year was a year for re-building a strong foundation for Yamaha, and thanks to the efforts of all Yamaha employees and the support of all Yamaha friends, Yamaha have succeeded in improving the basic structure of the company, while also main-

taining the trust that has always been connected with Yamaha's fine brand image. This has been achieved mainly through successful efforts to stimulate the demand for motorcycles and all other products and to strengthen the structure of corporate ac-

tivities in all fields. Further support for these efforts also came from the "New Yamaha" movement. Yamaha must not forget the importance of the time that was spent by all the employees in every section of the company to develop their individual themes for problem-solving.

In this way, last year saw a great improvement in the company's management. However, at the present time, Yamaha must recognize that the political and economic situations in the world around it are getting more complicated and tougher day by day. This year will be the year when Yamaha must take some important first steps toward applying the potential to its future development.

For this purpose, in addition to continuing to strive under the theme of cultivating the spirit of mutual human respect, all Yamaha people are requested to set the following two themes as their goals for this coming year.

1. To improve the quality of every possible thing
2. To create a better-balanced corporate structure

Regarding the first point, "improving the quality of every possible thing" should be divided into three major categories. The first category is "human quality". Yamaha

are planning to introduce programs that deal with the nature of Yamaha's human resources in the form of a system for development of human potential and a system for dealing with personnel affairs. The second category is "quality of work". This "quality of work" means improving the quality of both the attitude towards the jobs and the actual methods with which Yamaha people work in ways which Yamaha believe would lead to the accumulation of precious corporate assets as a whole. The third category is "product quality". This means constantly adopting new technology, in the best Yamaha tradition, based on far-sighted observation of the needs of the times, to produce high-quality products that will satisfy the demand of the customers.

Point two, "creating a better-balanced corporate structure" means developing all the fields of enterprise in a balanced way that will improve Yamaha's competitive capability in the international market, and aggressively making investments, both domestically and internationally, which will contribute to the unified strength of the Yamaha Motor Group as a whole.

Finally, Yamaha hope all employees can work with these two themes in mind to build a stronger new corporate structure.



A New Racing Engine for 4-wheelers

WILL DEBUT IN F-2 RACING IN '85

Yamaha has recently developed a new racing engine for four-wheelers, the Yamaha OX66, which in cooperation with Ken Matsuura Racing Service Inc., a company specializing in tuning of racing engines, will make its debut in Japan's top racing category for 4-wheelers, F2 class races of the JAF, this season.

Yamaha will participate in these races as an engine supplier.

The Yamaha OX66 has been developed to be a semi-production model racing engine, and it features a V6 format with 1995cc displacement, DOHC and the latest development in engine technology, a 5-valve system, while the fuel supply system features EFI (Electric Fuel Injection). Producing a maximum power output of over 330 horsepower at 11,000 rpm, this engine is lightweight, compact, and simple in structure, for excellently balanced high performance.

Ken Matsuura Racing Service Inc. with its long experience and unique know-how in F2-racing, will make it their job to put the outstanding potential of the new Yamaha OX66 to work on the race track.

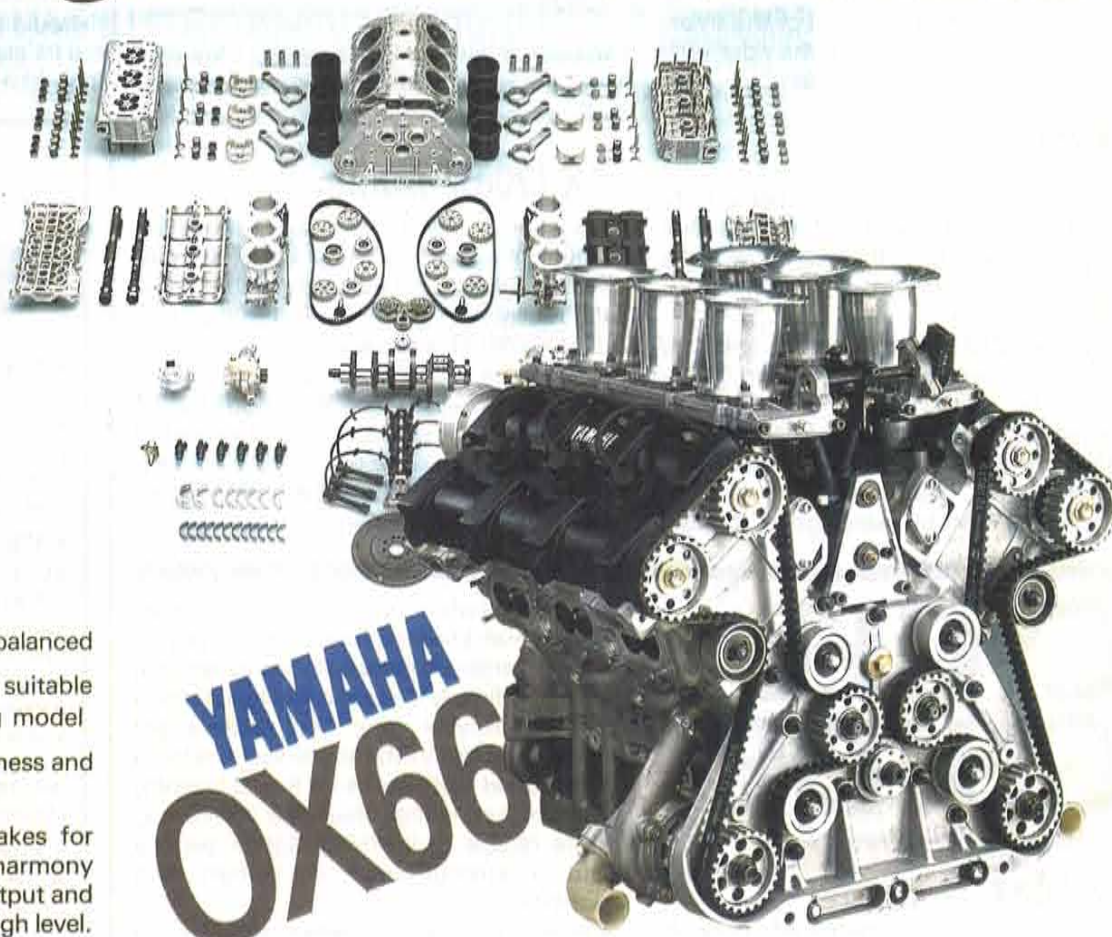
The Developmental Concept Behind the Yamaha OX66

In developing this engine Yamaha's goal was to use all of its hard earned technological know-how to build a high-speed high-power output engine that, without using turbo assistance, would still achieve the highest level of well-balanced performance.

Engine summary and special features

The Yamaha OX66 was designed for;

1. high performance that is well-balanced
2. an easy maintenance design suitable for a semi-production racing model
3. a design unsurpassed in lightness and compactness
4. a wider powerband that makes for easier use and it achieves a harmony of high-speed, high-power output and ease of use on an extremely high level.



YAMAHA OX66

COMING SOON!

The 1985 American model line-up has also created a sensation since it was unveiled during the US dealers meeting held in Las Vegas, Nevada in the late-Oct. of last year.

Now, with the sales season coming soon, all major motorcycle journals are devoting much space to the introduction of the 1985 Yamaha line-up.

Cycle

January 1985 (extracts)

"Challenger—Yamaha V-MAX"

Everything about the V-Max says "big". The 40mm fork tubes rake out 29 degrees, the wheelbase yawns past 62 inches and, though officials are mum on the subject of the bike's weight, estimates run to well over 600 pounds. Yet the dimensions of the 1200's chassis are dwarfed by two overpowering elements: The V-max has the largest rear tire ever fit on a stock motorcycle—a huge 150/90 on an almost-solid 15-inch rim—and an engine that hangs in the frame like a killer bee in a spider's web....

Power, girth, visual presence—the V-Max has it all in spades. For two years the Magna has had a hammer-lock on cruiser performance that no other motorcycle dared challenge. Now the V-Max—now the firestorm.



"Yamaha BW200"

ATVs are big sellers; that's no news. While Honda, Suzuki and Kawasaki are attempting to further exploit the recreational and workday off-road market by adding another balloon tire and offering four-wheelers now, Yamaha's strategy is to take one wheel away. And in many ways Yamaha's two-wheeled ATV is the best thing ever to happen to the genre....

MOTOR CYCLIST

January 1985 (extracts)

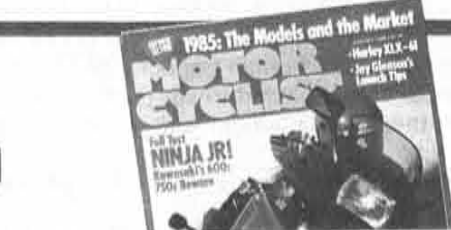
"V-Max"

The V-Max joins Kawasaki's as-yet-unveiled Eliminator in the emerging Musclebike class. It virtually stouts "Horsepower!" from every nut and bolt, leaving the onlooker with no doubt as to its intentions. With over 135 claimed horsepower at the other end of the throttle cable, it shouldn't leave the rider with any doubts about them either....

"FZ750"

Like the V-Max, the FZ750's personality focuses on its engine, but for somewhat different reasons. In the 750's case, the engine design is closely linked to the bike's handling....

Inside the FZ750's engine is more tempting technology: five valves per cylinder. By adding one intake valve to the non-conventional four valves per cylinder, Yamaha says it has increased valve area, delayed valve float, cut bulk, reduced mechanical wear by using lighter springs,



extended adjustment intervals, lowered noise and created greater intake efficiency....

"XJ700X Maxim"

A variation of the five-valve combustion chamber is used in the XJ700X Maxim. With its teardrop tank and custom lines, the X bike is virtually identical to the standard XJ700 Maxim except for its price tag and engine. The 700X engine is a liquid-cooled four with a 20-valve head, but its cylinder bank is placed vertically instead of inclined like the FZ750's. It uses conventional 33mm CV carbs and a shaft-drive instead of the FZ's chain....

street brawler with a 135-claimed-horsepower knockout punch. And, despite the similarities between their engines, the V-Max definitely is not just a stripped-down Venture Royale. The two engines are similar, but the V-Max's vee-four has been hot-rodged and beefed-up top to bottom, with bigger valves than the Venture's, more radical cam timing, lighter pistons and a strengthened crankshaft and gearbox....

Yamaha's V-Max speaks directly to America's love affair with brutally fast

machinery. It should be an interesting year on the streets—and the dragstrips....

"FZ750"

Not every rider subscribes to the brute-force theory, though; some want a little fineness mixed in the package. Yamaha's FZ750 should fit the need nicely....

Yamaha says the FZ has a 49.5 percent/50.5 percent front-to-rear weight distribution for good handling, and, just as important, a low center of gravity due to the engine cylinders' 45-degree forward inclination....

And if all this high-performance hardware makes you think Superbike racing, you're not alone. To make the switch from license plate to numberplate even easier, Yamaha has offset the FZ750's drive chain, so there's plenty of room for super-wide racing rubber....

"Maxims"

Bikes like the V-Max and the FZ750 might

CYCLE WORLD

January 1985 (extracts)

"V-Max"

The last machine - an outrageous, 1200cc monsterbike called the V-Max - isn't much more than a hopped-up 135 horsepower version of the Venture V-Four touring engine connected to a humongous, 150/90-15 rear tire. The rest of the semi-custom-styled bike is almost incidental, there just to provide some way of attaching the front wheel and to give the rider someplace to sit. Yamaha believes that this two-wheeled version of the classic American hot-rod will erase all doubts as to which motorcycle is the king of the quarter-mile.

"FZ750"

Another entirely new model, the FZ750, should similarly demolish every sportbike in its class, around corners as well as in a straight line....



steal the headlines, but you shouldn't overlook Yamaha's Maxims; this year those everyday cruisers are anything but mundane. For 1985, though, Yamaha has two 700cc Maxims, both in sport-custom trim. The familiar air-cooled version returns in downsized form to sneak in under the 700cc cutoff for the ITC tariff, but it's also got a new, liquid-cooled high-performance stablemate in the Maxim X....



"Other models"

The FJ1100 and FJ600 both have new paint and a couple of mechanical refinements, and the RZ350 will finally be available in California, thanks to a modification to its catalytic converters....

All in all Yamaha will have 23 models for sale in 1985, which is far short of the number available in years past. But Yamaha, like all the Japanese manufacturers, is stressing quality over quantity these days....

CYCLE GUIDE

January 1985 (extracts)

"V-Max"

Designed for and marketed only in America, the V-Max is no-holds-barred

From '84 FIM Congress-Munich

Extracts From proposals made



• Sidecar GP

Sidecar GP will only be open to Formula One machines from 1986.

Under the new regulations, the F1 engines will be production-based and a minimum of 1000 units will have to be offered for sale.

• 125 single limit

Road race 125cc class will be limited to single cylinder machines. In addition, the 80 and 125 classes could be grouped into the new single cylinder category. Major 125cc manufacturers hope that the new rule should be effective on January 1, 1988, but the FIM are looking for a year earlier.

A single cylinder 125 class would complete a unique set for the FIM, with the 250 class being limited to twin and the 500 class to four.

• FIM stadiumcross series

A five round series for the Rodil trophy will set off a new stadiumcross championship at the tail end of 1985. But new rules for the

machines to race in future Rodil trophy, or even world championship stadiumcross, will be decided at the spring meetings.

• F2 future

The future of four-strokes in Formula Two road racing is causing concern, and with the carburetor restrictions now lifted - both on size and type - the 350cc two-strokes now have the advantage. Leading four-stroke makers Italian Ducati want the rule to go back to the old restrictions, but they will have to wait until 1986, at the earliest.

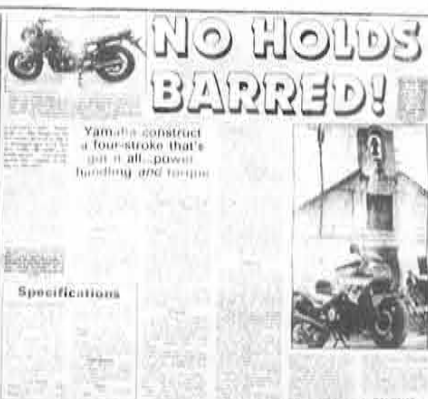
• Change permitted

Riders in road race GP's can now change machines between practice and racing, provided the bike has been inspected by scrutineers.

This new rule follows Honda's dilemma at the last Dutch TT when Freddie Spencer wanted to use his 3-cylinder machine but he had practiced only on the 4-cylinder model.

ROAD IMPRESSIONS

Super-tech FZ750



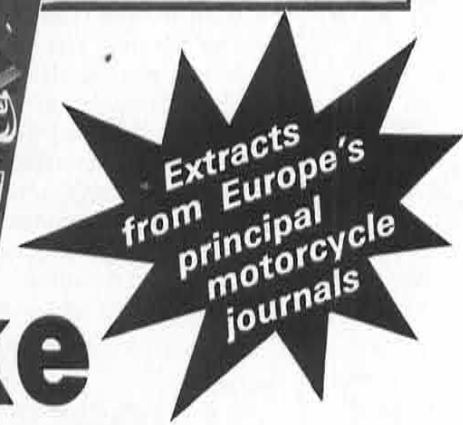
MOTOR CYCLE NEWS
Dec. 19, 1984



MOTO JOURNAL Dec. 13, 1984



MOTORRAD
Dec. 19, 1984



Leading four-stroke technology toward the 1990's!



(Great Britain) - Dec. 19, 1984

"No holds barred"

At the demanding Estoril race track the FZ750 performed like a finely-honed F1 racer. And yet on Portuguese back roads it was capable of behaving like a mild-mannered tourer. The secret of the FZ's

impressive showing is a blend of innovative design and tried-and-tested formulas that continues the move away from overweight megabikes to lighter, nimble sportsters. The in-line four motor is the same but different. Just like Kawasaki and their GPz900R, Yamaha designers have broken away from conventional thinking to refine the in-line four....

For sure it's the fastest 750 ever—we expected that—but the low and mid-range power available is quite startling....

During my first ride on the road the motor had me totally fooled. Response was so impressive from 50mph that I was convinced that the motor must be in third or fourth. It was in fact in sixth!

In a straight drag race the FZ isn't far behind the 1100's.

In Japan it's already tuned 11.2 second quarters and on the Portuguese roads (with the blessing of the local police) I saw the speedo nudge 155mph at 10,800rpm—Yamaha claim a real 146mph. Engine design hasn't only focussed on sheer performance though. Right from the start of engine R and D, Yamaha were thinking hard about the chassis. Quite simply the bike is capable of out-cornering any four-stroke super bike—and that includes current leaders—the GPz750 and 900RS....

On faster bends the FZ's lightweight and racy geometry again pay dividends.... Leaving the quicker corners I could comfortably get the rear tire sliding while the chassis allowed me to remain in control—and round Estoril's Armco-lined corners you really need confidence....

As for high speed stability the FZ once again comes out with full marks. Even at 150mph on some fairly dodgy portuguese roads the bike was dead steady, though stability was compromised somewhat at the track with the larger rear race tire....

Double front and rear single disc brakes are powerful and dependable in combination of the effect of a new variable damping system incorporated in the front fork assembly.

The use of a 16-inch front tire has long been a point at issue in the motorcycle world. It is a popular view that such a small-diameter tire results in some cornering difficulties. But the low but wide front tire on the FZ750 shows excellent characteristics of its own in overall steering, coupled with other advanced details of chassis design.

The 5-valve FZ750 engine is undoubtedly a breakthrough in the 4-stroke category. You need not worry about the maintenance of this system. You have only to consult a service manual for each 42,000km maintenance.

An overall leader in the lightweight market

Despite the constant efforts of all rival manufacturers, Yamaha has held an overall lead in the important 125cc category for many seasons as shown in sales figures. Engine and chassis improvements for the Yamaha RD125LC for 1985 are aimed specifically at maintaining the 'market leader' position. The addition of the justly-famous Yamaha Power Valve System (YPVS) is one of the major advances, along with developments aimed at improving already top-line components in engine, suspension and braking departments.

ENGINE CLOSE-UP

The new 'power valve' version of the RD125LC engine has the microcomputer-controlled YPVS unit that has proved so successfully on the YZ motocross racers, the TZ250 World Championship road racers and on the RD350 and RD500LC road machines.

Now the 'power valve' gives a big boost to the 125cc bracket. The YPVS version of the RD125LC engine raises power even to 23HP, utilising a new cylinder with revised port timing, a new racing-style expansion chamber exhaust with separate alloy silencer and a bigger (26mm) carburetor. The YPVS unit, with its capacity to automatically vary exhaust port timing, means that the RD125LC power-band is wider than ever, despite the new cylinder's earlier exhaust port opening at maximum rpm.

In addition, the new engine features a thermostat in the cooling system for a more constant temperature maintenance and a new, large-capacity exhaust designed to give a better pulse-effect to help draw the spent charge



from the cylinder. The expansion chamber is fitted with a separate, alloy-plated silencer.

Note: As a result of output restrictions, the British version will continue to utilise the 1984 specification engine without YPVS.

CHASSIS CLOSE-UP

Major chassis improvements for the new RD125LC are at the front end, where front forks now have 33mm stanchions (3mm larger diameter than last year). They are almost 20mm wider set than previously, to accommodate the new, wide-profile, 16-inch front wheel, and are fitted with an alloy fork brace to improve front-end rigidity. Fork offset at the steering head is reduced by 13mm to 40mm, thus reducing the inherent inertia moment of fork weight and improving control in bumpy corners. The use of a smaller-diameter front wheel quickens steering reaction to make the RD125LC even more manoeuvrable, while the wider profile tires guarantee both stability and traction.

The disc front brake has been improved by the fitting of an opposed-piston caliper for more braking power. It uses semi-metallic friction pads which, combined with the labyrinth-seal water-and-dust resistant rear drum brake.

The new RD125LC has a low, sporting riding position, achieved mainly by the separate 'clip-on' handlebars and the 15mm lower seat height. Small-diameter, short handlegrips are fitted, just like the racing-type fitted to the RD500LC.

MOTORRAD

(Germany) - Dec. 19, 1984

"An exciting quintet"

Everyone is not satisfied with the 'square' styling of the new FZ750 but it matters little in the total evaluation of this bike.

The chassis is startlingly compact and seat height is only 760mm, which means the increased ease of handling for most riders. The greatest interest is naturally focussed on the new 5-valve engine.

The FZ750 is claimed to pump out a full 100PS. Is it true?

Is it possible for me to control such a powerful, high performance machine?

As you know, engine power has much to do with the top road speed of a bike.

During my test-ride of the FZ750 top road speed was kept at over 235kmh at 11,500rpm in sixth gear, causing no perceivable effect to overall steering. From this fact I could say that the new 5-valve FZ750 is potent enough to deliver 100PS or more!

While power picks up over 7,000rpm, the engine shows no sign of reluctance and torque development is felt smooth and positive even in the low speed range, assisted by the proven function of four downdraft carburetors. The FZ750 is quite a quiet and steady machine. Even in full action hitting the speed of 230kmh it proves much less noisy than most superbikes currently available on the market.



(France) - Dec. 13, 1984

"A thoroughbred supersports"

Evaluation by item

Styling: The engine is rigidly and neatly mounted in the frame but this does not mean that the former is accentuated by the latter.

Engine: Power development becomes exciting in the over 8000rpm range. Truly sensational! Torque curve is nicely flat from 3000 to 8000rpm. Nothing imperfect! Much better than other superbike models.

Steering stability: Excellent, allowing super-precise handling especially when taking a corner partly because of the use of Dunlop tires.

Suspension: A little harder than standard. Common to most Japanese sports bikes. Moderate function under braking.

Brakes: As powerful and responsive as XJ or FJ; not below quality supersports standard.

Despite an unsatisfied initial-touch feeling, performance is found sharp and dependable after all.

Noise/vibration: Quieter than XJ600 or FJ1100 which is as noisy as "manly" Kawasaki bikes. No perceivable vibration.

Equipment: The machine without a rear grabbar is not suitable for carrying a passenger or luggage.

General comment: The FZ750 would be the best choice for most endurance riders.

ALMACENES JUAN ELJURI

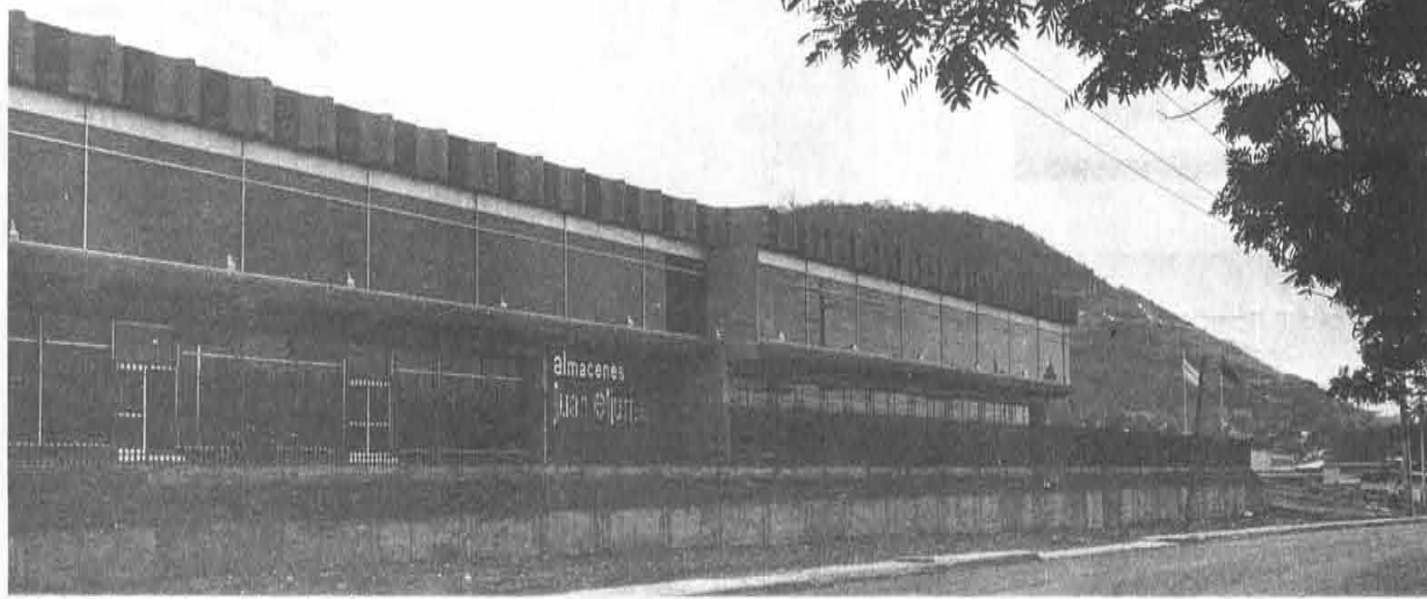
ECUADOR

In December of last year, Almacenes Juan Eljuri, one of Ecuador's five largest enterprises, completed a big building as their Guayaquil branch, in commemoration of the 60th anniversary of founding of the company.

The company has handled the imports and sales of Yamaha products in Ecuador for the past 20 years.

The new branch building which is constructed on a 127,500m² site, covers 3,600m² (98m wide x 20m deep) in total floor area (1st and 2nd floors). This building is used as a product showroom for about 400 dealers forming a nationwide network. A large conference room and a modern laboratory are also comprised in this building.

Next to the inner part of this building are



A whole view of the new branch building

20 years of handling the imports and sales of Yamaha products

a 5,000m² warehouse for various products and a 1,000m² stockhouse, mainly for Yamaha parts.

Opening into the new shopping center of Guayaquil, the new building occupies a very advantageous position.

Mutual reliance between Eljuri and Yamaha

Back in 1925, Sr. Don Juan Eljuri, present president of the company, commenced import and sale business of machinery, equipment and other goods essential to the sound development of Ecuador, with the head office located in Cuenca.



Sr. Juan Doumet, general manager of the new Guayaquil branch as well as managing director of Eljuri.

Sra. Olga Eljuri de Doumet, Accounting manager of the new Guayaquil branch as well as director of Eljuri.

Since then, the business has continued to grow, thus enabling the company to obtain the sole distributorship of a

number of American, European and Japanese brand products including Yamaha products.

This success is due to Eljuri's well-planned corporate activities including carefully organized management, strengthened dealer network and increased financing capability.

It is significant to note that to Eljuri, Yamaha has been the longest-term business partner of all, based on the greatest mutual reliance. For the past 20

years the sales of Yamaha motorcycles have increased to account for over 90% of the total market, while the sales of Yamaha outboards have already reached the 60 to 70% level. In short, Yamaha products have nearly monopolized the motorcycle and outboard markets in this country.

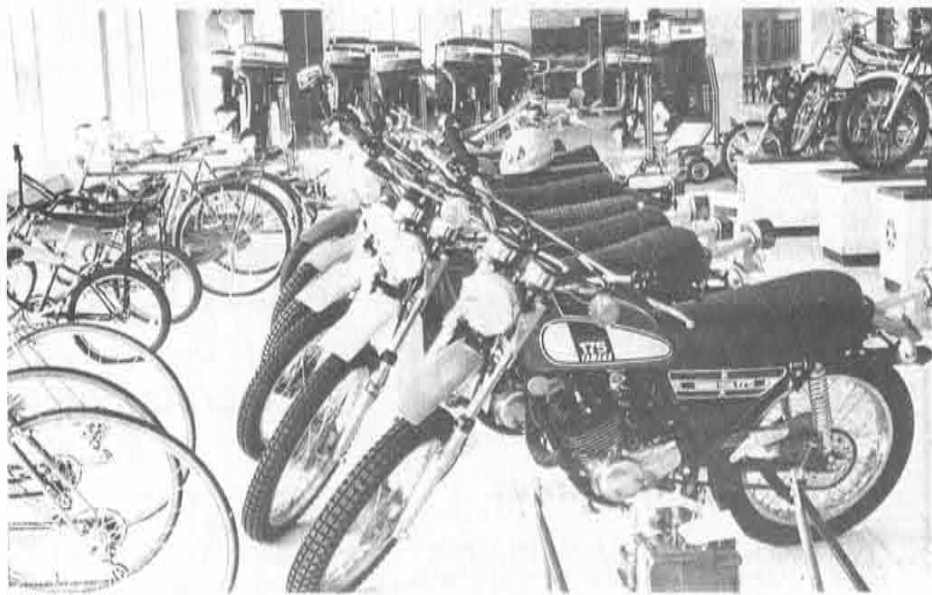
At the height of sales 11,000 motorcycles and 4,000 outboards were sold a year. These phenomenal achievements are mainly due to the efforts and capability of Sr. Eco Jorge Eljuri (Director).

Sr. Juan Doumet, general manager of the new branch, was elected as the best commercial-sector executive '84 in Ecuador. He holds the post of managing director for Almacenes Juan Eljuri as well.

With a wealth of human resources and well-thought business policies, the company knows no limit for its growth. In addition, the company has recently started the local production of Yamaha FRP boats in an effort to contribute to the development of local fisheries.



Office



Showroom



A local newspaper's article introducing the new building.

Australia/New Zealand regional AUSTRALIA Outboard dealers meeting

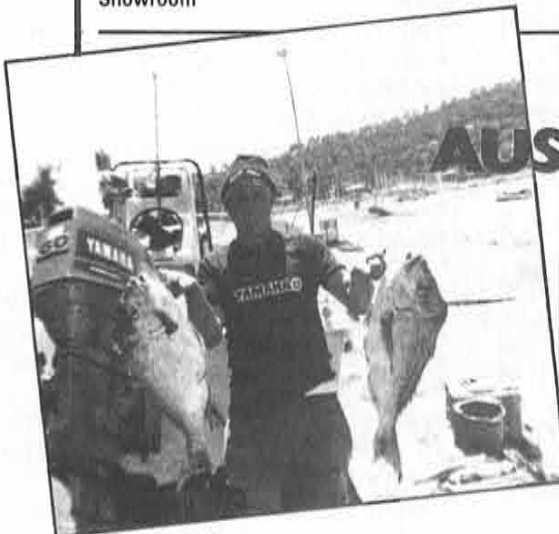
For a two-day period from November 29th to 30th, 1984, an outboard dealers meeting was held for the Australia/New Zealand market in the city of Sydney. The schedule for the first day of the meeting included a report from Yamaha Motor concerning present world outboard market trends and Yamaha's business strategies for the coming season, after which each of the dealers representing different regions gave

briefings on conditions in each of their individual areas and the sales promotion activities which they have been undertaking. The high-light of the meeting was the presentation of the new 4-stroke model F9.9A.

For presentation purpose the F9.9A was fitted to a cutaway model sailboat which had cleared customs procedure just in time for assembling the night before the meeting.

Race reports about the repeated victories won by the Yamaha 70C and reports about the rapidly expanding use of Yamaha outboards also became big topics of conversation.

The second-day schedule included performance data comparison tests between the F9.9A/B and 9.9D, under such operating situations as idling, cruising, full-capacity braking at full throttle, etc., followed by trial runs.



What a wonderful prize!

This happy man with prize sea bream in both hands is a Yamaha outboard owner, Mr. Jim Hopping from Eastwood, N.S.W.



Lunch is served in an amiable atmosphere



Dealers aboard an F9.9A powered boat for trial run



A cutaway model sailboat fitted with a Yamaha F9.9A



YAMAHA SRX250 RIDER TRAINING CAMPAIGN

In Australia, each year some 40,000 beginning motorcycle riders take to the streets, to teach themselves the basics of riding.

Unfortunately, beginning riders account for a high proportion of motorcycle accidents. Overseas and interstate experience, however, has proven that pre-licence rider training can dramatically reduce the risk of accident during this learning period.

With these facts in mind, Yamaha Motor Australia has commenced a learn to ride campaign centered around its latest release, the SRX250. Yamaha's SRX is equally at home in city traffic or on the open road, but it is the combination of tractable power and ease of handling that makes it a top choice for the first-time rider.

The new rider will also appreciate the SRX250's low seat height and exceptional light weight (just 123kg).

Yamaha Motor Australia is offering all buyers of the new SRX250 commuter a free rider training course at the State Government Rider Training School, valued at \$30.00. Also, any SRX buyer who has already completed an approved rider training course is eligible for the \$30.00 as a rebate. The State Government sponsored course started as a pilot scheme last March and has been very popular since its inception. Yamaha has supported the scheme throughout by loaning the Government two XT200 trail bikes and plans now to make a new SRX available to them as well.

The course is aimed at the beginner or novice rider and covers the basics of riding. Yamaha has also arranged for the

cost of the Government course (\$30.00) to be paid to SRX owners who elect to participate in similar courses operated by Willoughby Motorcycle School and Stay Upright. These two organisations are well established and offer riders the opportunity of learning more advanced skills including roadcraft, the art of defensive riding.

Stay Upright proprietors Warwick Schuberg and Max Withers recently took delivery of an SRX250 for their training school and commented "there are many new riders who are disadvantaged because their bike is too high and does not allow both feet to touch the ground. At 750mm, the SRX seat height is perfect".

Stay Upright, Willoughby Motorcycle School and the Government course held at Annangrove, Chatswood and Granville will all now have an SRX250 for use during their courses.

Yamaha hopes that this learn to ride campaign will focus attention on the benefits of pre-licence training and give the first-time buyer some direction regarding the type of bike he or she should purchase. Rider training will encourage safer riding techniques which, in turn will surely reduce accident risk and increase the immense pleasure derived from motorcycling.

By the way, to give you an idea of the type of reception the new SRX250 is getting in Australia we would like to reprint below a section of an article written about the SRX250 in the local newspaper "Mirror on Wheel" under the title "Brilliant Winner".

MIRROR ON WHEELS

BRILLIANT WINNER!

By HOEL CHRISTENSEN
Yamaha goes a la Europe

AT FIRST glance it looks like a snazzy European bike, normally powered by a buzzy little two-stroke motor. There again, it's not quite the snazzy little two-stroke motor. It's one of those things that you see in a shop window and think, "I'd like to see that in a shop window".

SRX 250

The SRX 250 is a commuter bike, but it's got a lot of sporty bits. It's got a 250cc two-stroke engine, a 160mm front wheel, and a 140mm rear wheel. It's got a 170mm seat height, which is perfect for most riders. It's got a 123kg weight, which is light for a commuter bike. It's got a 100km/h top speed, which is fast for a commuter bike. It's got a 1500rpm redline, which is high for a commuter bike. It's got a 1000rpm idle speed, which is high for a commuter bike. It's got a 1000rpm idle speed, which is high for a commuter bike.

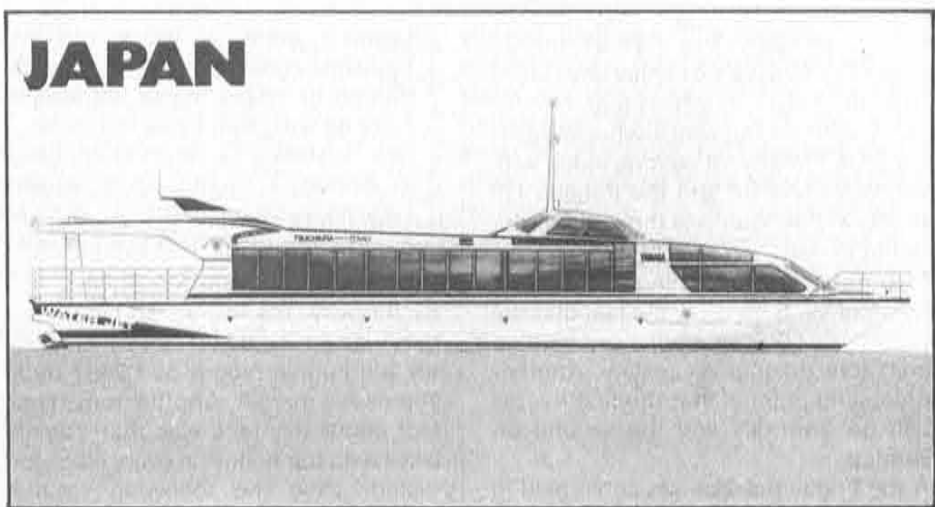
Trace

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Leon

The SRX 250 is a commuter bike, but it's got a lot of sporty bits. It's got a 250cc two-stroke engine, a 160mm front wheel, and a 140mm rear wheel. It's got a 170mm seat height, which is perfect for most riders. It's got a 123kg weight, which is light for a commuter bike. It's got a 100km/h top speed, which is fast for a commuter bike. It's got a 1500rpm redline, which is high for a commuter bike. It's got a 1000rpm idle speed, which is high for a commuter bike.

28-METER SUPER JET PASSENGER BOAT



Japan's largest ever (passenger capacity) water jet powered FRP passenger boat, the "Kasumi" is to enter service on February 20th. In order to make the boat capable of tolerating speeds similar to a hovercraft, the hull was made by a new process with a core utilizing polyester in a sandwich design to provide maximum hull strength while maintaining extremely low weight. The design also places importance on stability and anti-tip qualities, making safety one of the strong points of new hull. In addition, a special heat-absorbing glass is used in the boat's windows to improve cooling efficiency and reduce energy cost. The boat is finished with a deluxe interior similar to that of a jet airliner. The "Kasumi" will be put to work as a

main transporter of passengers on Japan's second largest fresh water lake, Kasumigaura. Also, she is expected to play a big role in transportation for the TSUKUBA SCIENTIFIC WORLDS FAIR opening in March this year. The FRP design of the new boat makes it well suited to the Kasumigaura waters with their high alga content, and also means that it would be equally suited to sea area with reef development or shallow sea areas with restricted navigating conditions.

SPECIFICATIONS:

Length overall	28.0m
Beam	5.0m
Depth	2.1m
Overall weight	52 tons
Cruising speed	27 knots
Passenger capacity	150 people

Two new applications for the YFM200

Thomas Lee M/C has been experimenting with the YFM200, successfully finding two new applications. Both versions have been very well received by users here.

1) Golf Car - Modified to accommodate two sets of clubs with front, with a rear passenger seat footrest, wider tyres and canopy - \$3,500.

2) Big wheeled version - Highly suited to irrigation applications. Lack of suspension an advantage (no wear on suspension components, Moto 4 is in operation constantly in water channels). Frame modified for better ground and tyre clearance. Trimoto wheels for improved traction in water/mud.



Motocross test days

Mitsui-Yamaha UK recently supported a joint Motocross Test Session held over a period of four days in Sussex, England in December 1984. Motocross riders of all ages and from all over the United Kingdom attended the event and were pleased to be able to test the whole

range of 1985 off-road Yamahas including YZ, IT, TT and YTZ machines. During the four day period over 650 riders tested the Yamaha range and were delighted with the 1985 models. An interesting fact is that during the week after the test session Yamaha YZ sales showed a dramatic increase, thus proving that test rides are an important part of promoting Yamaha's off road machines.



Junior riders prepare to test the new Yamaha YZ80N at the recent motocross test days in England. The YZ80N was voted a winner by the riders!

MALAYSIA Yamaha takes home championships in all classes

The "Selangor GP" was held recently at the Shah Alam Circuit, a thirty minute drive from Malaysia's capital city, Kuala Lumpur. This GP, which features not only 2-wheeler but also 4-wheeler races is a large scale event ranking along with the Malaysian GP and the Penang GP as one of the country's three big motor racing events.

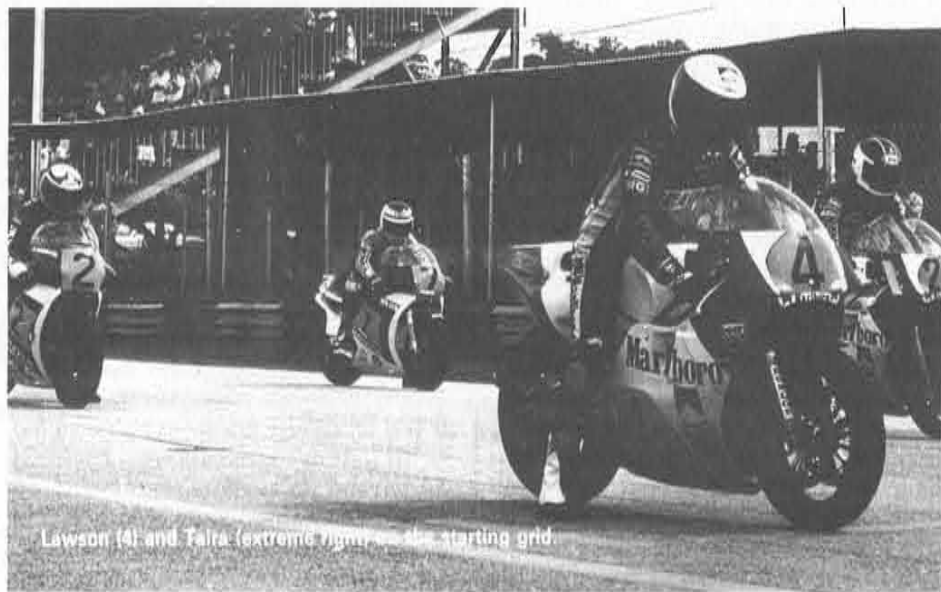
The most unique thing about the Selangor GP is certainly the fact that the Motorcycle GP is an open event with no limitations on engine capacity. Another interesting point is that the first heat is held on Saturday and the second on Sunday.

In the Friday practice sessions, held in extremely hot 35°C temperatures, E. Lawson earned himself the pole position. Honda's Freddie Spencer, although registered for the race, did not start.

In Saturday's first heat, despite a good start that sent him into the lead, Lawson was soon overtaken, first by Yamaha's Taira and then by Honda's K. Kinoshita. At the midpoint of the race the order remained the same, but soon after,

Lawson made a move overtaking Kinoshita again. For a while it looked as though he might regain the lead from Taira as well, but it was not to be. The race finished with the order unchanged. In Sunday's second heat, however, Lawson again jumped to an early lead, but this time he held on to it for dear life, hitting the finish ahead of second place Taira and third place Kinoshita.

By the way, the fastest lap time of the race was a 1'21"8 by Taira which broke the old course record of 1'24"1 by an impressive margin. Another remarkable fact about this race was that Yamaha bikes won top honors in every class contested. (See the following results). Because Malaysia is a market where the production models of the maker that wins big races sell especially well, the Selangor GP was important not only for the enjoyment it brought to Malaysia's motorcycle fans, but also as an event which contributed tremendously to Yamaha's brand image and future sales promotion.



Lawson (4) and Taira (extreme right) on the starting grid.



Lawson runs in the lead

SELANGOR GP RESULTS Motorcycle GP

1. E. Lawson Yamaha YZR500
2. T. Taira Yamaha YZR500
3. K. Kinoshita Honda NS500R
4. B. Jones Yamaha TZ500
5. C. K. Choong Honda RS500R
6. H. Klingebiel Suzuki RGB

Series Production Motorcycles

- Class 126cc and above overall 1st—Stephen Tay RZ500
- Class 126cc - 250cc 1st—Indran Lee RZ250
- Class 251cc - 600cc 1st—Stephen Tay RZ500

Improved Series Production Motorcycles

- Up to 125cc 1st—Indran Lee RD125LC
- Up to 125cc (Experts) 1st—Indran Lee RD125LC

Series Production Motorcycles

- Up to 125cc (Novices) 1st—Alan Kok Weng Tuck RD125LC
- 2nd—Ahmad Aufa RD125LC

Yamaha RX-S Class

- 1st—Alan Kok Weng Tuck
- 2nd—Chong Kok Ming
- 3rd—Ooi Teik Chuan

Eddie Lawson has lots of fans here, too



Undaunted by the heat, a large crowd turn out for the event



Mitsui Yamaha riders win the two toughest events in the U.K. off road sport calendar!

Mitsui Yamaha team riders Nigel Birkett (TY250R) and Roger Harvey (YZ490L) stormed to two outstanding victories in the two toughest off road events in the United Kingdom—Birkett winning the Scott Trial and Harvey winning the

Weston Beach Race. The Scott Trial took place on rugged boulder strewn moorland in Yorkshire last October and was a time and observation trial. Nigel Birkett (TY250R) has been runner up twice in the last three

UNITED KINGDOM



R. Harvey wins the second annual Weston Beach Race

years and was overjoyed to win this time. Another impressive victory for the TY250R!

In another event, the Weston Beach Race, held on the 4th of November, 1984, Team Mitsui Yamaha rider Roger Harvey (YZ490L) stormed to victory in the three hour race which attracted over 600 riders on solo motorcycles, sidecars and ATV's.

The event is similar to the annual Le Touquet Beach Race in France and is a severe test of both man and machine. Harvey's YZ490L ran perfectly for the full three hours to take the winner's rostrum in this prestigious event! Yamaha victories in the two toughest off road events of the year show the quality and reliability of the TY250R and YZ range.

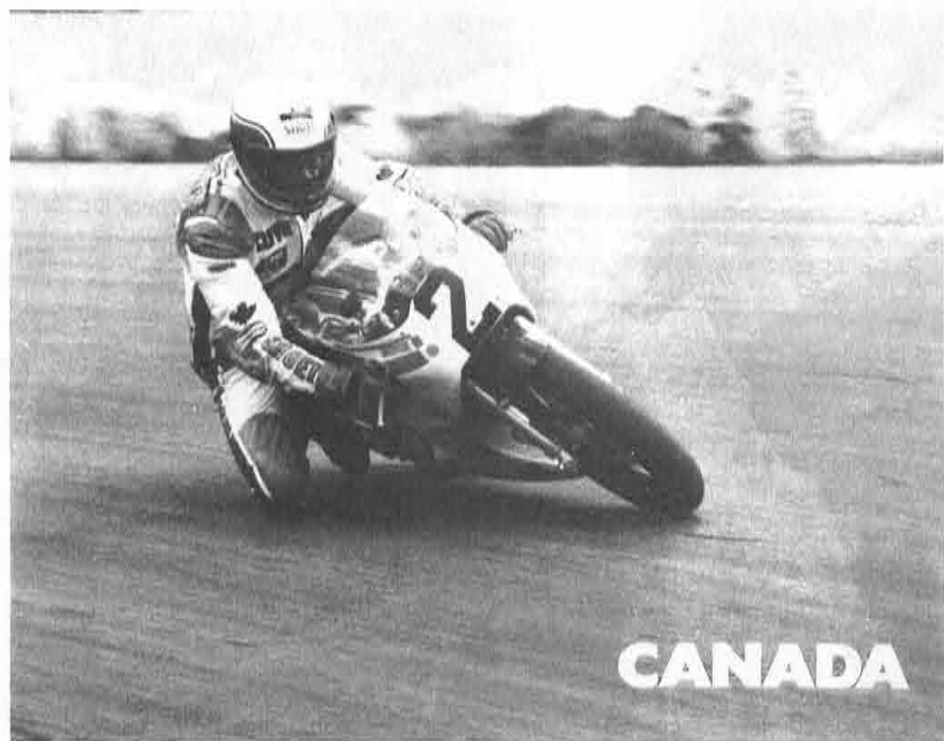
Yamaha is second-to-none

The boat No.91 shown in the photo covered the recent Bridge to Bridge Ski Classic in New South Wales, where a Yamaha 220, powering a Tennessee Ski run-about again won their class and quelled their previous years record. This achievement has done a lot to prove to our competitors that Yamaha speed and reliability are second-to-none. The owner of the boat, Geoff Stubbs is employed by a Yamaha dealer and is well known for his attention to detail in setting up racing boats.

AUSTRALIA



250 G.P. Canadian Champion for Five Consecutive Years



South America-born Clive Ng-A-Kien (28), is the first road racer to have captured the Canadian 250 G.P. Championship for five consecutive years. At sixteen, Clive had already won several Dirt Track Championships.

Upon immigrating to Canada, road racing became his passion, and from 1976 to 1984, he proved that he would be the man to beat on any road racing circuit. In 1976, as a novice road racer, Clive began his career on a TA125. The following year, he switched to a TZ250 D. This allowed him to prove his ability by capturing the 250 and 500 G.P. Championships.

He was promoted to the expert class in 1978. Also, in 1978, he represented Canada victoriously in Jamaica and was again victorious in South America in 1979, riding a new TZ250 F.

Most athletes have a turning point. 1980 proved to be Ng-A-Kien's. He turned professional, winning both the 250 and 500 G.P. Championships. To win the 250 G.P. Championship for five consecutive years, takes more than luck. It takes skill, ambition and a well-tuned machine, which was a new TZ250 H for 1981.

By now, Clive had set many new track

records and had numerous victories across Canada and the U.S.A., but he still relished a new challenge. In 1982, he decided to enter the prestigious Formula One class with his TZ750, placing sixth overall and winning the 125 G.P. Championship on a TZ125.

Over the years, Clive had suffered only minor injuries. In '83 he was not so fortunate. In March, he crashed while leading a 250 G.P. heat race in Daytona. In June, he crashed while competing in the famous T.T. Race on the Isle of Man, he lost consciousness and endured three broken ribs and a damaged hip.

Many of his fellow competitors thought that Ng-A-Kien would be unable to defend his title, but like a true champion he overcame his injuries, retaining his title for yet another year on a new TZ250 K.

Still hurting and trying to recover from the '83's crashes, Clive decided to reduce his racing attendance in 1984. Although his attendance was reduced, this did not effect his racing ability and he finished the '84 season by winning yet another 250 G.P. Championship aboard his TZ250 K.

6000km on the Ancient Trade Routes of Asia on the Yamaha Ténéré

Recently, a high school teacher and one of his former students who both shared the desire "to ride and ride wherever their bikes would take them", have made their dream a reality. And, that "wherever their bikes would take them" took them an awfully long way, indeed. When their journey was over they had covered more than 6000km along the ancient trade routes of Asia.

The route covered by Y. Haginoya, a high school teacher from Ibaragi Prefecture, and his former student, K. Kumagai, began in India's easternmost urban center, Calcutta, passed through the nation's capital, Dehli, then on to Hunza via Gilgit, after which it doubled back to Gilgit before proceeding to Peshawar and finally the capital of Pakistan, Karachi, for a total of 6000 kilometers!

One of the purposes of their visit to Peshawar was to present 4,100 dollars worth of contributions brought from Japan to the UAAR (United Association for aid to Afganistan Refugees), along with a package of medical supplies for refugee camp orphans.

Although the pair found road conditions on the main thoroughfares of India to



They are surrounded by friendly local people (taken in front of a Yamaha dealer's showroom in Karachi).

be rather good, they still had to cross mountain passes towering to 4000 meters and cross deserts where temperatures soared over 40°C. Conditions like these made their choice of bikes extremely important. After much careful discussion, they finally decided

on the XT600Z Ténéré as the best choice. "We wanted a bike that we could depend on and that wouldn't need any modifications, and this was it". And, as it turned out, they could not have made a better choice.

modernizing indigenous fishing craft. The purpose of this conference is to help promote the development of fisheries in the Caribbean area countries, with special emphasis on underutilized resources such as squid, octopus and shark. The Meeting is scheduled to be held next year in Martinique.

'84 MACHINES OF THE YEAR

"Young Machine" readers choose the year's best



Project leaders, Mr. Kinoshita, Mr. Araki and Mr. Shimada with the winners' trophies.

Yamaha Winners JAPAN
—XV750 Virago (American Model Category)
—DT200R (Off-road Category)

—Yamaha Jog (Scooter Category)

When "Young Machine", one of Japan's leading motorcycle magazines, announced the results of its '84 popular model rankings, three Yamaha models, the XV750 Virago in the American Model category, the DT200R in the off-road category, and the Jog in the scooter category, came away with top honors.

To decide the year's most popular models, "Young Machine" readers cast their votes in seven categories of domestically produced motorcycles; road sports models and scooters. Winners in the other categories included the GPz750R (Kawasaki), The GSXR (Suzuki) in the 400cc category, the NS250R (Honda) and the CBX125F (Honda), with the GPz750 taking top honors in the overall category.

THAILAND

Bikes for winners

At present, Siam Yamaha Co., Ltd is a sponsor of the most popular Quiz Show on Thai television, the "Ma-Tam-Nud" game show. Part of the reason for the popularity of the show is the motorcycles that Yamaha supplies as prizes, promoting a flood of participant applications every time.



Mr. Prapat Ketmongkol, representing the President and Vice President of Siam Yamaha, presents a "Concord" (RX135) to the winner of the game show.

Siam Yamaha has also recently organized the 10th Yamaha Rally, in cooperation with the Police of Udornthani. This

event, for DT125MX models was held at Sanam Toongsrimuang in Udornthani.



The winners, Mr. Piya Tongsir and Mr. Somchai Sae-Lim received a Y80 Mate presented by Mr. Prapat, General Manager of Marketing.

Caribbean Sea Area Fishery Conference

During a six-day period from November 11th to 16th, 1984, the 37th Annual Gulf and Caribbean Fisheries Institute conference was held at the Convention Center of Cancun, Quintana Roo, Mexico. The sponsors of this year's con-

ference included the University of Miami, the Secretary of Fishery of the Government of Mexico, the Government of the State of Quintana Roo, Mexico, and the Inter American Foundation. In attendance were over 300 representatives from 17 countries, including Mexico, the U.S.A., Barbados, Belize, Costa Rica, Curacao, Dominica, France, Jamaica, Japan, etc., and from among these, 37 speakers made presentations. Yamaha Motor Company's Mr. T. Fukamachi was one of the two speakers representing Japan, and his talk on "Fishing Canoe Evolution" featured a number of examples of

MEXICO



NEWS ROUND-UP

Three Production Class Championships in Spain

"Motociclismo Series" news clippings

Overall, last year was a very good year for Yamaha motorcycles on the race track. One field in which Yamaha made a particularly strong showing was the production races that were held in important countries all over the world. The numerous victories achieved by production Yamahas in these local races helped to prove the performance and reliability of Yamaha production machines to people everywhere. Spain is one good example of this worldwide trend.

Achieving impressive results on a minimum budget

Two important Spanish races in which Yamaha motorcycles took part last year were the Motociclismo series, featuring F1, F2 and F3 classes, and the Montjuic 24-hour endurance race. The Yamaha race activities here were strictly amateur efforts operating from a dealer base on weekends only. However, in spite of the modest scale of the activities, Yamaha riders brought back amazing results, as shown below. Not only have these race activities helped to promote the Yamaha name, they have also contributed greatly to the spread of sound motorcycle sports in Spain.

F-1 Siluetas:

Competing machines—4-cycle machines of 501 ~ 1100cc
2-cycle machines of 371 ~ 750cc

This is considered the top class in production motorcycle racing. Fierce competition characterizes this popular category in which models such as the Honda VF1000R, Suzuki 1100 and Bimota SB-4 battle for supremacy. This

season, however, all were dominated by the Yamaha FJ1100 ridden by Mingo Gil, who rode to victory in every heat of every race in the series to score a perfect victory. In all, four of the top five finishers in the season were on Yamaha bikes.

F-2:

Competing machines—4-cycle machines of 401 ~ 600cc
2-cycle machines of 251 ~ 370cc

In the past, this category had been a one-make show for the Ducati 600 Pantah, but this year it was won by Yamaha XJ600, making its first appearance.

F-3:

Competing machines—4-cycle machines of 400cc
2-cycle machines of 250cc

This class, which includes both senior and junior riders is considered a stepping stone to the higher classes. Following a Yamaha victory in the previous season, this season's championship was also won by a Yamaha XS400 ridden by O. Quintanilla. Of the top ten finishers this season six were on Yamaha machines.

Introducing the New Yamaha Bicycles

Please contact Sunward International Inc., Suruga Ginko Bldg. 328-11, Sunayama-cho, Hamamatsu-shi, Shizuokaken, Japan if you are interested in Yamaha bicycles.



BMX20

BMX (Bicycle Motocross Race) is a type of competition in which bicycles with a 20 inch wheel are used to race for speed around a course of roughly 400 meters. Rules limit the bicycles to one gear, and the front/rear ratio is set at about 3:1 to give the bicycles sufficient speed potential.



BTR20

The most important characteristic of the bicycles in this Bicycle Trial category is the size of the front and rear gears. In order to allow the rider to control the bicycle at close to a standstill, the ratio is set at about 1:1 (24T:22T), 20 inch block-pattern tires are used, as well as heavy-duty brakes.



MTB26

The Mountain Bike is designed to allow the rider to ride freely in mountainous or hilly off-road conditions or on forest trails. It is a heavy-duty type bicycle with a sturdy frame and extremely wide tires. However, it also comes equipped with 18 gears (12 gears for children) and road racer type features. Other features include a flat handlebar, a high/low saddle with pin-type adjustment, and brakes which prevent the build-up of mud.



MTB20 (for children)



M. Gil

MOTOCICLISMO SERIES



O. Quintanilla



J.M. Rosa

24-HOUR MONTJUIC ENDURANCE RACE

Yamaha bikes finished among the leaders in both the over-600cc and under-600cc categories in this race. Both the XJ600 and the FJ1100 that finished near the top of their categories were production bikes. The 3rd place finish by the FJ1100 was especially impressive because of the fact that it was competing here against many racer-prepared machines.

RESULTS

F-1 SILUETAS

1. Yamaha FJ1100 240 points
2. Suzuki GSX1100 169 points
3. Yamaha XJ900 169 points
4. Yamaha RD500 122 points
5. Yamaha FJ1100 108 points

F-2

1. Yamaha XJ600 J.M. Rosa
- MONTJUIC ENDURANCE**
- F-1 3rd place FJ1100
Gil/Cano/Rico
- F-2 2nd place XJ600

YAMAHA TECHNOLOGY A COMPREHENSIVE COMPILATION

The Creative Challenge

We at the Public Relations Division of Yamaha Motor have recently published an extremely valuable pocket-size booklet. We have completed an exhaustive compilation of all the technological developments that have been made by Yamaha, year by year since the company was founded in 1955. This 227 page booklet, abundantly illustrated with photos and diagrams, traces the history of Yamaha technology from the very first Yamaha model to the very latest DOHC 5-valve system.

