

New steps for a new age

On January 20th at Akasaka Prince Hotel in Tokyo, representatives from 700 shops around the country were invited to a National Convention for Outstanding Dealerships. The convention began on a serious note, with the introduction of the new '86 models, explanations of business policies for the coming year, description of race/sports activities and introduction of riders, and the presentation of awards to shops showing outstanding results in various areas of business during the previous year. After the formalities were over, however, at the reception party, shop representatives mingled informally with President Eguchi and other Yamaha representatives in what turned out to be a very enjoyable party for all.

Efforts to create better products based on market needs

The convention began with an address by President Eguchi. After summarizing the goals he outlined for the company in his address to Yamaha employees at the beginning of work this year on Jan. 6th, namely to further strengthen the Yamaha identity through the speedier development of new technology and new products that

caters to market trends and customer needs better, and the reduction of costs through the refinement of production systems at all levels, he introduced the "YOU Shop"* system as a means for Yamaha and its dealers to prosper and grow better through closer cooperation. He then went on to encourage the further expansion of the YSP (Yamaha Sports Plaza) system and the strengthening of YESS activities. Stressing that in the future Yamaha must



President Eguchi speaks jovially with shop representatives.



Representatives from 700 shops listen intently to the closing address by Managing Director, Mr. Komiya.



Racing stars sign autographs for the guests.



A keg of Sake is opened for a toast.

put all its efforts into developing outstanding new products based on a real concern for the needs and opinions of the customers, he went on to ask for cooperation from the dealers in supplying Yamaha with frank opinions and honest facts from the marketplace.

of relaxed congeniality as a reception party commenced with dinner, shows, and a toast to the new year led by President Eguchi. Cameras flashed around the hall as commemorative photos were taken by the guests in a festive atmosphere.

A toast to 1986

Following the President's address, a slide show accompanied an explanation of upcoming market strategies and policies concerning new products, and finally an explanation of overall business policies by General Manager, Mr. K. Miura of the Domestic Business Division. Then, after an introduction of the top riders of the Yamaha Racing Team, Managing Director, Mr. I. Komiya, presented the closing address for the 2-hour convention. Changing halls, the mood changed to one

*YOU Shop

Just as "YSP" is a shop that specializes in the sale of Yamaha sports bikes, a "YOU Shop" is a shop specializing in the sale of Yamaha scooters. A shop which achieved a specified level of proficiency concerning sales policies and service systems for scooters can be awarded the title of a "YOU Shop" as a step on the way to establishing itself as a successful scooter dealer in a given area.

A typical "YOU Shop"

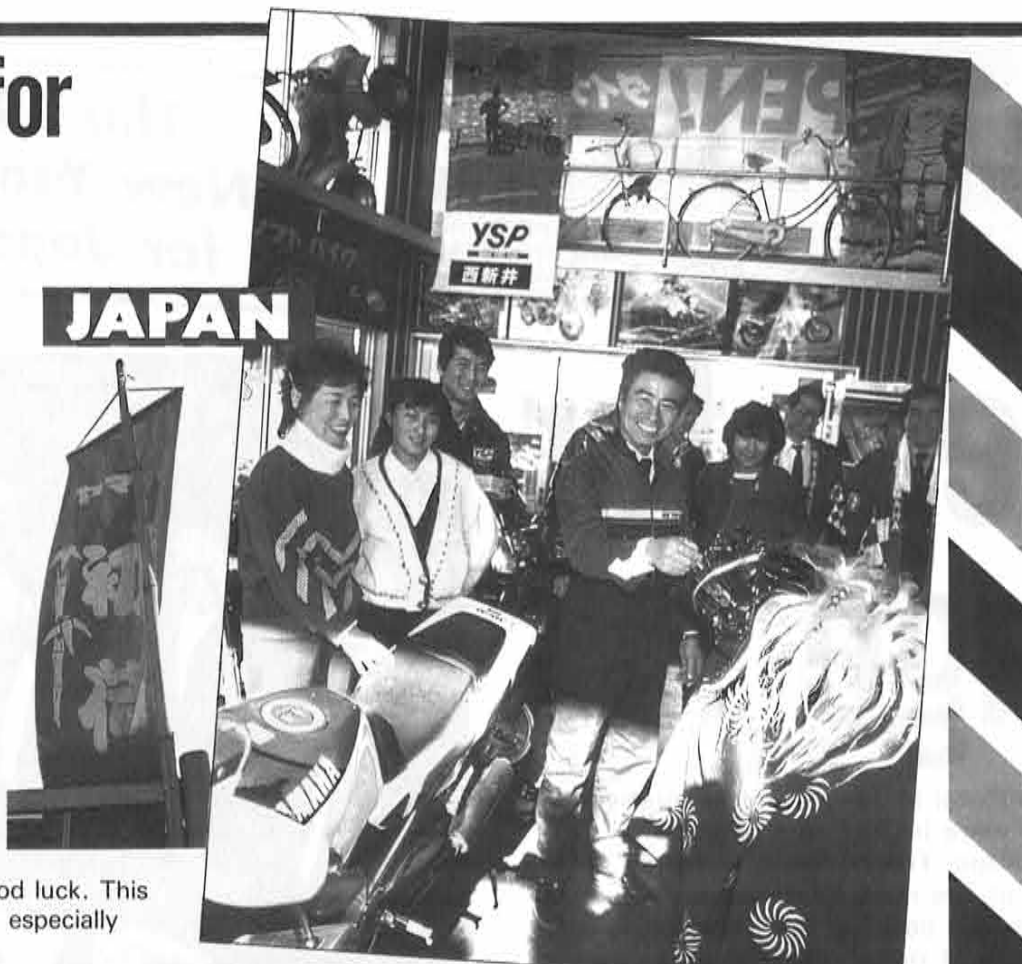
As mentioned above, in order to assure mutual stability and prosperity, Yamaha is presently working to strengthen its relationship with its dealers through the existing YSP program and YESS activities, and recently with the new "YOU Shop" program, in which the number of participating dealers is increasing every day. The "YOU Shop" concept can perhaps best be understood by looking at the points these shops all have in common. A true "YOU Shop", first of all, must be a shop that deals exclusively in scooters or else deals mainly in them, and it must carry a comparatively large selection of scooter models, plus a variety of accessories and parts to go with them. In addition, the shop is able to supply

all kinds of information to its customers and have a well-planned safe riding program and service activities. In this way, it carries an image and function that will appeal to customers in a way no ordinary shop can match. Also, it differs from a YSP (Yamaha Sports Plaza) shop in that it stresses a family-oriented atmosphere. Most "YOU Shop" are also unique in that they are located in areas, such as near station or shopping malls, where large numbers of commuters or shoppers gather, and are specially managed in a way that best fits its particular locality. The shops also have the standardized "YOU Shop" exterior decoration and a bright, warm feeling to its interior design which makes it inviting place for local passers-by to walk in and look around.



An old custom for new customers

Until quite recently, it was the custom among Japanese merchants to take a day of rest on New Year's Day and then begin the new year of business on January 2nd. This second day of the year, for these merchants, began with a special ceremony in which all would dress in festival clothes and carrying a banner saying "Hatsuni" (first goods of the year) that would be hauled from the wholesaler to the retailer's shops accompanied by a "Shishi-mai" dancer. In recent years, however, the "Shishi-mai" or "lion dance" has all but disappeared. As a means to bring attention to the Yamaha brand, the Yamaha Tokyo Co., Ltd. has revived this old custom, sending its employees including the one in "Shishi-mai" costume to its many retailers on Jan. 6th, the first day of work this year, to perform the "Shishi-mai" dance, a ceremony which is meant to drive off evil spirits and bring good luck. This exuberant and comical dance proved to be especially popular among young onlookers.



JAPAN

Ours is a snowmobile world

U.S.A.

It is mid winter now in the northern hemisphere and in regions where the snow will not clear until the coming of spring, the snowmobile has become a daily necessity for many people. Here in Cook City, Montana, a town with a population of 75 located in a corner of the famous Yellowstone National Park, there is not a single home that doesn't own a snowmobile. In addition to the usual touring and sporting use, the people of Cook City use their Yamaha snowmobiles for quick shopping trips and hauling loads, as well. In the evening when they feel like visiting a friend's home it's often by snowmobile. Since it can be operated even by children, nothing could be more convenient as an around-town vehicle in the Montana winter.

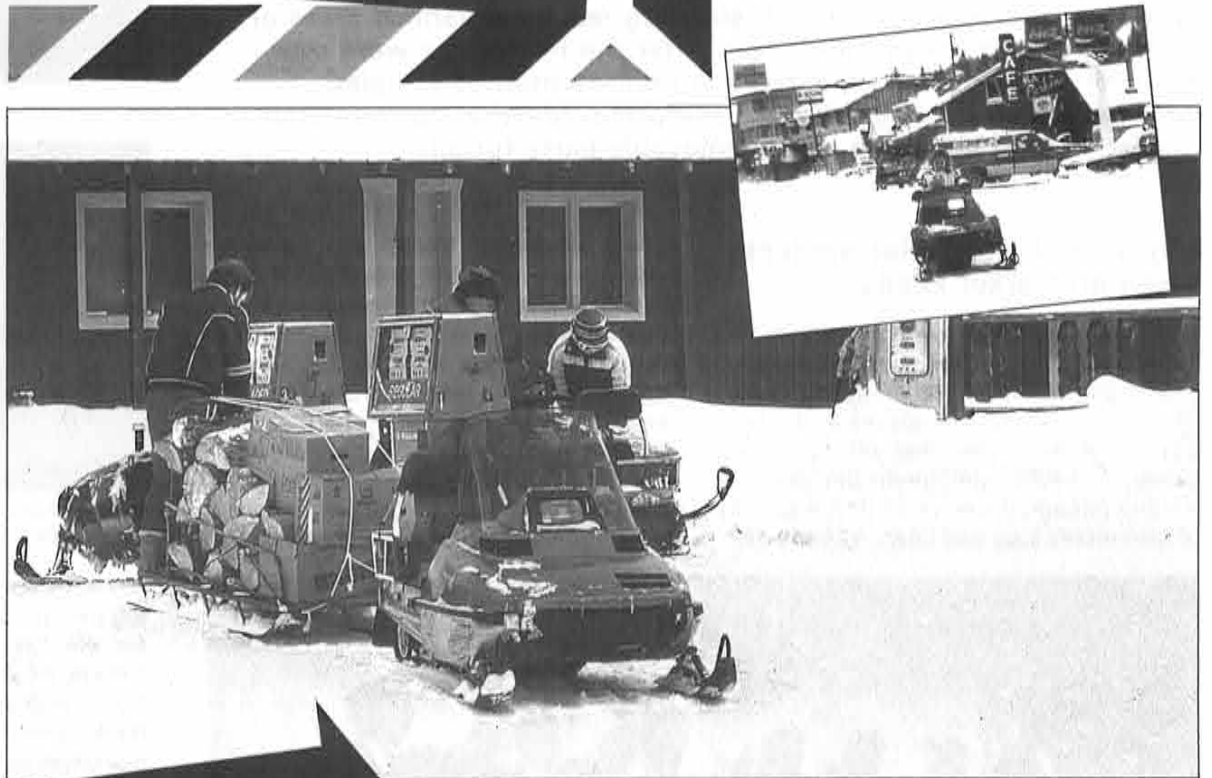
Mr. Adventurer

An Italian magazine recently declared Yamaha works rider Serge Bacou to be the unofficial desert race champion of the world. The awarding of the "Mr. Adventurer" title was based on points scored in six top African rallies.

Although, since 1977, his main job is running his Yamaha dealership in the city of Tours, prior to this he was a motocross rider in the 250 and 500cc classes who twice won the French National championship. In recent years he has turned his energy and talent to the African rallies and to a few races within France, like the Toruquet and Super-Motard. Although, once again this year, he was deprived of a chance to finish among the leaders of the Paris-Dakar Rally, based on his past record this is one title that is destined to win some day.



FRANCE



NEWS ROUND-UP

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

A festival of the sea

MALAYSIA

A festival called "Pesta Laut" was held last autumn in the city of Port Kelang in West Malaysia. Celebrating the 25th anniversary of the rule of DYMM Sultan Salahuddin Abdul Aziz Shah Alhaz of Selangor, this is the

largest festival held in Selangor. The harbor was the sight for every imaginable type of boat race, including dinghies, sailboats, speedboats, keelboats, sampans, motorized sampans, canoes and row-a-drums. While a wide variety of games, like a greasy pole contest,

pillow fight, and a catch-a-duck contest, and shows such as an ultra-light aircraft display and a helicopter rescue demonstration were held one after another to the delight of participants and spectators alike. In the speed boat race Yamaha Importer, Supratechnic (Mal.) SDN, BHD, sponsored two drivers, Mr. Jusuf and Mr. Zainal, who together posted the following record of finishes:

1. Open class - 3rd place
2. 200HP & below - 2nd place
3. 100HP & below - retired due to accident
4. 70HP & below - 1st place



A festival of the sea



A display of Yamaha outboards is set up in one booth on the festival grounds.



Preparations are made for the start of the speed race.

Marine Industries Exhibition

China presently boasts the world's third largest marine industries production behind Japan and the Soviet Union. With annual fishery production now exceeding six million tons, the national government is aggressively encouraging the growth of marine industries as a means to improve the people's diet and also as a means to bring in foreign trade income. The Chinese Committee for the Expansion of International Trade sponsored a "Second Exhibition of the Fishery and Marine Processing Industries" at the Zhejiang Exhibition Hall in Hangzhou for a six-day period from November 16th to the 21st of last year. Aimed at encouraging technical advancement in the country's fishery and marine processing industries, the exhibition featured displays by 50 domestic and foreign manufacturers of engines, processed goods, processing machines, freezing equipment, and

fishing nets and gear, and was attended by about 2500 representatives of the marine industries from all over the country. Visitors to the exhibition seemed to show special interest in the wide range of processed goods on display and in the technology of the latest

mechanized processing equipment. Yamaha's display of 2-15 horsepower outboard motors, a 125hp marine diesel engine and generators proved themselves to be well suited to the present needs of China's marine industries. Especially in the case of the diesel engine, of which only one model was put on display, there were so many inquiries that the staff members in charge of products explanation had a difficult time just keeping up with all the questions and requests.

CHINA

Visitors gather from all over the country for the Marine Exhibition

The Yamaha booth



Rapid inquiries

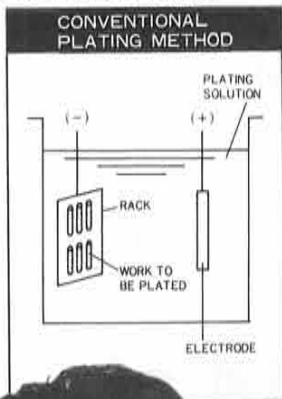
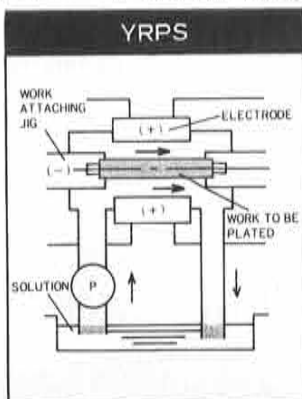
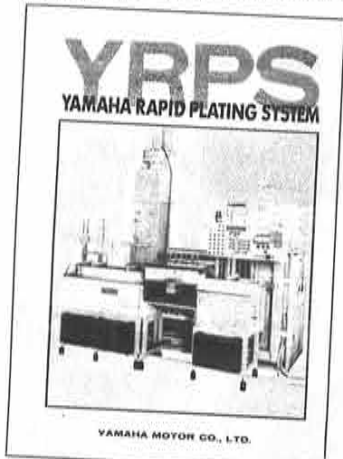
As we mentioned in issue No. 9 of the 1985 Yamaha News, America's General Motors was the first foreign company to place an order for the Yamaha Rapid Plating System, a revolutionary new plating method developed and sold by Yamaha Motor Co. Since then inquiries about YRPS have continued to pour in one after another, not only domestically but

from countries around the world, including the U.S.A., Europe, China and Soviet Union, demonstrating the popularity of this new system. In conventional methods of plating, a number of works to be plated are immersed in a stationary plating solution bath for long periods of time. The "YRPS" method features a circulating plating solution pumped

through a space between the works to be plated and the electrodes. The high rate flow of the solution causes a thinner layer of ion-diffusion around the works, which makes possible rapid plating due to the large electric current present in spite of low bath voltage. The "YRPS" system has been awarded 14 different patents on various aspects of its revolutionary new process.

For Yamaha, which is constantly searching for new products outside of the motorcycle division which will help give stability to the company as a whole, this new YRPS system looks like it may turn out to be a very important new line of business.

JAPAN



HAHAHA!

The elder Mr. R., head of one of America's wealthiest families, once asked for the least expensive room at a Yew York hotel.

The surprised clerk: But, sir, when your son stays here he always stays in our most expensive room.

Mr. R: That's because he has rich parents.

JAPAN

The smallest YZR500

What 3-time Japanese 500cc class road race champion, Tadahiko Taira, is looking at is a 1/12 scale model of the Yamaha YZR500. In commemoration of his third consecutive championship, Tamiya Mokei, one of the world's largest manufacturers of plastic models presented Taira with this beautifully detailed replica of his Yamaha racer. Although he is already the owner of countless prizes and trophies, Taira is especially proud of this new addition. This season will see Taira racing with the Marlboro colors in the 250cc class of the World GP on Yamaha YZR250, and, if he is able to bring back the title, we may see a scale model of the YZR250 in his collection next year!



With our best wishes

While working on the '86 PR Film and Company pamphlet Yamaha's staff visited several countries around the world to photograph "landscapes with Yamaha products". This is a commemorative shot they took of the kind people who helped them in Holland while shooting a pleasure boat equipped with a Yamaha outboard cruising on a Dutch canal. To all the people who helped them during the project, we just want to take a moment to send our best wishes and say thanks once again.



HOLLAND



MESSAGES FROM OVERSEAS CORPORATIONS JAPAN

The beginning of a new year always holds the promise that some good fortune might come our way. Although the ways of celebrating may be different, there is probably no country on earth that doesn't celebrate the new year in some way or another.

Again this year the Japanese staff members working in the Yamaha overseas corporations have sent a variety of Christmas and New Year's greetings and resolutions to Yamaha Motor Co. Here is a summary of the letters we have received and would like to share with the readers of Yamaha News.

From YMUS: Living here in the U.S.A. with its diversification and wide open spaces enables us to experience many things we never could in our crowded island nation, Japan.

Aided by the outstanding work of our domestic staff here, the sales of individual products such as motorcycles, scooters, Moto-4's, Tri-moto's, snowmobiles, outboard motors, golfcars and generators are making a good showing, thus contributing to another growth of YMUS.

This year marks the 10th anniversary of the founding of the company, and by all working together we hope to make this a better year than ever before.

From YMCA: Greetings from the frozen north country, Canada. At this time of year our world here is the same color everywhere you look, snow-white. How is our Japanese staff doing in this sub-zero degree world? Mr. M. came back the other day from a snowmobile trial run in Yellowknife, N.W.T. with his whole face scared from frostbite. We noticed that even his sharp tongue had a touch of frostbite, too. Mr. F, who is spending his first winter here in Canada, got into his car the other evening to go home and was surprised to find that he couldn't see anything beyond the windows of his car. In Toronto in winter, it is not enough to start up your engine and drive off. First you have to get out and scrape the frost off all the windows!

From YMENV: In Holland, the biggest festival of the year-end, new-year is Saint Nicolaus Day on December 5th. The staff of YMENV got together with all of our families for St. Nicolaus Birthday Party on December first. A local member of the staff dressed up as St. Nicolaus and one of the Japanese staff wore a costume of Black Peter, all to the great delight of the children. As far as business went last year, the TENERE sold especially well. This year we all will work to improve the sales of other models, as well. In the outboard motor division, the introduction of the 4-cycle and other big models gave us a stable market position, and the early snowfall this year is contributing to good sales in snowmobiles and snowthrowers.

From YMDB: The holiday season here in Brazil begins with Christmas and ends with the big Carnival. The real summer weather begins with the end of the rainy season in late December, and two-month summer vacation begins at this time for the school children. For most companies, as well, this is the time of a 10-day holiday. In São Paulo there is a big annual marathon race with thousands of entrants which begins on New Year's Eve and runs into the early morning of the first. After the New Year's holiday all conversation turns to the famous Carnival, and everyone is busy with preparations. It isn't until the Carnival is over that the business world finally returns to normal. The end of last year saw the opening of our second factory at Manaus, and as this new factory begins to get into full production it looks to be a busy year for all.

From YMA: In Australia, like Brazil, the New Year's season comes in summer. Established in 1983, YMA is the youngest of Yamaha's overseas corporations, but due to the excellence of our domestic staff the company is already on the right track toward a bright business future. Records for 1985 show that, at the retail level, sales are up over the previous year throughout the country. So, thing look bright for 1986. All the employees got together to celebrate a good year with a Christmas Party held on a tour boat that cruised down the Yarra River where it flows through the city of Melbourne.

Yamaha's '86 season race

For Yamaha, race activities have always served as a testing ground for all kinds of new technology to be fed back into production models. Therefore, we have always pursued an active race program for this reason as well as for the purpose of creating new demand in the motor sports field, which is the mission of any motorcycle manufacturer.

This year once again, with the cooperation of our Yamaha overseas corporations and importers, we are planning a race program that is sure to please our sports lovers. While as in the previous year "Yamaha Marlboro Team" led by Giacomo Agostini and "Team Sonauto Gauloises" will participate in world championship road racing, as an epoch-making new plan Kenny Roberts has teamed up with American cigarette manufacturer, Lucky Strike, to create the "Team Lucky Strike Roberts" which will field both Randy Mamola and Mike Baldwin in the '86 500cc World Championship. In addition, the Yamaha Marlboro Team will sponsor Tadahiko Taira in all the races of the 250cc class. As for world championship endurance, our participation schedule will be announced at a later date.

'85 race achievements

Yamaha riders and machines which aggressively took part in '85 big events both in Japan and overseas achieved good results as follows:

1. World championship road racing
'84 world champion Eddie Lawson aboard a Yamaha Marlboro YZR500 placed second in final 500cc rankings, while Christian Sarron (Sonauto Yamaha YZR500) ranked third in the same class. Former world champion Carlos Lavado who rode a Venezuelan importer Venemotos-entered TZ250 in a 250cc title chase placed third in final 250cc rankings.
2. World championship motocross
500cc class title contenders, Hakan Carlqvist and Leif Persson with Yamaha Motor NV-entered YZ490 machines (modified) failed to place high in final rankings with injuries. But Jacky Vimond who rode a Sonauto Yamaha-entered modified YZ250 in the 250cc championship finished second after a season-long battle with eventual title winner H. Kinigadner (KTM).
3. World championship endurance
The 4-stroke FZR750 teams took part in two rounds of the 6-round World Championship Endurance Series. In the 3rd round, Suzuka 8-hour endurance, the Yamaha Tech 21 team consisting of Kenny Roberts and Tadahiko Taira led the entire field for 7 of the 8 hours, providing an absolute race highlight. In the final round, Bol D'or 24-hour event, the Sarron/Cornu/Espie team entered by Gauloises Yamaha held the top position for 19 of the 24 hours, keeping all spectators thrilled and excited.
4. World championship trials
Riding a Sonauto entered TY250 Gilles Burgat placed 4th in final rankings. Riding a Mitsui UK-entered TY250 Tony Scarlett ranked 6th in final rankings.
5. American national championship motocross & supercross series
Broc Glover (YMUS team) won the 500cc motocross championship with a modified YZ490, while placing second in the supercross series using a modified YZ250.
6. Japanese national championship road racing & motocross
Tadahiko Taira on a YZR500 won the national road racing championship for three years in a row. In addition, he participated in the Italian and Austrian GP's. In the 250cc motocross championship Tetsumi Mitsuyasu placed third in final rankings.

'86 line-up

The '86 Yamaha line-up of riders and machines has been strengthened as follows:

1. World championship road racing
American superstar Eddie Lawson will act as number one rider of the Yamaha Marlboro Team in a 500cc title contest, supported by a new member Rob McElnea placed 9th in '85 final rankings. German rider Martin Wimmer and Japanese national Champion Tadahiko

Taira have also joined the Yamaha Marlboro Team as 250cc class title contenders aboard newly developed YZR250 V-2 factory machines. While as in the previous year, Christian Sarron will also ride a Sonauto YZR500 in the 500cc championship, Randy Mamola and Mike Baldwin will take part in the same championship using YZR500's under the banner of the newly formed Team Lucky Strike-Roberts. Former 250cc world champion Carlos Lavado will use a similar YZR250 entered by Venemotos in the 250cc championship.

2. World championship motocross
As in 1985, Hakan Carlqvist will team up with Leif Persson in the 500cc championship, using modified YZM500 machines entered by Yamaha Motor (Europe) N.V. In the 250cc championship, once again Jacky Vimond (Sonauto) will spearhead Yamaha onslaught with a modified YZ250.

Yamaha's European importers, Swedish Hallman & Eneqvist and Finnish Arwidson will also enter their riders in the same championship with modified YZ250 machines, namely Anders Eriksson (Swedish) and Kurt Ljungqvist (Finnish). In the 125cc championship John van den Berk (Dutch), Mika Kouki (Finnish) and Marnicq Bervoets (Belgian) will ride for their national importers, respectively, Yamaha Motor B.V. (Dutch), Arwidson (Finnish) and D'Ieteren Sport (Belgian). Modified YZ125 machines will be used in this championship.

3. World championship trials
Yamaha's European importers, Mitsui UK and French Sonauto will enter their riders in this championship, namely, Tony Edward Scarlett (Mitsui UK), and former world champions Gilles Burgat (Sonauto) and Bernie Schreiber (Sonauto). They will use TY250R modified machines in this championship.

4. American national championship motocross, supercross & superbike series

Reigning champion Broc Glover will ride a YMUS-entered modified YZ490 in the 500cc championship. In addition, YMUS will offer similar machines to Danny Storbeck and Jim Holley in this championship. The same members will also ride modified YZ250 machines in the 250cc championship. In the 125cc championship Keith Bowen and Scott Burnworth will be entered by YMUS with modified YZ125 machines. In the supercross series Broc Glover, Keith Bowen and Scott Burnworth will ride YMUS-entered modified YZ250, while similar machines will be offered to Danny Storbeck and Jim Holley in the same series.

Besides, YMUS will participate in all the rounds of the superbike series with YMUS road racing team consisting of Jim Filice and Jim Kocinski

5. Japanese national championship road racing, motocross and trials
Hiroyuki Kawasaki and Shinji Katayama will ride Yamaha-entered YZR500 machines in the 500cc championship,

while Katayama will team up with Hiroshi Okumura in the 250cc championship using new YZR250 racers.

In the F1 championship Shinichi Ueno and Shoji Hiratsuka will ride Yamaha-entered YZF750 machines, while Hiratsuka will team up with Toshinobu Shiomori and, Tadashi Ezaki in the F3 championship using new YZF400 machines.

In the 250cc motocross championship Tetsumi Mitsuyasu will ride for Yamaha using a modified YZM250, while simi-

lar machines will be offered to Hideaki Suzuki and Satoru Shoji. In the 125cc motocross championship modified YZ125 machines will be offered to Jun Amada, Tomoyuki Kawasaki, Takeshi Tabuchi, Tomomasa Yoshiwara and Hiroyuki Sasaki. Atsushi Ito will ride a Yamaha-entered modified TY250R in the trials championship. Similar machines will be offered to Fumihiko Kato, Sumio Sakaguchi and Yoshihiro Nakagawa.

'86 Yamaha factory machines

YZR500

While the '86 YZR500 adopts basically the same design as the '85 model, including a liquid-cooled 2-stroke V four cylinder layout fitted with YPVS, and proven delta-box frame construction, a number of detail improvements made to both the engine and the chassis have given the new machine ever higher race performance potential, as follows:

Engine

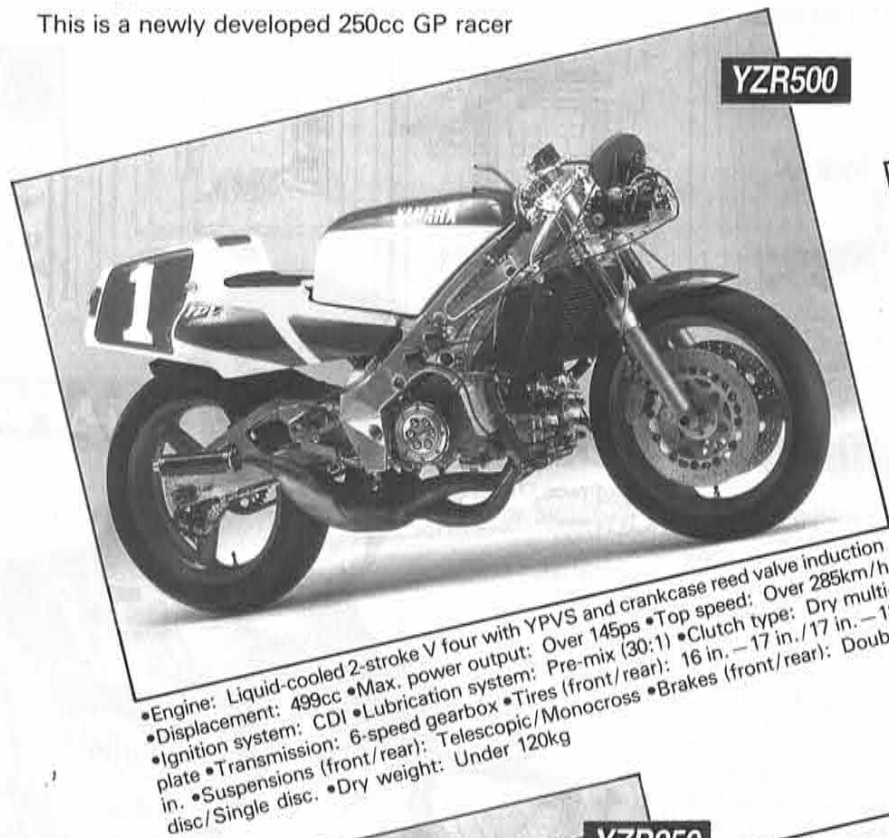
- * An increase in maximum power output
- * Altered power development characteristics
- * Better cooling effect
- * Increased ease of maintenance

Chassis

- * Improvement of overall dimensions and alignment
- * Altered seat shape
- * Better rigidity balance

YZR250

This is a newly developed 250cc GP racer



YZR500

- Engine: Liquid-cooled 2-stroke V four with YPVS and crankcase reed valve induction
- Displacement: 499cc •Max. power output: Over 145ps •Top speed: Over 285km/h
- Ignition system: CDI •Lubrication system: Pre-mix (30:1) •Clutch type: Dry multi-plate
- Transmission: 6-speed gearbox •Tires (front/rear): 16 in. - 17 in. / 17 in. - 18 in.
- Suspensions (front/rear): Telescopic/Monocross •Brakes (front/rear): Double disc/Single disc •Dry weight: Under 120kg



YZR250

- Engine: Liquid-cooled 2-stroke V twin with YPVS and crankcase reed valve induction
- Displacement: 249cc •Max. power output: Over 75ps •Top speed: Over 240km/h
- Ignition system: CDI •Lubrication system: Pre-mix (30:1) •Clutch type: Dry multi-plate
- Transmission: 6-speed gearbox •Tires (front/rear): 16 in. - 17 in. / 17 in. - 18 in.
- Suspensions (front/rear): Telescopic/Monocross •Brakes (front/rear): Double disc/Single disc •Dry weight: Under 100kg



- Engine: Liquid-cooled 4-stroke
- Max power output: Over 100ps
- Lubrication system: Pre-mix (30:1)
- Clutch type: Dry multi-plate
- Transmission: 6-speed gearbox
- Tires (front/rear): 16 in. - 17 in. / 17 in. - 18 in.
- Suspensions (front/rear): Telescopic/Monocross
- Brakes (front/rear): Double disc/Single disc
- Dry weight: Under 100kg

activities

- * Improved delta-box frame design
- * Increased brake performance
- * Better aerodynamics

YZF400 F3 racer

This F3 racer has been developed by taking the 4-stroke supersports FZ400R as its technical base. While it adopts basically the same engine components as the FZ400R, detail improvements and modifications have been made to both the engine and the chassis for higher power and altered power development characteristics, as well as lighter overall construction, as follows:

Engine

- * Altered intake/exhaust system
- * Changed gear ratios
- * Lighter construction

Chassis

- * Altered overall dimensions, front alignment and weight distribution (front and rear)
- * Altered rigidity balance for frame, rear arm and front fork
- * Increased brake performance
- * Better aerodynamics
- * Lighter construction

RIDER PROFILE

ROAD RACING

Eddie Lawson

Nationality: American
Date of birth: March 11, 1958
Hobbies: Off-road riding, sports car driving, TV game and reading
Career highlights:
1978—Won West Junior Class Dirt Race Championship.
1980—Won Daytona 100-mile race (250cc). Placed 2nd in US Superbike Race Championship.
1981—Won US Superbike Race Championship.
1982—Won US Superbike Race Championship.
1983—Joined Yamaha Marlboro Racing Team and placed 4th in 500cc Road Racing World Championship. Won US Superbikers Championship.
1984—Won 500cc Road Racing World Championship.
1985—Placed 2nd in 500cc Road Racing World Championship. Won US Superbikers Championship.



Rob McElnea

Nationality: British
Date of birth: December 12, 1959
Hobbies: Trials riding and golf
Career highlights:
1977—Started racing at cup level.
1980—Won Senior Manx GP on the Isle of Man.
1982—Won Donington Park International Championship.
1983—Joined British Suzuki Team. Won Classic TT and Dutch round of FI World Championship.
1984—Won Classic and Senior TT's. Ranked 11th in 500cc World Championship.
1985—Ranked 9th in 500cc World Championship.



Randy Mamola

Nationality: American
Date of birth: November 10, 1959
Hobbies: Dirt bike riding, sports car driving, water skiing
Career highlights:
1970—Started motorcycling racing at the age of 10.
1972—Won AMA National Mini-Bike Championship.
1979—Placed 4th in 250cc Road Racing World Championship.
1980—Placed 2nd in 500cc Road Racing World Championship.
1981—Placed 2nd in 500cc Road Racing World Championship.
1982—Placed 6th in 500cc Road Racing World Championship.
1983—Placed 3rd in 500cc Road Racing World Championship.
1984—Placed 2nd in 500cc Road Racing World Championship.
1985—Placed 6th in 500cc Road Racing World Championship.



YZM500

cooled 2-stroke single with YPVS • Displacement: 487cc
power output: Over 60ps/7000rpm • Ignition system: CDI
system: Pre-mix • Transmission: 4-speed gearbox • Tires
(front/rear): 3.00-21 / 5.00-18 • Brakes (front/rear): Disc/Drum
sions (front/rear): Telescopic (Ohlins)/Monocross (Ohlins)
Fuel tank capacity: 11.0 liters • Clutch type: Wet multi-plate



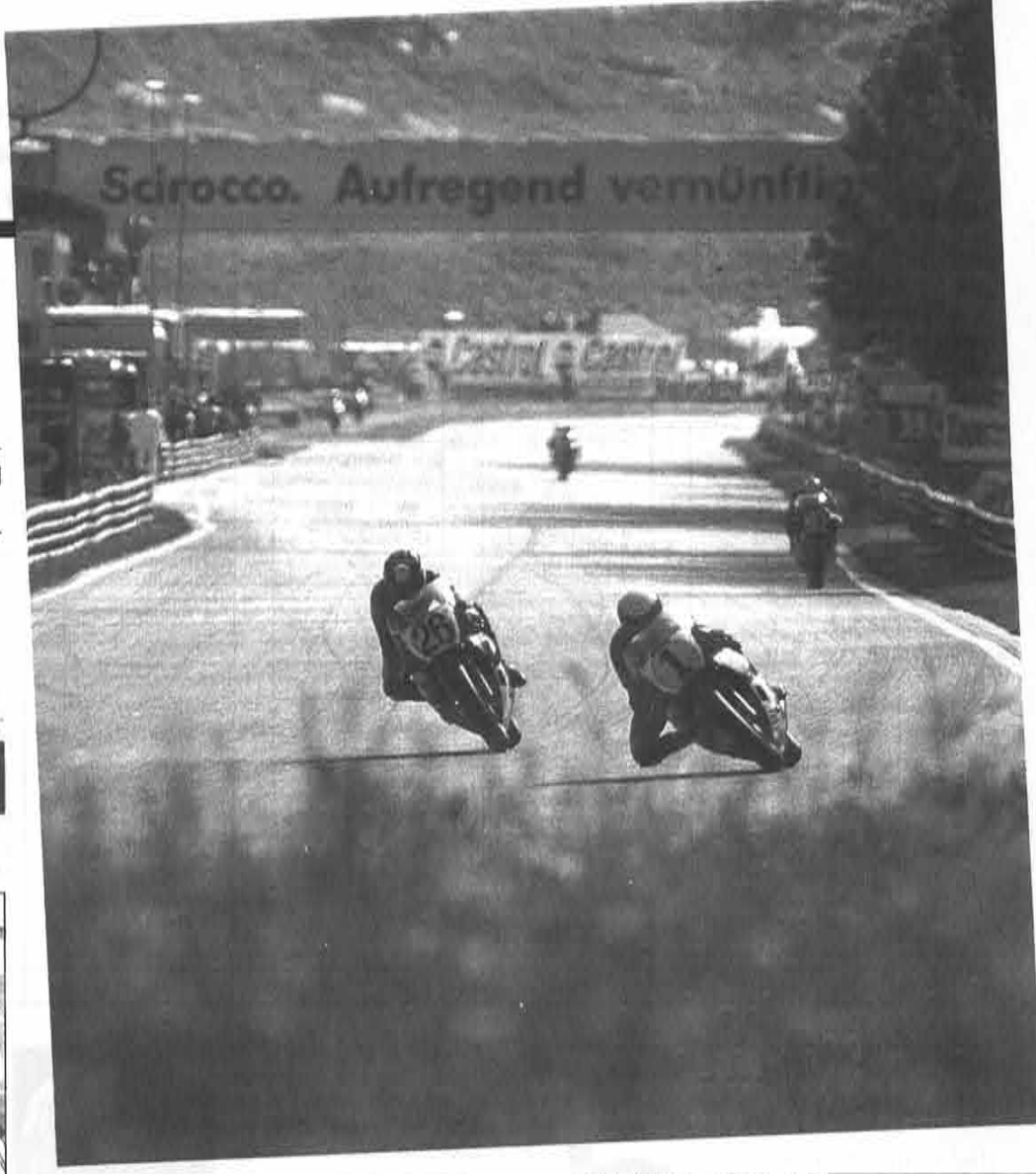
YZF750

stroke DOHC 5-valve, parallel four • Displacement: 749cc.
er 130ps • Top speed: Over 270km/h • Ignition system: Full
lubrication system: Wet sump • Clutch type: Dry multi-plate
sion: 6-speed gearbox • Tires (front/rear): 17 in. / 17
in. • 18 in. • Suspensions (front/rear): Telescopic/
Monocross • Brakes (front/rear): Double disc/Single
disc • Dry weight: Under 155kg
(built to sprint specifications)



YZF400

• Engine: Liquid-cooled 4-stroke DOHC 4-valve parallel
four • Displacement: 399cc • Max. power output:
Over 70ps • Top speed: Over 230km/h • Ignition
system: Full transistor • Lubrication system: Wet
sump • Clutch type: Wet multi-plate • Transmission:
6-speed gearbox • Tires (front/rear): 16in. / 17
in. • 18 in. • Suspensions (front/rear): Telescopic/
Monocross • Brakes (front/rear): Double disc/Single
disc • Dry weight: Under 135kg



Mike Baldwin

Nationality: American
Date of birth: January 15, 1955
Hobbies: Sailing and skiing
Career highlights:
1976—Began professional Road Race career
1978—Won AMA Formula One Road Race Championship.
Won Suzuka 8 hour race, Japan.
Won Canadian F750 World Championship round.
1979—High point scorer, Transatlantic Trophy Series.
Finished 3rd in 500cc class Spanish Grand Prix.
1980—Finished 9th in AMA Superbike Championships.
1981—Won Suzuka 8 hour race, Japan.
1982—Won AMA Formula One Championship.
1983—Won AMA Formula One Championship.
1984—Won AMA Formula One Championship.
1985—Won AMA Formula One Championship.
Finished 11th in 500cc World Championship.



1981—Won 250cc and 350cc German Championships.
1982—Won British GP at Silverstone.
Ranked 4th in 250cc World Championship.
1983—Ranked 6th in 250cc World Championship.
1984—Ranked 7th in 250cc World Championship.
1985—Ranked 4th in 250cc World Championship.



Tadahiko Taira

Nationality: Japanese
Date of birth: November 12, 1956
Hobbies: Golf and others
Career highlights:
1980—Won national senior 350cc championship.
1981—Ranked 2nd in national senior 250cc championship.
1982—Ranked 4th in national senior 500cc championship.
1983—Won national senior 500cc championship.
1984—Won national senior 500cc championship for two years in a row. Placed 6th in Dutch TT 500cc class. Placed 6th in Belgian GP 500cc class. Placed 2nd in Malaysia's Selangor GP.
1985—Won national senior 500cc championship for 3 years in a row.



Christian Sarron

Nationality: French
Date of birth: March 27, 1955
Hobbies: Skiing, off-road riding, and parachute jumping
Career highlights:
1977—Placed 2nd in F750 World Championship.
Won German Grand Prix 250cc class.
Placed 7th in 350cc Road Racing World Championship.
1978—Placed 3rd in F750 World Championship.
1979—Placed 5th in Daytona 200-mile race.
Placed 7th in F750 World Championship. Placed 11th in 500cc Road Racing World Championship.
1982—Placed 8th in 350cc Road Racing World Championship and 10th in 250cc Road Racing World Championship.
1983—Placed 2nd in 250cc Road Racing World Championship.
1984—Won 250cc Road Racing World Championship.
1985—Placed 3rd in 500cc Road Racing World Championship.



Carlos Alberto Lavado Jones

Nationality: Venezuelan
Date of birth: May 25, 1956
Hobbies: Plastic toy-model making (motorcycles and cars) and others
Career highlights:
1976—Won National Free Class (250cc-1000cc) Championship with Yamaha RD400.
1978—Placed 2nd as runner-up to Kenny Roberts in 250cc class of the first Venezuelan GP. Won 350cc Latin American Championship.
1979—Won in 350cc class Venezuelan GP.
1980—Won in 250cc class Dutch TT
1981—Placed 4th and 5th in 250cc and 350cc Road Racing World Championships respectively.
1982—Placed 5th both in 350cc and 250cc Road Racing World Championships
1983—Won 250cc Road Racing World Championship
1984—Placed 3rd in 250cc Road Racing World Championship.
1985—Placed 3rd in 250cc Road Racing World Championship.



Martin Wimmer

Nationality: West German
Date of birth: October 11, 1957
Career highlights: 1978—Won Yamaha 400cc Cup.
1979—Placed 2nd in German Junior 250cc Championship.
1980—Placed 2nd in German Senior 250cc Championship.

Yamaha's '86 season race activities

1986 SPORTS CALENDAR

Month	Div.	World Championships					U.S.A. Championships			
		Road Racing	Motocross 500cc	Motocross 250cc	Motocross 125cc	Trials	Endurance	AMA National Motocross	AMA Supercross	AMA National road racing
Jan.									18 Anaheim	
Feb.									1 Houston 8 San Diego 15,16 Seattle 22 Atlanta	
Mar.				9 Holland		9 Belgium 16 England 22 North Ireland		2 Gainesville	8 Daytona 15 Phoenix	2-9 Daytona
Apr.			6 Switzerland 20 Austria 27 Holland	13 Austria	6 France 13 Holland 20 Italy	13 Spain 27 France	12.13 France (24H)	6 Sacramento	12.13 Pontiac 19 Orlando 26 Dallas	
May		4 Spain 18 Italy 25 West Germany	4 Sweden 11 Finland	4 France 11 Italy 25 Czechoslovakia	4 Belgium		11 Portugal (6H)	4 Atlanta 18 Southwick 25 Mt. Morris		18 Sears Point
Jun.		8 Austria 15 Yugoslavia 28 Holland	8 West Germany 22 Canada 29 U.S.A.	1 Yugoslavia 8 England 15 Belgium 29 Switzerland	1 Spain 15 Czechoslovakia 28 North Ireland	1 U.S.A. 8 Canada 29 West Germany	8 Italy (1000 km) 22 Austria (6H)	1 Denver 22 Laguna Seca	7 Los Angeles	1 Brainerd 8 Road America 15 Loudon
Jul.		6 Belgium 20 France	6 France 13 England	6 West Germany 20 U.S.A.	27 Sweden	6 Austria 13 Italy	26.27 Japan (Suzuka 8H)	6 Buchanan 13 Axton		13 Laguna Seca
Aug.		3 England 10 Sweden 24 San Marino	3 Belgium 10 Luxembourg	24 Sweden	3 West Germany 10 Finland 24 Argentine 31 Brazil	17 Sweden 24 Finland	16.17 Belgium (24H) 31 West Germany (1000 km)	3 Binghamton 10 Millville 24 Washougal		3 Mid-Ohio 10 Road Atlanta
Sept.		28 West Germany					28 Spain (8H)			
Oct.										12 Sebring

MOTOCROSS

Hakan Carlqvist

Nationality: Swedish
Date of birth: January 15, 1954
Hobby: Tennis
Career highlights:
1978—Won 250cc Spanish GP. Placed 7th in 250cc World Championship.
1979—Won 250cc World Championship.
1980—Placed 3rd in 500cc World Championship.
1981—Placed 3rd in 500cc World Championship.
1982—Placed 8th in 500cc World Championship.
1983—Won 500cc World Championship.
1984—Placed 10th in 500cc World Championship.
1985—Failed to place high because of injuries.



Career highlights:

1976—Started racing at 12 with 50cc motocross.
1977—Placed 3rd in Swedish 50cc Motocross Championship.
1978—Placed 2nd in Swedish 50cc Motocross Championship.
1979—Won Swedish 50cc Motocross Championship.
1980—Won Swedish 125 and 250cc Junior Championships.
1981—Placed 4th in Swedish 125cc Motocross Championship.
1982—Placed 2nd in Swedish 125cc Motocross Championship.
1983—Placed 2nd in Swedish 250cc Motocross Championship.
1984—Won Swedish 250cc Motocross Championship. Placed 8th in 250cc Motocross World Championship. Won Coupe Dela Venir.
1985—Won Swedish 250cc Motocross Championship.



Leif Persson

Nationality: Swedish
Date of birth: February 20, 1964
Hobbies: Golf, music and squash
Career highlights:
1976—Won Swedish National 500cc Junior Championship.
1983—Placed 2nd in Swedish National 500cc Championship.
1984—Placed 9th in 500cc World Championship.
1985—Placed 9th in 500cc World Championship.



Jacky Vimond

Nationality: French
Date of birth: July 18, 1961
Hobbies: Tennis, Table-tennis, walking, music, film, etc.
Career highlights:
1977—Made his race debut, chalking up no less than 10 wins.
1978—Won French Junior 125cc Motocross Championship.
1979—Won French Junior 125cc Motocross Championship.
1980—Won French Junior 125cc Motocross Championship for three years in a row.
1981—Ranked 9th in 125cc Motocross World Championship.
1982—Ranked 6th in 125cc Motocross World Championship.
1983—Ranked 7th in 125cc Motocross World Championship.
1984—Placed 2nd in 250cc Motocross World Championship.
1985—Placed 2nd in 250cc Motocross World Championship.
Won 250cc French Motocross Championship. Super Champion.



Anders Eriksson

Nationality: Swedish
Date of birth: July 22, 1964
Hobbies: Windsurfing, downhill skiing, water skiing, trail riding and ice hockey

Kurt Ljungqvist

Nationality: Finnish
Date of birth: September 22, 1962
Hobbies: Running, skiing and squash
Career highlights: 1981—Placed 6th in 125cc Finnish Motocross Championship.
1982—Placed 2nd in Finnish 125cc Motocross Championship. Won Scandinavian Championship in 125cc class.
1983—Placed 3rd in Finnish 125cc Motocross Championship. Ranked 7th in Finnish 250cc Championship.
1984—Won Finnish 500cc Championship. Placed 7th in Finnish 250cc Championship. Placed 10th in Finnish 125cc Championship.
1985—Won Finnish 250cc Championship, while ranked 2nd in Finnish 500cc Championship. Placed 10th in 500cc World Championship. Won Scandinavian 125-500cc Championship.

John Van den Berk

Nationality: Dutch
Date of birth: May 11, 1967
Hobbies: Car driving and squash
Career highlights:
1984—Ranked 13th in 125cc Motocross World Championship. Ranked 2nd in 125cc Motocross Dutch Championship.
1985—Ranked 5th in 125cc Motocross World Championship. Ranked 2nd in 125cc Motocross Dutch Championship.



Mika Kouki

Nationality: Finnish
Date of birth: April 15, 1965
Hobbies: Tennis, films and skiing
Career highlights: 1980—Placed 3rd in Finnish 80cc Championship.
1981—Won 8 80cc races out of 8.
1982—Won 14 125cc races out of 17. Won Scandinavian B125 Championship.
1983—Placed 6th in Finnish 125cc Championship, while collecting 6 points in 125cc World Championship.
1984—Ranked 3rd in Finnish 125cc Championship. Collected 24 points in 125cc World Cham-

ampionship.
1985—Placed 2nd in Finnish 125cc Championship. Ranked 7th in 125cc World Championship.

Marnicq Bervoets

Nationality: Belgian
Date of birth: June 21, 1969
Hobbies: Motorcycles and pop-music
Career highlights:
1983—Won 80cc Motocross Belgian Championship (won 33 races out of 42).
1984—Won 125cc Belgian Motocross Championship.
1985—Won 125cc Belgian Motocross Championship.



TRIALS

Tony Edward Scarlett

Nationality: British
Date of birth: February 11, 1967
Hobbies: Trials riding, windsurfing and travelling
Career highlights:
1977—Won Class "C" Schoolboys British Championship.
1979—Won class "B" Schoolboys British Championship.
1980—Won class "B" Schoolboys British Championship.
1982—Won class "A" Schoolboys British Championship.
1983—Won class "A" Schoolboys British Championship.
1984—Placed 11th in Trials World Championship.
1985—Placed 6th in Trials World Championship.



Gilles Burgat

Nationality: French
Date of birth: November 16, 1961
Hobbies: Skiing, music and cars
Career highlights:
1978—1982 French Trials Champion
1981—Won Trials World Championship.
Won Scottish Six Days Trials.
1982—Placed 3rd in Trials World Championship.
1983—Placed 4th in Trials World Championship.
1984—Placed 9th in Trials World Championship.
1985—Placed 4th in Trials World Championship.



Bernie Schreiber

Nationality: American
Date of birth: January 20, 1959
Hobbies: Skiing and ball trap
Career highlights:
1978—Won U.S.A. Trials Championship.
1979—Won U.S.A. Trials Championship.
Won World Trials Championship.



1980—Won U.S.A. Trials Championship. Placed 2nd in Trials World Championship.
1982—Won U.S.A. Trials Championship. Placed 2nd in Trials World Championship. Won Scottish Six Days Trials.
1983—Won U.S.A. Trials Championship. Placed 2nd in Trials World Championship.
1984—Placed 3rd in Trials World Championship.
1985—Failed to score championship points because of machine trouble.

AMA NATIONAL CHAMPIONSHIP MOTOCROSS, SUPERCROSS & SUPERBIKE

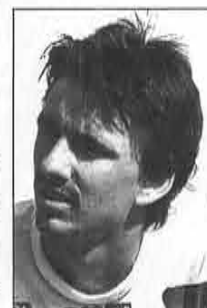
Broc Glover

Nationality: American
Date of birth: May 16, 1960
Hobbies: Racquetball, running, water skiing and dune buggie driving
Career highlights:
1975—Placed 2nd in AMA National 125cc Championship.
1977—Joined YMUS Team. Won AMA National 125cc Championship.
1978—Won AMA National 125cc Championship.
1979—Won AMA National 125cc Championship for three years in a row.
1980—Placed 2nd in AMA National 125cc Championship. Placed 5th in Supercross Series. Placed 2nd in Trans-USA Series.
1981—Won AMA National 500cc Championship. Won Trans-USA Championship. Placed 8th in Supercross Series.
1982—Placed 3rd in AMA National 250cc Championship.
1983—Won AMA National 500cc Championship.
1984—Placed 2nd in AMA National 500cc Championship.
1985—Won AMA National 500cc Championship. Ranked 2nd in Supercross Series.



Keith Bowen

Nationality: American
Date of birth: April 28, 1966
Hobbies: Bicycling and music
Career highlights:
1981—Won Amateur 125cc Supercross at Pontiac. Won schoolboy class of AMA Youth Nationals. Placed 2nd in 125cc expert class of AMA Youth Nationals.
1982—Won 250cc expert class of AMA Youth Nationals. Placed 2nd overall in Winter AMA Series.
1983—Won 125cc and 250cc classes of AMA Amateur Nationals. Placed 5th and 6th overall at Colorado and Minnesota 250cc Nationals for top privateer honors.
1984—Placed 6th overall in AMA National 250cc Championship.
1985—Placed 8th in Supercross Series. Placed 7th in AMA National 125cc Championship.



Scott Burnworth

Nationality: American
Date of birth: January 24, 1963

Hobbies: Bicycling, surfing, jet skiing & other sports.

Career highlights:

1978—Won 83cc stock, 83cc modified and 105cc open class Grand National Championship of NMA (National Motorsports Association).
1979—Placed 6th in Golden State Series.
1980—Finished 6th in AMA National 125cc Championship. Received the American Motorcyclist Association "Rookie of the Year" award for this class.
1981—Joined YMUS Team. Ranked 6th in AMA National 125cc Championship. Finished 13th in Trans-USA Series.
1982—Competed in 250cc AMA National Championship as a privateer.
1983—Finished 2nd in the AMA 250cc National Championship.
1984—Won Saddleback Trans-Cal, 250cc class.



Competed in first Supercross overseas (Bordeaux, France)
1985—Second at Antwerp Supercross (Belgium). Finished 10th in AMA 250cc National Championship and 9th in AMA Supercross Series; missed major portion of the season due to injury.

Danny Storbeck

Nationality: American
Date of birth: November 21, 1967

Career highlights:

1978—First year racing.
1979—Won two minicycle championships.
1980—Won four minicycle championships.
1981—Texas Series Champion (80cc)
1982—Won two AMA National Amateur Championships (80cc), Florida Mini Cycle Olympics Champion.
1983—Won three AMA National Amateur Championships; 125cc Stock Youth, 125cc Modified Youth, 125cc Modified Amateur. Won



Golden State Series Amateur Championships.
1984—AMA Rookie-of-the-Year. Finished 11th in AMA 125cc National Championship.
1985—Finished 8th in AMA 250cc National Championship, riding a Yamaha YZ250.

Jim Holley

Nationality: American
Date of birth: April 18, 1961

Hobbies: Trailbike riding, water skiing and snow skiing.

Career highlights:

1981—Concentrated on local Southern California racing, while preparing for the 1982 AMA National season.
1982—13th in AMA 500cc National Championship.
1983—CMC 250cc Night National Champion. Competed in first overseas Supercross (Japan). Ninth in AMA 250cc National Championship.
1984—Won Edmonton Supercross (Canada), Cape Town Supercross (South Africa). Sixth in Japan Grand Prix, fifth at Osaka Supercross



(Japan). Finished 8th in AMA 250cc National Championship.
1985—Won Rodil Cup Championship; earned Castrol Rider of the Month Award (November). Won 250cc Golden State Championship. Finished 6th in AMA 250cc National Championship.

James Rocky Filice

Name: James Rocky Filice
Nationality: American

Date of birth: November 18, 1982

Hobbies: Hunting, fishing and trail riding

Career highlights: 1982—Placed 3rd in Formula II

1985—Placed 6th in Superbike race.

James Marvin Kocinski

Name: James Marvin Kocinski
Nationality: American

Date of birth: March 20, 1968

Hobbies: Anything that involves motorcycles, water-skiing and working on automobiles.

Career highlights: Placed first in National Brainerd, Minnesota Formula II

Placed 5th in Mid Ohio Superbike Race

Placed 3rd in Daytona Superbike Race



6 Yamahas out of the first 12 finishers



T. Charbonnier

The '86 Paris-Dakar Rally, the world's toughest desert rally over a distance of 13,895km, which started Paris on January 1st in freezing cold, came to an end on January 22nd after a white-hot competition by a number of well matched safari specialists. 146 motorcycle riders started Paris but only 29 of them survived this rally. And 6 Yamaha riders were included in the first 12 finishers!

Withstanding a series of trials

The Paris-Dakar is the ultimate adventure and test for both man and machine. Freezing nights and boiling days - sand storms and a series of crashes and punctures, and many others. Nothing is predictable about this event. The '86 rally was almost the same story. From Algiers the participants headed through stony mountain passes into the sand of the desert, testing their stamina, skill and sense of direction in a series of timed stages snaking through Niger, Mali,

Mauritania and Guinea before they reach Dakar, Senegal. Even its early desert stages the rally began to take a heavy toll from a number of participants including Guy Huynen (Yamaha) who went out of the event with engine trouble on a stage near Tamanrasset after having led the entire field for the first 6 days. Italian Caviga rider Hubert Auriol crashed heavily. Gauloises Blondes Yamaha ace Serge Bacou also crashed, breaking his leg, while double-year winner Gaston Rahier (BMW) was knocked unconscious and split his machine's fuel tank. Gauloises Blondes Yamaha leader Jean-Claude Olivier on an FZ750 Ténéré was also a victim but he was able to start again. Later than the 8th day Cyril Neveu (Honda) took and held the lead

followed by Gilles Lalay (Honda) and Andrea Balestrieri (Honda). In hot pursuit of Balestrieri was Thierry Charbonnier, a new member of Gauloises Blondes Yamaha Team who was showing his excellent talent as expected. Olivier was also regaining his top form after recovering from an early-stage mishap. In addition, blasting through the tough desert was the Italian Yamaha XT600 Ténéré trio, Andrea Marinoni, Gianpiero Findanno and Franco Picco. Only 35 riders were still on action on the 20th day, heading straight toward Dakar. Sand storms had forced the organizers to cut out a series of special stages at the previous weekend, thus cutting the distance of the rally. This made it almost impossible for any participant to change his

'86 Paris-Dakar Rally Original schedule

Jan.1	Paris to Sete	1,000km
Jan.3	Algiers to Chardala	660km
Jan.4	Chardala to Elgolea	580km
Jan.5	Elgolea to Insalah	550km
Jan.6	Insalah to Tamanrasset	640km
Jan.7	Tamanrasset to Tamanrasset	400km
Jan.8	Tamanrasset to Agadez	1,000km
Jan.9	Agadez to Dirkou	645km
Jan.10	Dirkou to Agadem	285km
Jan.11	Agadem to Nguigmi	910km
Jan.12	Zinder to Niamey	915km
Jan.13	Rest at Niamey	
Jan.14	Niamey to Gourma Rharous	814km
Jan.15	Gourma Rharous to Bamako	1,140km
Jan.16	Bamako to Labe	985km
Jan.17	Labe to Kayes	553km
Jan.18	Kayes to Kiffa	281km
Jan.19	Kiffa to Chinguetti	650km
Jan.20	Chinguetti to St. Louis	1,006km
Jan.21	St. Louis to Mbour	620km
Jan.22	Mbour to Dakar	260km
		Total 13,895km

position drastically. All in all, even apart from usual desert hardships, the '86 Paris-Dakar was ever more eventful, including a helicopter crash involving the death of 5 persons including Thierry Sabine, organizer representative.

FINAL RESULTS

1.	C. Neveu	Honda	72h 49' 08"
			later than winner
2.	G. Lalay	Honda	11' 11"
3.	A. Balestrieri	Honda	2h 15' 00"
4.	T. Charbonnier	Yamaha	3h 02' 44"
5.	A. de Petri	Honda	3h 23' 21"
6.	H. Auriol	Honda	3h 55' 52"
7.	A. Marinoni	Yamaha	4h 25' 01"
8.	E. Hau	BMW	4h 37' 04"
9.	G. Findanno	Yamaha	8h 09' 48"
10.	F. Picco	Yamaha	8h 23' 03"
11.	C. Mas	Yamaha	9h 03' 51"
12.	J-C Olivier	Yamaha	10h 16' 32"



S. Bacou (left) and T. Charbonnier



A. Marinoni (left) and G. Findanno

The best seller, Yamaha XT600 Ténéré

As you know, the Yamaha XT600 Ténéré is named after the famous Ténéré desert which is well known as one of the most gruelling parts of the Paris-Dakar Rally. At present this model is the best selling over-500cc motorcycle model in Europe. That number one position owes a lot to French and Italian riders who just love the macho off-road style of 4-stroke trail bikes. Especially in France, the Ténéré won the heart of French riders from the moment it was released, and now over 15,000 of them can be seen on the country's roads and highways.

The most exciting trio in this season

TEAM LUCKY STRIKE-ROBERTS



From left to right: Mike, Randy and Kenny

The leading figure in international motorcycle racing, Kenny Roberts, has enlisted top riders Randy Mamola and Mike Baldwin, and with the sponsorship of one of America's three largest tobacco makers, Brown & Williamson Tobacco Corp., and YZR500 machines supplied by Yamaha, has formed the Team Lucky Strike-Roberts which will compete this season in all the rounds of the World GP series plus four races in Japan and Malaysia for a total of 15 races.



On a recent trip to Japan to test new machines, Kenny Roberts and his Team Lucky Strike-Roberts held their first-ever official press conference at the Capital Tokyu Hotel in Tokyo.

Roberts, who in spite of the fact that he hasn't raced on the World GP circuit since 1984 is still one of the most popular figures in motorcycle racing, excited the

Japanese press with the news that his team of leading road race riders, Randy Mamola and Mike Baldwin, would be competing in not only the World GP series but also in a number of races in Japan, as well. The press photographers had a field day when Mamola drove onto the stage astride a Yamaha YZR500 in the Lucky Strike colors, and full racing suit, followed by Baldwin. In Japan these are two of the best known riders on the international scene; Randy, for his unique "Mamola riding style" in which the outside foot on a curve comes off the foot stand, and Mike, for his three wins at the Suzuka 8-hour Endurance Race. The climax of the conference was, of course, the appearance on stage of Roberts himself. During the press interview Roberts made the following statement: "Thanks to the cooperation of our sponsors we have been able to put together a true first-class team for the '86 season. When I first began racing years ago, my dream was to someday see motorcycle racing become one of the major sports around

the world. The creation of this team is part of my continuing efforts to see that dream becomes reality, and I am very grateful to have Yamaha supporting me in my work. I want to make this the best professional team in the world, and I believe we have members to do the job. The three of us all share the same basic racing philosophy, and I know our two riders are going to give us 110%", concluded Kenny with a smile and a playful glance at his two partners. Mamola added; "I know we have a great team here, and I'm willing to give over a hundred percent of myself to prove it to the world's racing fans". And finally Baldwin concluded; "I'm riding a Yamaha for the first time now, and I'm very impressed with my machine's handling and speed. I am determined to make this the best season yet in my racing career." With Kenny's experience and the proven ability of these two riders, Team Lucky Strike-Roberts should be the team to watch on this year's world GP circuits.



"Dream becomes reality" says kenny



'86 PARIS-DAKAR RALLY

The 5-valve engine proves its versatile potential

The great FZ750 engine can take on any road



When Jean-Claude Olivier showed up for the Paris Dakar prologue race on December 29th on his FZ750 Ténéré with improved front fork and rear shock absorber and special reserve tank in the side cover, he surely surprised a lot of people. What caused his sudden switch from the XT600 Ténéré machine that he had ridden to second place in last year's rally? JCO himself admits that it was a difficult choice. But there were some good reasons for his choosing the FZ750 Ténéré over the XT600 that he used to ride. For one thing, looking toward the future, this rally offered a valuable opportunity to gather technical data for future improvement of the FZT engine, and secondly, his preliminary tests with this flexible new engine had impressed him so much with regards to its potential that he couldn't resist a chance to try it in actual competition. On the 14th day after the start of the Paris-Dakar Rally its organizer, Thierry Sabine, the man who had made this event into the world's greatest rally



event, died tragically in helicopter crash. This and other troubles such as repeated sandstorms took a heavy toll on both men and machines as only 29 of the 146 starters managed to reach the shores of Dakar. But, there among the finishers, in a credible 12th place was the amazing J-C Olivier and his now-proven FZT750. The experience gained from these 22 grueling days of riding are sure to lead to even greater race results in the future.