# amaha News



Mr. Watanabe says "During the last few years, the joy of riding has

been missing. Yamaha will take the lead to put fun back into the sport! YAMAHA BUILT FOR THE

FUN OF IT!

### INSIDE PAGES

See pages 2 and 3 for the major technical features of the 1984 American models. Page 7 is devoted to an interview report of the three Yamaha stars - Kenny Roberts, Hakan Carlqvist and Carlos Lavado.

# Yamaha Dealer Meetings in the United States and Canada

# THE VITAL ONE FAMILY SPIRI

The 1984 new models received very enthusiastic responses from all dealers present when it was introduced at Yamaha dealer meetings held in the United States as follows:

Nov. 13 - Las Vegas, Nevada

\*Nov. 20 — Atlantic City, New Jersey \*Dec. 6 — New Orleans, Louisiana

Mr. Hideto Eguchi, President of Yamaha Motor who attended the Las Vegas Meeting, expressed his view of new business goals as follows:

'As the result of the worldwide recession, which began early in 1980, motorcycle manufacturers are now facing the most difficult times they have ever experienced. Yamaha is no exception and neither are our

dealers. So, we have developed a new strategy to get out of these difficult times. This new strategy includes the significant streamlining of our organization and the restricting of our operations.

I assure you the steps we have taken will make Yamaha healthier and stronger than ever before within one year. Now, let me address our new philosophy

and direction for our future worldwide business. I would like to reemphasize the following three points:

First, Yamaha will restore the highest quality to all of its products and enhance its corporate image.

Second, Yamaha will continue as the most innovative and unique company in the industry in every aspect of our business.

Third, Yamaha will continue as the company within the industry who cares most for its dealers and customers. We will also recapture the vital one family spirit.

Accordingly, we have changed our previous goal of maximizing units sales to that of providing a profit opportunity to our dealers and Yamaha. In other words, Yamaha has set its target to be the best, not necessarily the biggest enterprise.

To achieve this target, one area of our operation stands out as more important than any other. That area is, product development. This area is essential to our future and has the potential to earn us more worldwide attention and more corporate resources than ever before...

In Mr. Eguchi's speech new model concepts were announced and the importance of the Yamaha Family cooperation was also emphasized.

At the same meeting Mr. Satoshi Watanabe, President of Yamaha Motor Corporation, USA also delivered a speech, pointing up the encouraging future for Yamaha based on closer cooperation between Yamaha and all dealers.

The new model line-up was also unveiled during the Canadian Yamaha dealer meeting held in Toronto on Nov. 20. The meeting celebrated the 10th annivarsary of founding Yamaha Motor Canada.

behalf of Yamaha Motor Toshimori Shuin, Managing Director congratulated YMCA for their past success while at the same time wishing all people well in meeting the challenges of the

## the United States

President Eguchi expresses his firm confidence — " I assure you that you will be offered excellent profit opportunities for the coming season. Through Yamaha Motor Corporation, USA, you will continue to have the programs and support you need in order to succeed in the motorcycle business. By working closely together as members of one Yamaha Family we will surely have a prosperous future.

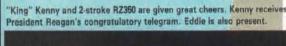














Canada



Mr. T. Shuin, Managing Director of Yamaha Motor and Mr. Keisuke Abe, president of Yamaha Motor



New 3-wheelers and 4-wheelers are hailed as exciting terrain vehicles.





popular bikes in Canada as well.

## The 1984 American Model Line-up

# Built for the fun of it!

The 1984 American Model Line-up which was introduced at Yamaha's "Dealer Convention" series started at Las Vegas, Nevada on Nov. 13 and at Toronto, Canada on Nov. 20, received very enthusiastic responses from all dealers present.

Introduced below are the technical highlights of each model which has been built for the fun of it:

## Venture. **Venture Royale**

#### The ultimate touring machine

The Yamaha Venture/Venture Royale is the most complete motorcycle originally designed for the American touring riders last year, and introduced to the European long-distance riders this year. In fact, it was the first bike in history to be developed entirely, from the very beginning, with no purpose in mind other than touring. At its heart is a unique 70-degree V4 of 1198cc, with double overhead camshafts, 16 valves, four downdraft CV carburetors, liquid cooling, and YICS - the Yamaha Induction Control System

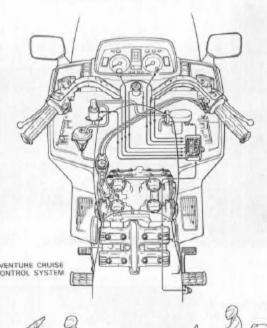
## New improvements for 1984

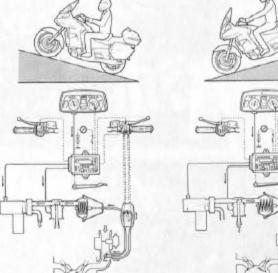
The new Venture/Venture Roy-

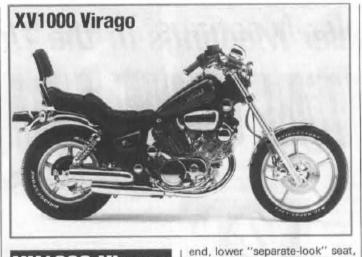
ale comes with several signifcant improvements as follows: The carburetion and ignition advance have been recalibrated for better fuel economy, improved starting and more performance. A stop watch, gear position indicator, illumination control and smoked glass panel have been added to the instrumentation. Damping both front and rear has been altered, the rear shock piston diameter has been increas ed from 30 to 36mm, and the damping adjustment control has been improved. For more comfort the seat has a new shape, and is two-tone in color. The saddlebag and travel trunk mounts have been improved for easier operation and elimination of rattles. A mudguard is added to the rear fender. With a new fuel petcock, there is now 3.3 liters of reserve capacity. Front whee width has been increased from 2.15 to 2.50 for more stability. An automotive-type cruise con

trol is available, and will be stan-

dard on the Venture Royale.







## XV1000 Virago

#### King of the custom bikes

The big OHC V-twin now displaces 981cc, and Yamaha's new Air Induction System (AIS) al lows it to meet stringent emissions requirements while also improving response and drivability.

#### Major technical features

- · Compared to the XV920, the bore has been increased from 92.0 to 95.0mm, with stroke remaining at 69.2mm, for a displacement of 981cc. Both exhaust pipes are routed along the right side.
- Yamaha's exclusive new Air In duction System is a method of introducing fresh secondary air into the exhaust stream to complete the burning of exhaust gases and thus reduce hydrocarbon emis
- · The gearbox is essentially as before, except the shift lever is remote mounted through a linkage. Shaft drive remains.
- The front suspension consists of 38mm air-assisted forks with an equalizing tube.
- · The rear suspension conveys the full custom look with a conventional, dual-shock layout.
- The front tire is 100/90-19, and the rear is 140/90-15.
- The braking system includes duel discs in front and a drum in the rear. · The recirculating fuel system
- includes a main tank of 12.5 liters, and a sub-tank, located beneath the seat, of 2.0 liters capacity. The new rear suspension and
- redesigned frame allow a low seat height of only 700mm.

## XV700 Virago

## **Owning main** street

Radiating from the powerful OHC V-twin engine, the look is long, low and lean in every direction The look is Virago.

Style is what makes a custom motorcycle, and style is what the XV700 Virago delivers. For 1984 the frame has been completely redesigned, with a longer front

## Major technical features

. Compared to the XT550, the engine displacement of 595cc was reached by increasing the bore from 92.0mm to 95.0mm; the 84.0mm stroke remains as

Weight reduction in the piston, pin and related components means reciprocating mass is quivalent to the 550.

- The crankshaft, connecting rod, camshaft, rocker arms and other components are light weight parts developed for the TT600.
- · A scoop directs cooling air to the cylinder head.
- . The air-assisted front forks have 41mm stanchion tubes and low-friction Du-metal bushings.
- . The Monocross rear suspen sion, with gas/oil shock absorber rebound damping adjuster and box-section aluminum swing
- . The front tire is 3.00-21 and the rear is 4.60-18. They each have a new tread pattern
- Other major features include a larger, 11 liter fuel tank; a forward-extended seat for more control in traffic: a sealed O-ring chain; newly designed strument panel for less inertia

## New technology on and off the

With the all-new XT250 for 1984. Yamaha leaps to the head of the dual-purpose 250 class, the XT250 has everything needed for work-a-day chores on the weekdays and off-road fun on the weekends.

#### XT600

dual-shock rear suspension and

Major technical features

· Compared to the previous

XV750, the engine's bore has

been reduced from 83.0 to 80.2

mm, with stroke remaining at

69.2mm, for a displacement of

· The gearbox is unchanged

from the XV750 with the excep-

tion of a new remote linkage; the

· An entirely new frame design

The front suspension has 38

mm stanchion tubes, a leading

axle, and a caster angle of 32

degrees. Wheel travel is 150mm.

. The rear shocks have a 70mm

stroke and a new type barrel spr

• Tire sizes are a 100/90-19 on

the front, and a 140/90-15 on the

· The braking system includes

discs on the front and a drum on

· Fuel capacity is 12.5 liters.

Note: This model is marketed as

the rear

incorporates a conventiona

dual-shock rear suspension.

shaft drive remains.

#### Redefinition of dual-purpose

series that made the concept of a big, four-stroke single a modern reality, the SOHC XT600 engine, with four valves and the Yamaha Duo Intake System (YDIS), delivers the king of horse power that can flatten any hill and shorten any highway. And with a gear driven counter-balancer it does its job with a minimum of

#### Major technical features

The most obvious feature of the XT250 is its entirely new engine, a DOHC single with four valves for optimum breathing. It is fed by the patented Yamaha Duo Intake System (YDIS) which employs a cable operated slide-type primary carburetor and a constant velocity carburetor on the secondary. The two intake valves are offset relative to the cylinder bore axis, so a strong swirl is induced to the mixture for optimum combustion.

The new engine also features a gear-driven, single shaft counter



#### reduce vibration to a minimum.

- The air-assisted forks mount leading axle, and there is 255mm of front suspension travel.
- The Monocross rear suspen sion provides 220mm wheel travel
- . The final drive is by a sealed O ring chain.
- The tires are 3.00-21 front and 4.10-18 rear, mounted to aluminum rims, and front and rear brakes are drums.

#### DT200

#### A lightweight super trail

The brand-new lightweight DT200 is technically one of the most exciting machines in the entire Yamaha range, adopting the same engine design and chassis construction as its smaller brother DT125LC for the European

#### Major technical features

. The newly designed 2-strok single-cylinder engine features the Yamaha Power Valve System (YPVS) which provides infinitely variable exhaust port timing.

Matching the YPVS exhaust layout is the advanced intake sys tem (Torque Induction) on this model.

Yamaha Energy Induction Sys-

- YEIS is virtually maintenance. free: the YPVS even cleans itself of carbon deposits.
- · The cooling system is thered with an expansion tank. · A single De Carbon shock ab-
- sorber with reservoir and rebound damping adjuster is positioned behind the engine unit for as low a center of gravity as possible.

by this suspension is 210mm.

. The leading axle type front forks give 240mm of smooth wheel movement. A disc front brake copes with the heat expansion of heavy use.

Note: This model is marketed only

## IT200

#### A powerful midsize enduro

It is based on the successful tradition of the 175, yet is a whole new motorcycle in its own right. The most obvious attraction, of course, is the new engine; an ai cooled two-stroke single of 195cc and stroke of 66mm × 57mm, offers increased power and per formance throughout the entire speed range. Naturally, it fea tures the exclusive Yamaha Ener gy Induction System (YEIS).

#### Major technical features

. The engine design allows the adoption of up to three oversizes of piston to increase displacement further to meet any particular competition regulations of

classes. The cylinder head is 100mm. Spring preload is ad diecast for better heat dissipaiustable by a remote control ope ating through a cogged belt. tion, scavenging has been im proved, and the connecting rod has larger small and big ends

· Brakes are drums front and

rear, and the front has two

RZ350

high performance

The RZ350, the first new 2-stroke

model offered to American riders

since stringent emission controls

The engine is the most powerfu

Proven over several years, it has

been thoroughly upgraded with

adoption of the Yamaha

wer Valve System (YPVS)

ich uses a catalytic converter

to reduce exhaust emissions.

Major technical features

• The engine displaces 347cc

from a bore and stroke of 64.0 ×

· In a unique development, the

YPVS valves are driven by an

electronic servo motor mounted

above the engine and linked to

the valves by cables. A contro

unit reads engine speed from the

C.D. Ignition pickup, and

potentiometer in the servo motor

The air-assisted front forks

have a unique self-adjusting, vari-

able damping system that alters

shock absorber rate as a function

The link-type rear Monocros

suspension gives a progressive

spring rate and very low center of

gravity. The De Carbon-type

gas/oil shock operates with a

high-strength steel box-section

swing arm and aluminum alloy

linkage arms, and wheel travel is

senses valve position.

of fork travel.

XC125

Mikuni carburetors.

came into effect five years ago.

A long-awaited

· Fuel capacity is 11 liters.

. Dry weight is 93 kg.

leading shoes.

2-stroke

and 110/80-18 rear, and they are while the big end now has six oil mounted to lightweight alloy wheels with a new three-spoke grooves for superior lubrication. A C.D. Ignition supplies the pattern. The triple-slotted disc brake

- spark. The fork tubes have been in include semimetallic pads, and creased to 43mm diameter, and the rear caliner is an opposedwheel travel is 269mm. piston design for good braking
- balance front-to-rear. The rear suspension has ad justable damping for rebound, · For extended range, the fu and rear wheel travel is 269mm. tank capacity is an ample 20.0 Swing arm material is alumi liters
- . The dry weight is 450 kild num, and chain adjusters are snail-type. . The tire sizes are 90/90-21 in
- The gearbox is a 6-speed type the front, and 120/90-18 in the

sizes are 90/90-18 from

Note: This model has passed all rear, and they mount to alumiexhaust emission control standards num rims with one-piece spokes except those in Calif. to reduce chances of loss of ten-

#### RZ500

#### A true GP racer replica

The brand-new RZ500 which was unveiled during the '83 Paris Motor Show and has also made its debut on the Canadian mar ket, comes as a true GP race replica for the road.

#### Major technical features

- . The compact, lightweight V-4 2-stroke YPVS engine with a 180° firing order is the most powerful one ever produced for the 500cc class.
- . The engine features a unique Extra-bright turn signals, side oiling system; partly dry sump reflectors, a taillight and 45W and partly wet sump by means of a trochoid pump and Autolube
- Four alloy-bodied carburetors housed in the vee-bank.
- · A thermostatically controlled sealed liquid-cooling system with a separate expansion tank.
- · The 6-speed gearbox. Note: This model is marketed only 54.0mm, and compression ratio is 6.0 : 1. There are two 26mm

## XC125 XC180D XC180Z

#### The new scooter trio

The XC125 is a brand-new scooter model.

The newly designed fan-cools 124cc 4-stroke engine is fully enclosed in a stepthrough frame, providing a clean, comfortable ride whatever the rider may wear The XC180D and the XC180Z have also a fully enclosed 4stroke single-cylinder engine, an

#### attractive stepthrough type frame Major technical features and a well-padded comfortable dual seat. In addition, these YFM200

models are freeway legal with • The 4-stroke 196cc engine combines the convenience of electric start with the smooth de pendability of a drive shaft system.

The 5-speed transmission with a reverse gear

- CDI system Turning radius is very small.
- · A rear disc plus front drum brakes
- · Fully automatic variable-speed . The front bumper doubles as a
  - . To operate the YFM 200's con
  - venient reverse gear, you simply engage first gear, pull the reverse lever knob and shift it to the reverse position. To insure that you don't suddenly find yourself doing 30 miles-an-hour backwards, reverse functions only in the first gear position

#### YTM200E with Reverse

- The 196cc big-bore 4-stroke single has exceptional mid-range power and low-end torque. The engine features a gear-driven balancer and water-proof CDI
- technical features are basically · A front rack for small loads, a rear rack for big loads, an a trailer Plush carpeting on the floor boards (XC180D) hitch for huge loads.
- The telescopic fork suspension with 100mm of wheel travel. Note: The XC125 and the XC180D
  - · The 5-speed transmission with a reverse gear.
  - · A big, powerful, enclosed disc brake in back and a leadingtrailing drum up front.
  - · The fully enclosed drive shaft.

### YTZ250

· Based on the YZ250 engine, the YTZ's liquid-cooled 2-stroke delivers plenty of power and tor

· Air-assisted long travel telesco pic front forks.

• 205mm stroke Monocross rear suspension with a De Carbon type gas/oil shock absorber and compression/rebound damping

. Front 25 × 12-8 corded tire with longitudinal tread for directional control.

 Rear 22 × 11-8 transverse tread tires for maximum traction.

 The 9-liter fuel tank is mounted low between rear wheels.

· Large disc brakes with semi

metallic pads, front and rear. · Newly designed folding footpegs, shift pedal and brake pedal. . Dual 30W/12V halogen head-

Note: These models have been introduced as '85 models but they are to be marketed later than May

## YFM200 YTM200E

have been introduced as '85 models but they are to be marketed later than May of 1984.

Major technical features

Both engine and transmission are

· Bectric start combined with the

Front fender and apron provide

not only aerodynamic efficiency,

but shield the rider from dirt and

· Bottom-link front suspension

and hydraulic shocks front and

· Water-and-dustproof drun

Both models feature an OHV fan

cooled 171cc engine. Other major

· Handy travel compartment

XC125

splatters.

fully enclosed.

automatic choke

V-belt transmission.

brakes front and rear.

XC180D/XC180Z

180D)

the same as the XC125.

Digital instrumentation

#### New powers for tight terrain situations

Powered by a newly developed 4 stroke SOHC engine with electric start, and thanks to four deepcleat balloon tires, the YFM200 comes as a tough, dependable terrain performer. In addition, the newly adopted reverse gear is a very practical and important fea-

The 3-wheeled YTM200E features the same engine design as the YFM200. The reliable, maintenance-free drive shaft system on this model is the first feature ever adopted in a threewheeler. The 5-speed transmis sion with a reverse gear proves very useful for tight terrain situa

The YTZ250 is a YZ-based unique terrain runner for three-wheeling

# Built for the fun of it!



Canadian Market)

## Technological assistance for China



Pictured here are the Chinese technicians, with Mr. Hideto Equchi, President of Yamaha Motor (the second from the left in the front row). This picture was taken prior to Mr

several years Yamaha has been recieving several motofrom China each year to be trained by Yamaha specialists. In June of this year 10 Chinese technicians arrived in Iwata where they will live in the Yamaha employees residences and continue studies and training in a number of fields until May of next year. At present they are in training at the main plant in lwata where they are recieving practical experience in such areas as the assembly line, quality control, production control, and production technology. All the technicians are working hard to absorb as much information as possible during their stay.

In addition, in order to supply a constant flow of technical knowledge in every area of motorcycle manufacturing, from development to production, and thus give its full | included a photo album. support to the motorcycle industry

ROM IWATA: For the past | in China, Yamaha has signed a technological assistance contract with the government-operated North China Industrial Corporation, a general heavy machinery manufacturer. This contract involves providing production technology for the 50 and 80cc class motorcycles, and calls for the beginning of a 50,000 bike a year production of these small-size motorcycles by 1985.

In connection with this project Yamaha's president, H. Eguchi, recently visited China to study the market at first hand and to hold conferences to discuss future proschedule for the supply of technology leading up to the beginning of production. During his visit. Chinese officials were delighted by the report he brought on the progress of their representatives presently in training in Iwata, which

## Official Signing of a Joint-**Venture Agreement**

ROM MALAYSIA: In keeping with the Malaysian government's policy of establishing a domestic motor industry, Yamaha had been actively pursuing talks with the government organized Heavy Industry Company of Malaysia (HICOM) concerning a joint-venture agreement for the production of motorcycles in Malaysia. These talks resulted in the formal signing of a jointventure contract on October 12th of this year. The contract calls for the beginning of small-size motorcycle engines in Malaysia by the middle of 1985.

The main points of this contract include: (1) The establishment of a new company, HICOM Yamaha Manufacturing, Malaysia, through the mutual investment of HICOM Yamaha and Yamaha's jointventure sales company Hong Leong Yamaha; (2) Establishment of domestic production of motorcycle engine parts for the 110cc class and under by the middle of 1984, and the establishment of a system to accommodate the production of 100,000 bikes a year. As a part of the Malaysian government's active pursuit of the goals of its fourth 5-year plan (1981 -1985) for industrial development, HICOM has also signed contracts with two other motorcycle companies, Honda and Suzuki, that will result in the domestic production of motorcycle engines. Through this new agreement,



venture contract signing

Yamaha will be contributing a yearly sales quota of 220,000 bikes to Malaysia's domestic motorcycle

## Introducing the staff of YMA

ROM AUSTRALIA: Recently we recieved this photo of the staff of the new Yamaha sales company Yamaha Motor Australia Pty., Ltd. (YMA), which opened to business this July in Sydney, New South Wales, the largest market in Australia. The



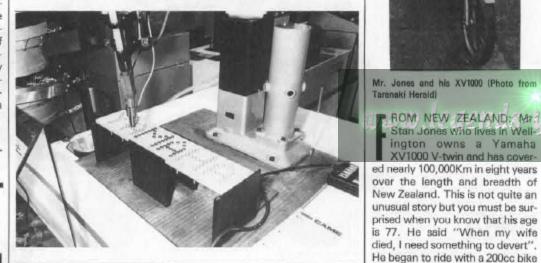
staff consists of 43 people, all of | job they can for their new com whom are anxious to do the best | pany.

#### Yamaha robots

ROM TOKYO: Two Yamaha | ndustrial robots, a "CAME" and a multiplex nuts and bolts feeder, were displayed at the 1983 International Industrial Robot Exhibition that was part of the International Trade Fair held in Tokyo this autumn. The fact that both of these robots perform jobs that previously could only be done by human hands on the complicated Yamaha motorcycle assembly line is proof of their technical sophistication and relia- exhibition.

bility. These robots, which are becoming more compact every year are being applied to a growing number of jobs in other areas of manufacturing as well.

The combination of the slim "CAME" multijoint assembly robot, which takes up so little space in the factory, and the multiplex nuts and bolts feeder, which can supply a large number of different parts, was one of the most talked about displays at the



#### Floating workshop

ROM INDONESIA: Since Indonesia is a country made up of a number of islands, the outboard motor is an indispen means of transportation here. Even in the city of Palemlocated inland on the island of Sumatra, the majority of the people rely on 40 hp outboards which they drive on an average 5 to 6 hours a day at full throttle. This photo shows a 'floating workshop" that was opened recently in this city to provide users with fast and convenient repairs and after-service Already it is winning a good reputation among the boaters of



#### Me, my dog and my XT500

ROM SWITZERLAND: The man in this picture is Manfred Beck, an international track shown here holding his pet dog

'Ouro". Manfred has just returned from an 8 month tour of France, Spain, Italy, the Adriatio area and Morrocco. He says: "The bike I used was a Yamaha XT500. Even though the total

cluding eight major trips. This story will strike and en courage a lot of old people who are lonely and depressed

### Hamburg International Boatshow

Marx Marine, one of the many. The Hamburg International Boatshow was held at the display attracted a lot of people who were interested in water- I tional Boatshow this year

ROM WEST GERMANY: | sports. They were impressed by Pictured here is the Yamaha | all the news about Yamaha linedisplay stand arranged by up for 1984 as introduced at the show.

ROM NEW ZEALAND: MATE TO THE TELESTIC

ngton owns a Yamaha

at the age of 69 and since then he

has made a lot of tourings in-

weight with all my luggage and the doghouse came to about 400kg, I covered 1,495km with

no serious trouble at all. The first

thing I have to say is that the engine on this bike is excellent. and I am sure my dog "Ouro" will agree with me on that!"

It makes a life

Yamaha dealers in West Ger- During all the days the Yamaha stand was crowded by visitors end of October and the Yamaha | time. In total 150,000 persons visited the Hamburg Interna



# Yamaha Stars' Holiday in Japan

## Kenny Roberts/Hakan Carlqvist/Carlos Lavado

The thrills and excitement of the '83GP race series are over. Now the riders are probably taking a well-earned rest. Or perhaps, a few of them may have already begun practicing for the coming season. But stars are always busy doing one thing and another even during off-season time. Three riders whose busy off-season schedule have already begun are the three-time former champion who was second this year and still the true "king", Kenny Roberts, the '79 winner of the 250cc Motocross class and winner of the 500cc class this season, Hakan Carlqvist, and this year's winner of the 250cc road race class, Venezuela's Carlos Lavado. All three came to Japan separately in the month of October, and between their schedule of races and interview they have each found time to relax and enjoy their holiday in Japan. We took advantage of one of these relaxed moments to talk to each of them. Here is how the conversation went.

## Kenny Roberts

Kenny arrived in Japan in the be ginning of October to participate in the TBC Big Road Race at Sugo on Oct. 9th. Just like last year, it was another impressive win for

-Congratulations on your marvelous win at Sugo. Now, looking back at this year's World GP

had. Rather than thinking of it as a No, I'm using the Yamaha V-Twir doubt. My machine performed ex-tremely well, which pleased me. I feel that this year I finally got everything working as it should

-You mean you left nothing to

be regretted Right! I did everything I could. 2nd spot was never disappointing to me after that. On the contrary, if I had left something to be regretted later, night have yielded to self-hatred! As I said, Spencer was in luck this year.

-What about your teammate Eddie Lawson?

I think Eddie learned a lot this year. He made a lot of progress. I find it's a big plus for me having another works rider around. I'd like to do everything I can to support not only Eddie but all the talented young riders coming up in the

—What do you think is different about the Kenny of today com pared to the Kenny at the time of your debut?

My hair has gotten a lot thinner! Other than that, you could probably say that when I first started on the circuit I was taking a lot of chances in races, but low I have a lot more experience and I'm a lot faster overall, so I don't need to take chances in order to win

mean to you now?

all of my energy and potential in one

for Yamaha, but also, behin everything was my strong desire to be etter than anyone else. In March of this year I opened a "Kenny Roberts" schedule I've only made it to the shop devote myself to being a motorcycle notorcycles than anyone else, too

-You really love motorcycles Yes. As a matter of fact, right now I'm

in the process of putting together my

engine too?

When it comes to making engines

-We like you to be active in the t line as long as possible, but let's know your plans, if any, after retirement.

Well, everything depends on Yamaha myself wish to continue good relaons with Yamaha, not only through racing, but also in many other ways Yamaha, if they need me.

-By the way, did you take you children along to Europe for the GP season?

es, I took along my children. My oldest son who is ten now and loves motorcycles just like me. His per-sonality is a lot like mine too. Once he gets interested in something he gets totally involved. When you get the two of us together playing a video game we get so intense that before ong we're fighting with each other

ber of times now, what's your impression of the country?

raw, called "toro". Lately when come to Japan I notice a lot more rac

Carlavist "Carla" visited Yamaha's home

offices in the middle of October and on the 16th took part in the Japanese Motocross Championships in the 250cc class. Riding a ess favorite YZ250 machine for the first time, he only managed to finish 9th overall. However, the Japanese fans were still delighted to see the 500cc World Champion

-Congratulations on winning the World Championship this sea

a tough one, but I have to say I'm

where you clinched the champion ship

idn't want to dissapoint the people were cheering for me, and of course, for myself I wanted the char onship very much. I was really under lot of pressure, Well, one more Dutch GP, It was the Italian GP, I got uch confidence in this race. Lot o eople must have recognized me as a crucial turning point for me. From then on, I continued a firm pace toward the crown.

-Some American newspape

rider to win a supercross race...

om motocross. I think. But it is a ve

enjoyable and exciting sport. I fee

refreshed when I show my ridin

techniques before lots of spectators

thoughts on the two victories.

As soon as I won the 250cc champion

"Carla is the only European

-In the American GP you were

the first non-American to win there weren't you? Yes, it felt good! Most of the American motocross courses are like supercross courses, and I think the riders there are trained to do well on

-You've been to Japan a num-

really enjoy Japan and I like to con here from time to time. I love some of your foods like the tuna they serve ing type bikes and helmets on the

you'd like to give to your fans Yes. I guess I'll say: "If you're going

involved in motocross in the first

My two older brothers were both race was in May of '71. That first year noved up to the 250cc class and did etty well in the Swedish National ampionships. The first time I tried my luck in the World Series was in '78.

-What kind of effort did it take to get you from the 250cc win in '79 to your 500cc win this year? First of all I had to build up my physica strength. In order to become tougher entally you first have to become ougher physically. Next I had to build the right machine. You could almost say that the reason I won this year was that I had my YZM in perfect condition. The rest of the formula was do nly one way to succeed in motocro acing; you have to continuously work on yourself and on your machine until they are both perfect.

What do you think it is that makes you better than other riders?

he one thing that I can be proud of is that I never give up. One other thing

s that I know my machine well. Andre Malherbe. He knows what akes to win the Championships. s always in complete control of

think there are about 400 races a year ow in classes ranging from 80cc to 500cc. Soccer and ice hockey are still the biggest sports, with tennis, skiing, and motocross the next most popular

-Do you have any advice for young riders?

Training is everything. There are no shortcuts in this profession. It is all in the experience and strength you build

## Carlos Lavado

Venezuelan Carlos Lavado arriveo - Like Heikki Mikkola, vou've in Japan at the end of October to now won both the 250cc and the visit Yamaha's home offices and 500cc championships. Tell us your to take part in the Tokyo Motor Show's Yamaha exhibition. A ship I decided right away to go for the 500cc class next. I was thinking about

-Looking back on this year' season, what are your thoughts' For me this year was the most impor tant and the toughest season yet. The omparative strength of the riders and the machines was very close. Also, in February Andrea Ippolito, the form president of Venemotos, died and to him. I owe this years victory to An drea Ippolito, the Ippolito family, th people of Venezuela. Venemotos and also to Yamaha.

-I understand that Andrea lp polito did a lot for you over the years. Can you tell us specifically some of the ways he helped you He supported me from 1976 on. He was like a fine manager, a father, and a friend all in one. Until this year I was always plagued with injuries that kept me from winning the championship, but he never lost his faith in me. And at the same time he never pressured me. He always advised me; "If you just stay relaxed, you'll win.

-How are Europe and Venezuela different as racing

In Europe there is an air of profes onalism, but the Venezuelans go a racing purely as a sport.

-We have heard that in you country motorcycles are used by ty of goods commercially, but are motorcycles popular as well

among the common people? Yes, they are very popular and a lot of people use them in their busines The most popular models of all are the RD350LC and RX135, because of their

-What do you think of Yamaha bikes personally? Lalways ride Yamahas. That's because

l like them, and because I've never had a problem with one yet.

-Will you ride in the 250cc class ou will try the 500cc class?

'Il ride in the 250cc class. I'm also in rested in the 500cc class, but before raining. So, I'll be competeing in the 250cc class, but at the same time, would like to begin training for the

-What has been your impres sion of the Tokyo Motor Show? large crowd assembled while I ride Yamahas, so you might think I'm Carlos was being interviewed at prejudice, but I think the Yamahas are



# International

motor industry. This year the 25th running of the show took place at Harumi, Tokyo from Oct. 30 to Nov. 8, displaying nearly one thousand of the latest cars, commercial vehicles and motorcycles, as well as a wide variety of components and accessories. To all participating manufacturers, this year's show with an audience of over. 1,200 thousand became a place for introducing the best of their technologies aimed at the forthcoming century. With this situation as its setting the 1984 Yamaha full line for the domestic market was unveiled under a theme - New Yamaha Dynamism. Included in the exhibition models is the

The Yamaha booth was divided into two display zones; one for motorscooters, under 250cc sports bikes and utility bikes (24 models - 36 machines), as well as motocrossers and 2-stroke/4-stroke onroad and off-road bikes (26 models-29 machines), and the other for other 19 models (20 machines) including 13 exhibition models such as the Venture Royale, the FJ1100, the RZV500R(RD500LC), the DT200 and so on. The grand array of 1984 Yamaha motorcycles created a vivid impression of excellent Yamaha technology on every visitor.

What a machine! The RVZ500R(RD500LC) is truly a GP racer replica for the road.



The International Tokyo Motor Show held every other year is the most important event of the Japanese

4-wheeled PTX-1. It comes with a fully covered FRP body, a newly designed 2-stroke 50cc engine and an automatic transmission as a unique all-weather type personal transporter sharing the advantages of fuel economy, maneuverability and ease of handling with a motorscooter or a family-leisure bike



Kenny Roberts' YZR500 and Carlos Lavado's title-winning TZ250 are also exhibited. New World Champion Lavado also visits the Yamaha booth and exchanges good wishes with lots of race fans, thus adding an extra significance to 'Yamaha New Dynamism"





New superbike FJ1100. This model is not available on the Japanese market but there are a lot of ardent fans.



It's built to run! Weighing only 138kg, delivering 62hp and hitting 230kph the new FRZ400 four stroker is designed and engineered as a prospective F-3 dominator.

## 100% PROFESSIONAL

This film takes us to five races of the 1983 world Championship Road Race series, the German GP, Spanish GP, Dutch TT, British GP, and the San Marino GP. Focusing mainly on Kenny Roberts and his teammate Eddie Lawson, we get a close-up look at the brilliant riding of the men race to victory, and in the process we come closer to an understanding of what makes Kenny Roberts the professional among professionals. The film also takes us behind the scenes for a look at the job of Giacomo Agostini and the rest of the Yamaha Team as they do the vital pit work around the circuit.

SPECI	FIC	ATIC	INS

Size.... .16mm Running time ..... 26 minutes Narration . . . . . . . . . English Only

## In this film we follow the series of races

CAMPEON MUNDIAL

that led Carlos Lavado to the World Championship crown in the 250cc class. Among all the classes of the World Championships, this year's 250cc class was said to have the fiercest competition of them all. The film shows us the action at the French GP and takes us to an interview of Lavado during the British GP where he clinched the title in the second to the last race of the

#### **SPECIFICATIONS**

Size16mm
Running time11 minutes
Narration Spanish only
Price



13 minutes of film action we see the miraculous climb of Carlqvist to the top of World Championship series past a ough group of veteran rivals to the final, shining moment of victory as the 500cc class World Champion.

#### A VIKING TO VICTORY

This film follows the campaign of Yamaha factory rider Hakan Carlqvist and the Yamaha Team that won him this year's 500cc class World Motocross Grand Prix, and also gives us an interesting insight into the personality of Carlqvist the man. In

#### **SPECIFICATIONS**

Size. Running time . . . . . . . . . . . . . . . . . 13 minutes Narration . . . . . . . . English Only .... ¥40,000 FOB Japan

A VIKING TO VICTORY

1983 Hakan Carlqvist







(C\*) YAMAHA

