

YAMAHA MOTOR NEWS

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Yamaha GP SuperCar debuts in London

On May 12, an unveiling and press conference for the Yamaha GP (Grand Prix) SuperCar "OX99-11" was held at an old castle in a park in the outskirts of London, U.K. Since the press announcement last December, this was the first time the GP SuperCar was actually unveiled to the media.

About 100 journalists from across Europe gathered for the press conference, where they heard YMC's Senior Managing Director Hasegawa describe the new machine:

"In creating the OX99-11, we have chosen nothing but the finest materials and latest technology in an effort to establish a whole new category of sports car. This project is part of Yamaha's ongoing efforts to use its experience and technology to make exciting and meaningful contributions to the great tradition of motor culture."

With Yamaha's present F1 engine, the Yamaha OX99 as its power unit, and racing car class aerodynamics to bring out that potential and deliver ultra high-speed performance with aesthetic beauty of line, the OX99-11 represents our attempt to build an ultimate sports car.

Plans call for the OX99-11 to be available for sale primarily on the European market sometime in 1994. Production and sales will be carried out by Yamaha's British subsidiary, Ypsilon Technology Ltd., with the OX99 engines manufactured by Yamaha Motor, Japan.

(See details on pages 4 and 5)



Press testrides for new TZR80RR in Spain

A press testride event was held by Yamaha Motor España for its recently lined-off TZR80RR super sports bike at the Albacete circuit some 200 km from Valencia on April 28 and 29. Journalists representing such leading motorcycle magazines as Solo Moto, Motociclismo, La Moto, Top Moto, and Motor 16, the Spanish newspapers El País, El Periódico, El Mundo and La Vanguardia, and television stations Antena 3 and TV3, etc. attended the event.

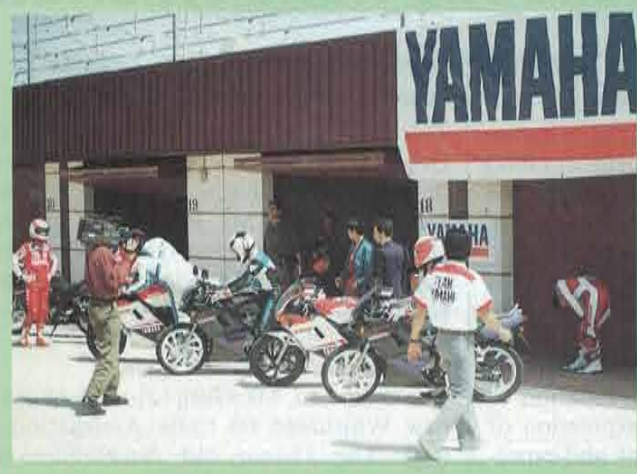
The first day's program included explanations of the new TZR80RR's development

concept and technical features and a question and answer session where a wide-range of issues from technical items to the license system were raised. On day two from 10:00 a.m. to 6:00 p.m. the journalists could try out the new model for themselves at the circuit, much to their satisfaction.

The overall impression of the new TZR80RR was very positive, especially, the engine's smooth power development from low and middle speeds all the way to the top range. Some compared it to a "little giant" because of the real super sports enjoyment it offers in spite of its 75cc displacement.

The journalist's interest in this exciting new model was also expressed in the form of several requests for an extension of the testride period.

The results of the journalist's testrides have now appeared in their respective publications, as well as in nationwide and local television broadcasts including interviews with YMES sales and service representatives.



Hong Leong Yamaha honors top dealers at annual meet

Yamaha's joint venture in Malaysia, Hong Leong Yamaha Distributors SDN BHD, held its dealer meeting at the Kelab Sultan Abdul Aziz Shah at Shah Alam Ballroom in Selangor to honor top achievers in motorcycle sales and parts sales for the year 1991.

A total of 160 people comprising dealers, their spouses and other corporate guests gathered for the event. Special guests included Mr. Kwek Leng San, Group Managing Director, Hong Leong Industries Bhd. and General Manager of

Motorcycle Overseas Operation, Mr. Hiroshi Ukon of Yamaha Motor.

The highlight of the evening was the awards ceremony in which the nation's top fifty motorcycle dealers and six parts dealers received awards from Mr. Kwek and Mr. Ukon in recognition of their outstanding achievements in 1991. Another special award went to M/S Syarikat Motor Kredit KF SDN BHD, as the "Best Maintenance YBS (Yamaha Before-Service) Shop."

In his speech, Mr. Ukon expressed his congratulations and gratitude to the dealers

for making Yamaha the premier brand in Malaysia, and went on to state his belief that the strong growth of the Malaysian economy today will ensure continued growth in the motorcycle market.

Meanwhile, Mr. Kwek appraised 1991 as another great year for Yamaha in Malaysia and then reiterated Hong Leong Yamaha's commitment to the concept of greater customer satisfaction and trust through a supportive and effective dealership network and innovative product management.



Yamaha's next challenge is longest and toughest race!

THE WHITBREAD ROUND THE WORLD RACE 1993~94



One of the new technologies that will make the WOR 60 class boats fast and exciting to sail is water ballasting. Tanks on either side of the crew quarters can be filled when the boat is heeling over on long tacks to stabilize the boat with water ballast equivalent to having about 30 men sitting on the rail.

What is the Whitbread Round The World Race?

The Whitbread Round The World Race, called the world's longest yacht race, is held once every four years using a six-leg course that circumnavigates the globe in about 250 days.

The 33,000 nautical mile (53,000 km) race starts and finishes in Southampton, U.K., with stops in Uruguay, Australia, New Zealand and the U.S.A. The course ranges from the windless waters just below the equator, through the challenging "roaring 40s" to the iceberg-spotted waters of the southern oceans and the infamous passage around Cape Horn.

Such variety makes the Whitbread a race against nature's elements where the performance and durability of the boats as well

as the courage, endurance, skill and character of their crew are tested to the full.

Yamaha Motor Company has formed the "YAMAHA Round The World" syndicate to take part in The Whitbread Round The World Race 1993~94 with a boat carrying the same name. The Whitbread is the world's longest yacht race and presently the focus of attention in the field of international marine sports, much like the America's Cup.

We hope to make the new syndicate a strong contender capable of winning the race and at the same time to share this wonderful world of marine sports with Yamaha fans and Yamaha people all over the world.

The race's roots go back to 1967

The Whitbread Round The World Race was inspired by the solo circumnavigations of the globe by such reknown British yachtsmen as Sir Francis Chichester in 1967 and

Robin Knox-Johnston in 1968. In partnership with Whitbread, a British brewer, the Royal Navy Sailing Association organized the first Whitbread Race in 1973. Sixteen privately-funded yachts from six nations took part in that inaugural race, and in subsequent holdings the organizational system has remained basically the same. The first Whitbread 1973~74 was a four-leg race of 27,120 nautical miles (approx. 50,000km) that started and finished in

Portsmouth, U.K., with stops at Cape Town, South Africa, Sydney, Australia and Rio de Janeiro in Brazil.

For the second race in 1977~78, Auckland, New Zealand was substituted for Sydney, and in the third race in 1981~82, Mar del Plata, Argentina replaced Cape Town. Then, in the fourth race in 1985~86 another change made Punta del Este, Uruguay, the South American port of call.

In the fifth holding in 1989~90 the race was changed to a 6-leg format and Fort Lauderdale, U.S.A. was added as the fifth port to make it an even more global race covering some 33,000 nautical miles.

The sixth holding in 1993~94 will be run over the same course as in 1989~90.

Until the 1989~90 race, the Whitbread Trophy was awarded to the first finisher based on corrected time, but now the rules have been changed to award the trophy to the first finisher based on elapsed time in each division.

YAMAHA Round The World syndicate

Syndicate and boat named to represent Yamaha people the world over

The syndicate and its boat's name "YAMAHA Round The World" (YRW) was chosen as the best names to express the significance this global-scale sporting event carries for us. With the growing number of people and diverse nationalities working for the Yamaha brand and our increasing number of related companies all over the world today, Yamaha's global commitment is constantly growing. Our participation in the Whitbread is one more expression of our increasingly global outlook and expectations for the future.

Joining hands with New Zealand's expert Ocean Ventures syndicate

The Yamaha syndicate is managed by the Ocean Venture syndicate, which is made up of experienced Whitbread campaigners, Mr. David Glen and Mr. Ross Field, together with Auckland businessmen Mr. Brent Impy and Mr. John Mandeno as well as Mr. Kaoru Ogimi of Japan.

Chairman: Mr. David Glen

The chairman, Mr. Glen, is president of the new Whitbread 60 Class Association as well. The 33-year old Aucklander was Project Manager for Mr. Grant Dalton of



The Yamaha syndicate's first boat, which has been built at Cookson Boats of Auckland during the past five months, will be extensively tested on Auckland's Waitemata Harbour and Hauraki Gulf before being sailed across the Pacific for campaigns in Hawaii and Japan later this year.

The most interesting parts of the race will be seeing how the contestants negotiate the windless sections of the Atlantic around the equator (legs 1 and 5), and the tempestuous waters of the southern ocean around the 40th parallel (legs 2, 3 and 4).



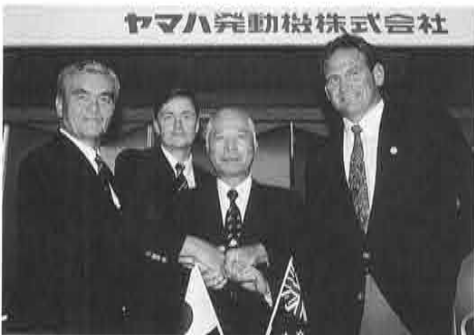
the Fisher & Paykel syndicate during the last Whitbread. Mr. Mandeno was chairman of the same syndicate and Mr. Impey was also a member.

•Skipper: Mr. Ross Field

Mr. Field was a watch captain on the winning Steinlager 2 in the last Whitbread, and his extensive international experience includes winning the 1991 Melbourne/Osaka Double-handed Yacht Race and crewing in a number of successful Admirals Cup campaigns.

•Japanese representative: Mr. Kaoru Ogimi

Mr. Ogimi, the syndicate's Japanese representative, is vice-commodore of the Nippon Ocean Racing Club and was an executive committee member of the Nippon Challenge in the 1992 America's Cup.



From left: Mr. Ogimi, Mr. Glen, Mr. Eguchi, Yamaha Motor's President and Mr. Field.

The Yamaha entry will carry a basic crew of 10, although this number may be reduced or increased for specific legs of the Whitbread race.

Entry class and the race boat

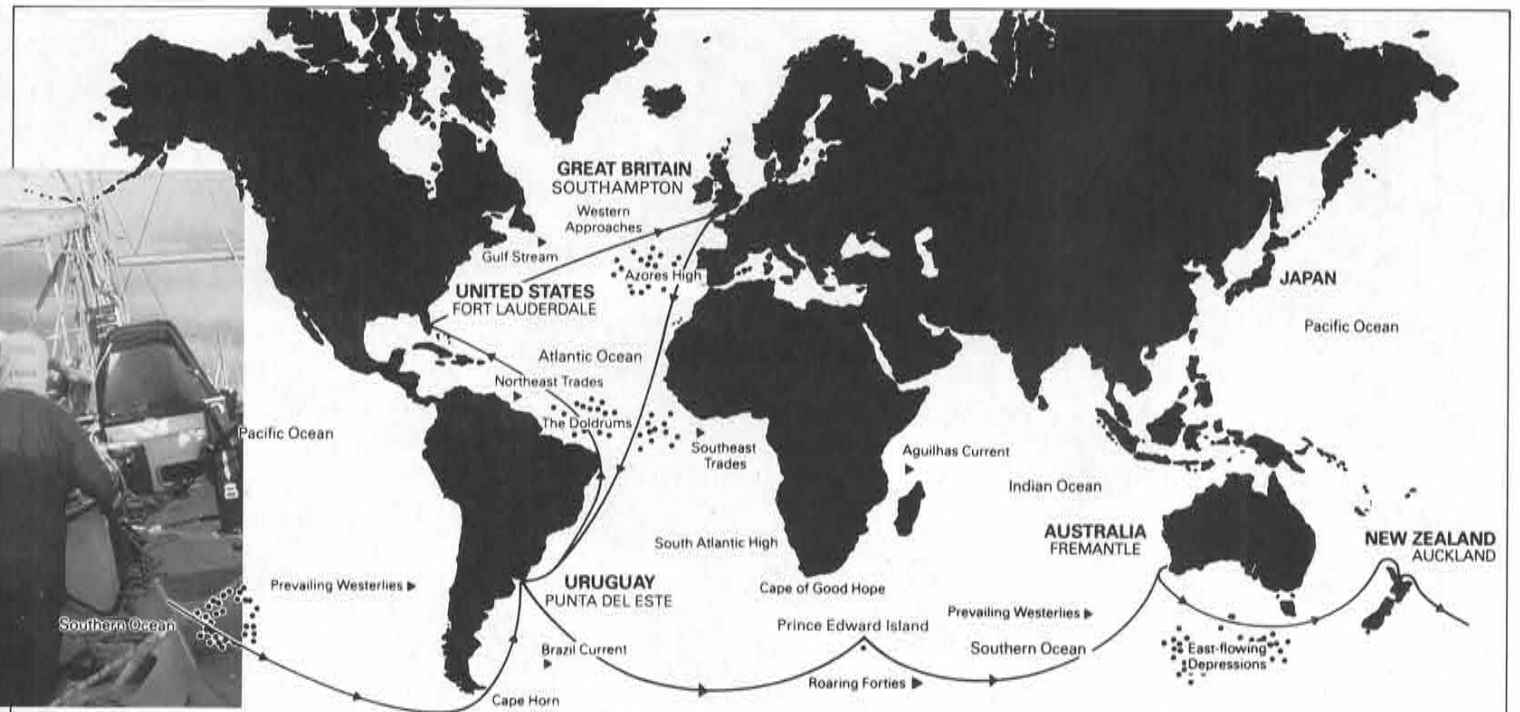
The first boat "YRW", launched as a test boat for the syndicate on April 15, is the

Winners of past Whitbread Round The World Races

* Top: winner, bottom: first boat home

Year	Yacht	Skipper
1973 ~ 74	Sayula II (Mexico)	Roman Carlin
	Great Britain II (UK)	Chay Blyth
1977 ~ 78	Flyer (Netherlands)	Corneli van Rietschoten
	Great Britain II (UK)	Robert James
1981 ~ 82	Flyer (Netherlands)	Corneli van Rietschoten
	Flyer (Netherlands)	Corneli van Rietschoten
1985 ~ 86	L'Esprit d'Equipe (France)	Lionel Péan
	UBS Switzerland (Switzerland)	Pierre Fehlman
1989 ~ 90	Steinlager 2 (New Zealand)	Peter Blake
	Steinlager 2 (New Zealand)	Peter Blake

*Corrected time is calculated by subtracting from the elapsed time on the basis of each boat's handicap.



The Whitbread Race in 1993 ~ 94

Total distance: 33,000 nautical miles (53,000 km)

Course legs and starting dates

Leg 1: September 25, 1993 Southampton (U.K.) - Punta del Este (Uruguay) 6,300 nautical miles	Leg 4: February 19, 1994 Auckland - Punta del Este 6,200 nautical miles
Leg 2: November 13, 1993 Punta del Este - Fremantle (Australia) 7,700 nautical miles	Leg 5: April 2, 1994 Punta del Este - Fort Lauderdale (U.S.A.) 5,500 nautical miles
Leg 3: January 8, 1994 Fremantle - Auckland (New Zealand) 3,400 nautical miles	Leg 6: May 21, 1994 Fort Lauderdale - Southampton 3,900 nautical miles

first boat of the new Whitbread Offshore Rule (WOR) 60 class to be launched anywhere in the world. Designed by world-renown racing yacht designer Bruce Farr and built at Cookson Boats in Auckland, the "YRW" is the first of two boats to be built for the syndicate, with the second scheduled to be in the water by March, 1993. This represents the first 2-boat de-



As of May this year, 88 boats have registered their interest in participating, 14 of which have already filed their entries for the upcoming Whitbread race. "YRW" is the first major Japanese involvement in the world's toughest yacht race, and also the first time in the twenty-five year history of the race that a contender has undertaken a development program involving two all-new yachts.

velopment program ever by a syndicate in the Whitbread.

In the past, the Whitbread race had a variety of classes. For Example, the 1989-90 race was divided into three classes besides the Maxi yachts.

However, as of the 1993-94 race there will only be two classes of competition. Class A will consist of Maxi yachts built to IOR (International Offshore Rule) specifications (26-27.7m ketch rig with crews of about 18) and Class B will be the new WOR60 class established specifically for this race. The new WOR60 ocean racer class was formulated by a committee of specialists representing yacht designers and builders gathered by the organizers of the Whitbread Round The World Race. The class is designed to promote the construction of safer, faster and more economical ocean racers that will enable more people to participate.

Because of the freedom of design choices

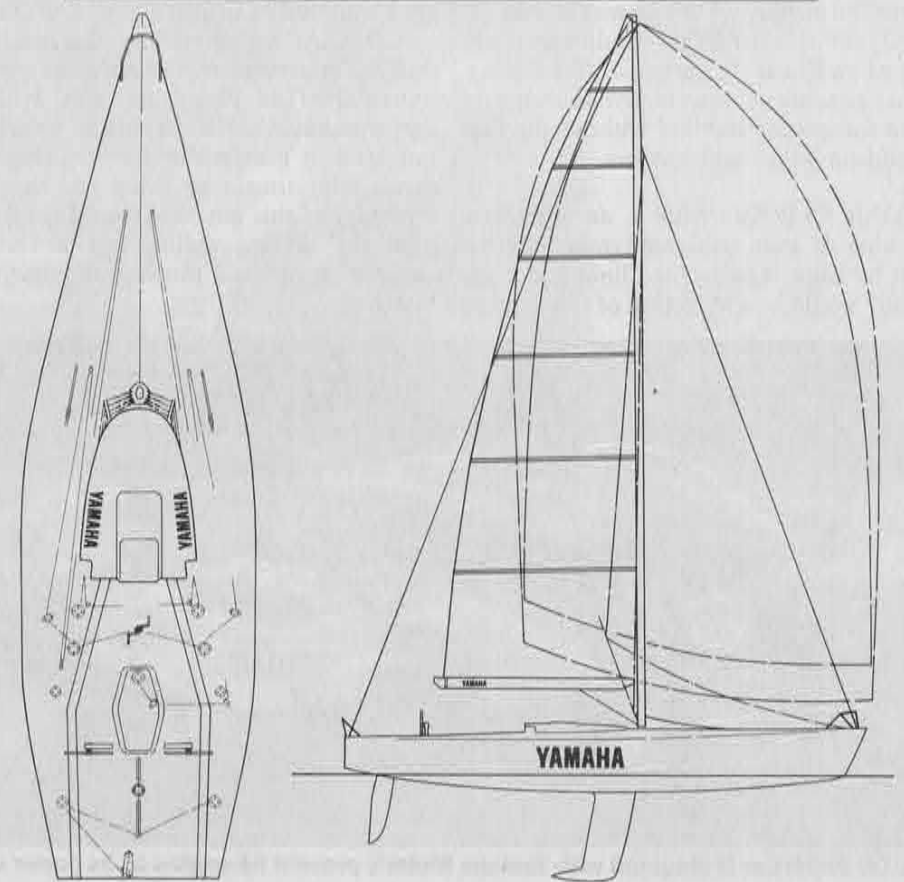
left by the class regulations, the overall length of boats in this class will range from 18.5-20 meters, and they will be crewed by about ten. Although the boats of the WOR60 class will be smaller than the Maxis, it is anticipated that their sailing performance may prove superior, thus making the Whitbread a more competitive and exciting race.

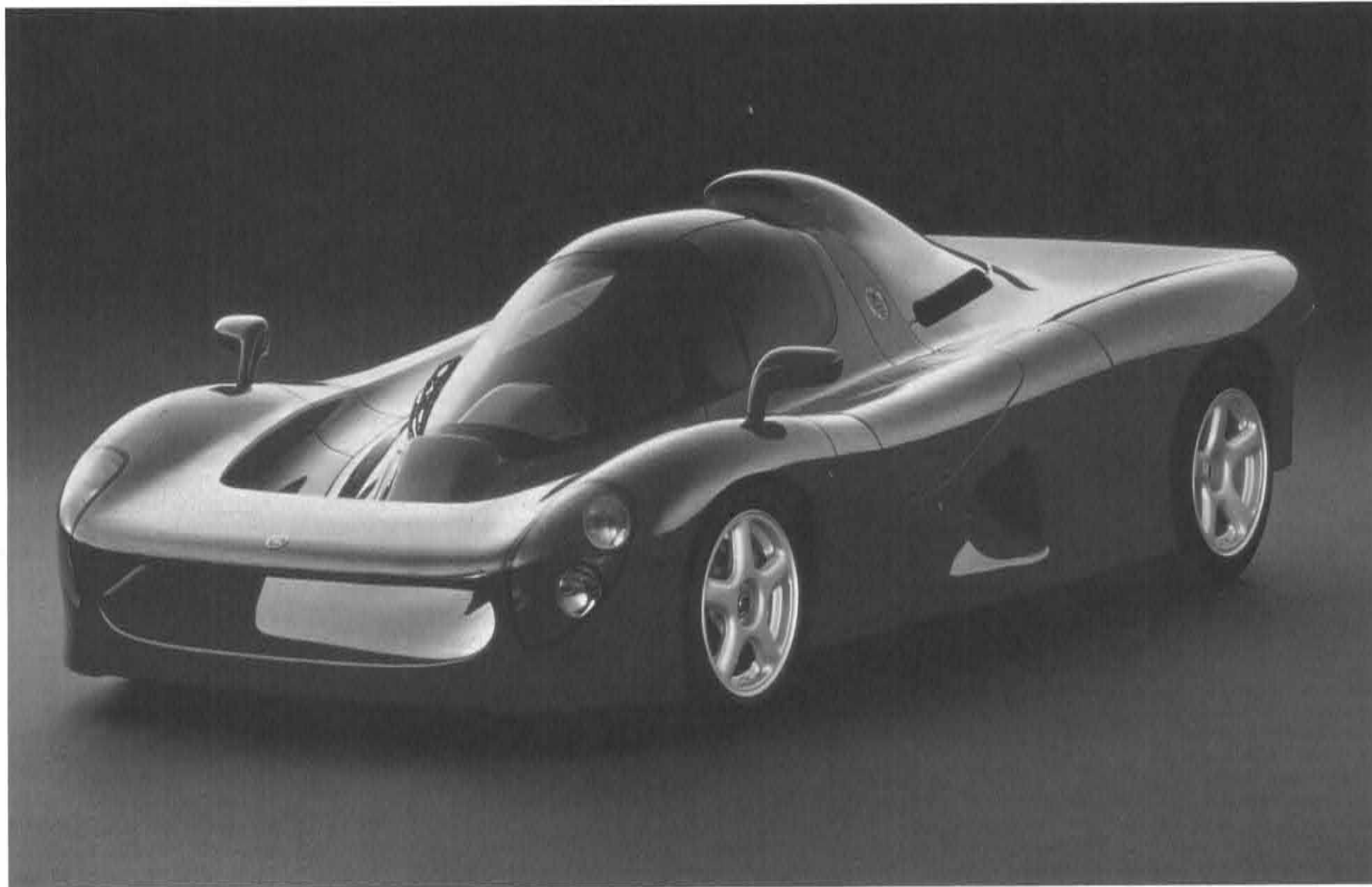
The campaign schedule

The first "YRW" will undergo initial testing in the Hauraki Gulf off Auckland before being moved to Hawaii to participate in the Kenwood Cup races beginning from the end of July. Further refinement and experience for the boat and crew may be gained through participation in the Sydney-Hobart race this December. After the launching of the second boat in March of '93, the team will travel to New York for the New York-London Transatlantic Race that will start in July.

"YAMAHA Round The World" specifications

•LOA (max)	65.00 ft	20.00 m	•MAIN MAST	100.00 ft	31.00 m
•BEAM	17.00 ft	5.25 m	•MAINSAIL	1,300.00 sq.ft	117.00 sq.m
•DRAFT	12.00 ft	3.75 m	•No. 1 GENOA	900.00 sq.ft	83.00 sq.m
•DISPLACEMENT	13,500.00 kgs		•SPINNAKER	3,225.00 sq.ft	300.00 sq.m
•WATER BALLAST	5,000.00 kgs				





OX99-powered ultimate sport

Creating an ultimate sports car

In developing the OX99-11, we threw out all the conventional ideas of existing sports cars and super cars. Instead, we set our sights on creating an ultimate sports car that would establish an entirely new category, the "GP SuperCar."

In laying the ground plans for this ambitious project, we first decided on three important fundamentals that would set the course of our development efforts:

1. THE F1 ENGINE - the machine would be powered by that pinnacle of automotive engineering, a state-of-the-art F1 engine.

2. AERODYNAMIC PERFORMANCE - to enable us to harness the full performance potential of the engine, we would seek a level of aerodynamic control that would approach that of an F1 car. In particular, the styling would generate its own aerodynamic downforce for greater stability without the use of add-on wings and spoilers.

3. HAND CRAFTSMANSHIP - an exclusive machine of such pedigree could only be built by hand. The spirited lines and high quality would be a reflection of that crafts-

manship. **Yamaha Motor's corporate philosophy is expressed by the motto "offering joy and fulfillment to people all over the world." In order to implement this philosophy, our goal is to make the dreams of our customers come true with our technology and enthusiasm, and create a company that people can always look to for something new and exciting. The new Yamaha GP SuperCar "OX99-11", unveiled in London on May 12, is yet another example of this corporate vision.**

manship.

Taking this product concept, we have pursued a functional purity, using the same leading-edge materials and component designs in use on today's F1 scene. All is brought together under the hand-formed aluminium skin, itself so descriptive of the great tradition of British automotive craftsmanship. As for drivability, the machine that we conceived would have the power potential of an F1 engine, plus a high-performance chassis to bring out that potential. It goes without saying that the driver who sought to bring out the full potential of this machine would need not only the driving ability, but a certain amount of physical prowess and spirit to match.

Background and history of the OX99-11

Soon after Yamaha Motor started out as a manufacturer of motorcycles in 1955, we also began basic research in automotive engines that entailed wide-ranging developmental experiments. Our first prototype model of a 1.6-liter DOHC, 2-valve engine was successfully completed in 1959.

Our automotive engine business commenced six years later in 1965, when we jointly developed the "Toyota 2000GT" sports car with Toyota Motor Corp. Since then, we have continued to develop original engine technologies that have been applied to the development and supply of DOHC engines to Toyota and America's Ford Motor Company.

In the world of automobile racing,

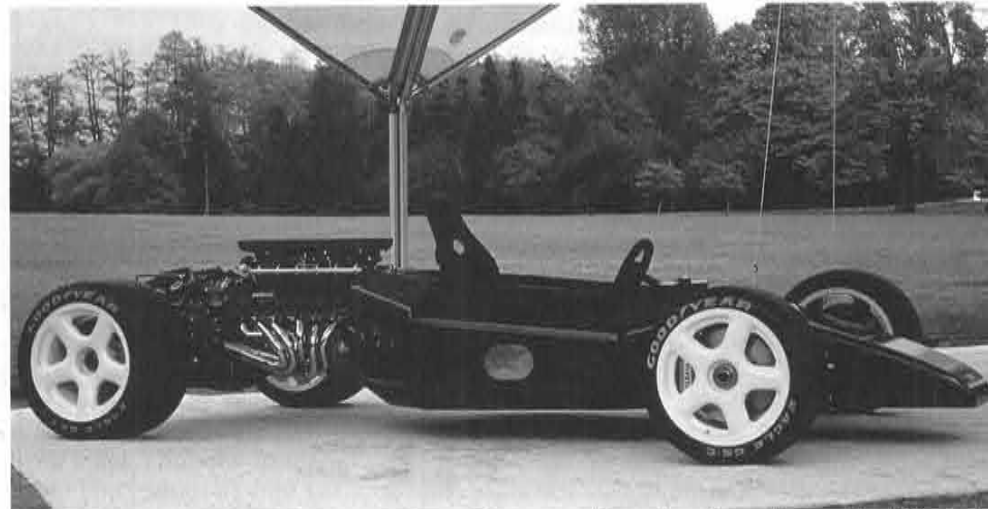


From left: Project leader, Mr. Keisuke Yoshida of Ypsilon Technology Ltd., Senior Managing Director of Yamaha Motor, Mr. Takehiko Hasegawa, Director/General Manager of YMC's Automotive Engine Division, Mr. Ryuichi Yamashita and Mr. Michael Bowler in charge of finance and marketing of Ypsilon Technology.

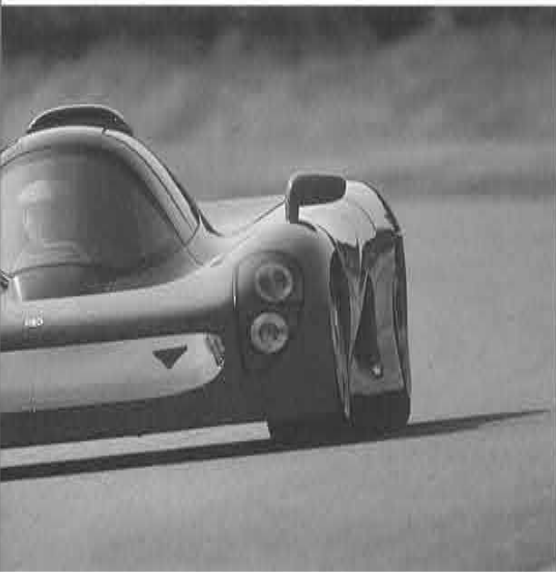
Yamaha's track record goes back to the 1960's, when the Toyota 7, built by Yamaha Motor at the request of Toyota Motor, was a leader in Japanese racing. More recently, we began to direct greater efforts toward car racing following the development of the V-6, 5-valve Yamaha racing engine, "OX-66", in 1984. As Yamaha's racing engine development progressed to the V-8 type OX77 and OX88 and finally the V-12, machines powered by these engines left their mark on the racing circuit. Among



The GP SuperCar is mounted with Yamaha Motor's present F1 engine as its power unit.



When the body is removed it reveals an F1 type rolling chassis underneath, different from the usual sports cars.

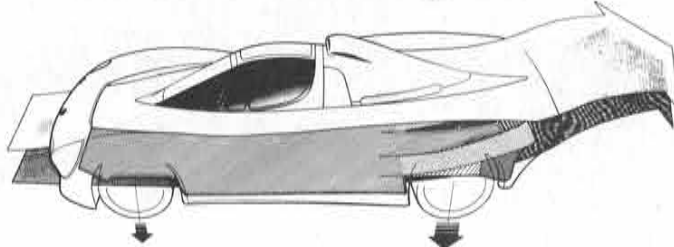
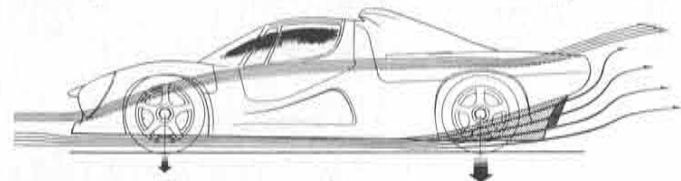


Yamaha GP SuperCar Specifications

Development Code name	: YAMAHA OX99-11
Overall length	: 4,400 mm
Overall width	: 2,000 mm
Overall height	: 1,220 mm
Wheelbase	: 2,650 mm
Overhang	: Front - 830 mm, rear - 920mm
Track width	: Front - 1,615 mm, rear - 1,633 mm
Minimum ground clearance	: 100 mm
Tyres	: Front - 245/40 ZR17, rear - 315/35 ZR17
Wheel rims	: Front - 9x17J, rear - 12x17J
Engine type	: V type 12-cylinder, 60 valves
Displacement	: 3,498 cc
Fuel injection system	: Mass flow type EFI
Ignition system	: Full transistor
Emission control system	: Three-way metal catalyst
Fuel tank capacity	: 120 liters
Power train layout	: Midship
Transmission	: 6-speed, transverse, full synchro type
Clutch	: 200 mm twin plate
Chassis	: Carbonfiber monocoque
Suspensions	: Front - Double wishbone, inboard spring/damper unit, Rear - Double wishbone, inboard spring/damper unit
Brakes	: Each wheel - ventilated disc with opposed piston 4-pot calipers
Steering	: Rack & pinion
Seating	: One central driver's seat, space behind driver for passenger
Body	: Hand-made aluminium alloy panel

THE AERODYNE

Aerodynamics is a vital part of the OX99-11 design concept. Like an F1 racer, performance is built into the body itself. The resulting design, perfected by countless wind-tunnel tests, functions as an inverted wing that creates a strong downforce without the aid of appendages. The functional curve of the upper body is made possible by means of hand-shaped body panels that carry the air-flow up and around the centrally positioned canopy.



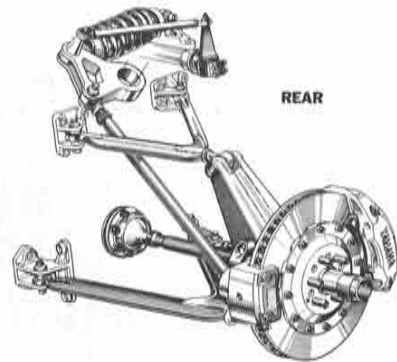
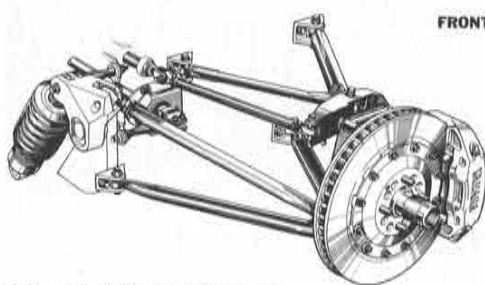
BODY

The body panels, shaped meticulously on the basis of exhaustive wind tunnel testing, bring to the GP SuperCar a perfect marriage of functional aerodynamic downforce and beauty of line. The panels are of aluminium alloy, and every stage from the beating of the shape to applying the heat treatment finish is done by hand.

CHASSIS

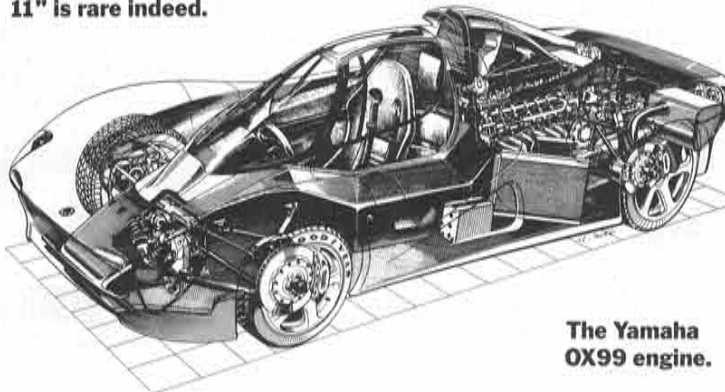
As with an F1 car, the chassis structure "tub" that forms the survival cell cockpit is a monocoque made of light, rigid and strong carbonfibre reinforced plastic (CFRP) for maximum driver protection. In both materials and structure, it is virtually the same as current F1 racing machines. The tub forming method has already been tested and proved by Yamaha in constructing the "Nippon", a challenge boat that participated in the recent America's Cup yacht races.

F1 type suspension system



ENGINE/TRANSMISSION

The OX99-11 engine is the same 70° V-12, 3,498 cc DOHC 5-valve design with normal aspiration "OX99" Yamaha racing engine used in the "Jordan Yamaha 192" racer in this year's F1 World Championships. Although F1 race-bred technology is often fed back into sports car models, for a road car to actually be equipped with an F1 engine like the "OX99-11" is rare indeed.



The Yamaha OX99 engine.

s car unveiled!



Former F1 star, Mr. John Watson, in the OX99-11.

our many laurels was the Japanese F3000 series championship in 1988. In the following year, 1989, Yamaha made its debut in the F1 World Championship series with the OX88 engine. This year, Yamaha has teamed up with Jordan Grand Prix Ltd. to field the "Sasol Jordan-Yamaha Team" in the F1 series.

The concept behind the GP SuperCar has been evolving ever since Yamaha decided to enter the F1 arena. Our wish is to pass on to the true motor sports enthusiast the fruits of our racing experience in the finest form possible.

In other words, our desire is to provide the most demanding motor sports lover with a driving experience that only the pinnacle of automotive engine technology, the F1 engine, could provide, without forgetting the importance of environmental harmony.

A handcrafted work of art in the tradition of European craftsmanship

It can be said that the OX99-11 is a product which could only have been made because of the strong bonds existing between

Yamaha Motor and the European people. Ypsilon Technology Ltd, the manufacturing base for the OX99-11, is a subsidiary established by Yamaha in Milton Keynes, England, in 1990. Ypsilon commenced its operations to strengthen our F1 World Championship race organization, by serving as a maintenance and supply base for our racing engines.

Ypsilon was then assigned to the role of developer and producer of the GP SuperCar project which was already in progress at the time. Their development staff and production personnel include many people who have developed skills which reflect the tradition of European automobile excellence. And, with one look at the smooth curves of the hand-shaped aluminium body panels, the level of their refined craftsmanship can be truly appreciated.

The OX99-11 will be unique because each and every one is hand-made, and endowed with unsurpassed quality. We believe that anyone who sits behind the wheel of this machine will feel all the creative energy and spirit we have put into the Yamaha GP SuperCar OX99-11.

SPORTING WORLD

RESULTS



CHAMPIONSHIP POSITIONS AFTER 6 ROUNDS

GP1 class		
1. M. Doohan	..... Honda	110 pts.
2. V. Rainey	..... Yamaha	85 pts.
3. K. Schwantz	..... Suzuki	62 pts.
4. D. Chandler	..... Suzuki	54 pts.
5. J. Kocinski	..... Yamaha	28 pts.
6. J. Garriga	..... Yamaha	23 pts.

GP2 class		
1. L. Cadalora	..... Honda	110 pts.
2. L. Reggiani	..... Aprilia	58 pts.
3. H. Bradl	..... Honda	57 pts.
4. C. Cardus	..... Honda	37 pts.
5. A. Puig	..... Aprilia	34 pts.
6. P. F. Chili	..... Aprilia	32 pts.

AMA SUPERCROSS

14th round - Texas - May 30		
1. D. Bradshaw	..... Yamaha	
2. J. M. Bayle	..... Honda	
3. M. Kiedrowski	..... Kawasaki	
4. J. Stanton	..... Honda	
5. L. Ward	..... Suzuki	
6. B. Swink	..... Suzuki	

CHAMPIONSHIP POSITIONS AFTER 14 ROUNDS

1. J. M. Bayle	..... Honda	290 pts.
2. D. Bradshaw	..... Yamaha	287 pts.
3. J. Stanton	..... Honda	284 pts.
4. M. Kiedrowski	..... Kawasaki	233 pts.
5. G. Cooper	..... Suzuki	213 pts.
6. M. Larocco	..... Kawasaki	200 pts.

WORLD CHAMPIONSHIP ROAD RACING

5th round - Italy - May 24

GP1 class (500cc)	
1. K. Schwantz	..... Suzuki
2. M. Doohan	..... Honda
3. J. Kocinski	..... Yamaha
4. D. Chandler	..... Suzuki
5. A. Barros	..... Cagiva
6. J. Garriga	..... Yamaha

GP2 class (250cc)	
1. L. Cadalora	..... Honda
2. L. Reggiani	..... Aprilia
3. M. Biaggi	..... Aprilia
4. H. Bradl	..... Honda
5. W. Zeelenberg	..... Suzuki
6. A. Puig	..... Aprilia

6th round - Europe - May 31

GP1 class (500cc)	
1. W. Rainey	..... Yamaha
2. M. Doohan	..... Honda
3. D. Chandler	..... Suzuki
4. K. Schwantz	..... Suzuki
5. J. Kocinski	..... Yamaha
6. E. Lawson	..... Cagiva

GP2 class (250cc)	
1. L. Cadalora	..... Honda
2. L. Reggiani	..... Aprilia
3. M. Biaggi	..... Aprilia
4. H. Bradl	..... Honda
5. J. Schmid	..... Yamaha
6. P. F. Chili	..... Aprilia

Fresh starts for Yamaha Motor France and Mitsui Germany **FRANCE & GERMANY**

This year, both Yamaha Motor France (YMF) and Mitsui Maschinen GmbH (MMG) have dedicated new office buildings, the opening ceremonies for which were held recently.

Facing the upcoming economic unification of the EC, former YMF and Sonauto were joined to establish a new

Yamaha Motor France SA that combines the Marine and Power Products Div. and the Motorcycle Div. in one company to enable more effective sales activities in answer to the new market's needs.

The opening ceremony held on April 24 started with an introduction of Mr. Wagner as YMF's new Chairman and Mr. Olivier as its



An overall view of YMF's new office building.

President. YMC President, Mr. Eguchi, together with Mr. Porsche, President of Porsche Supervisory Board joined in the ribbon cutting ceremony, commemorative ceremony, a signature ceremony and gift exchanges, followed by a tour of the new company building and an evening party to end the day.

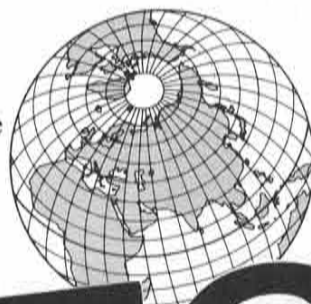
In Germany, MMG moved its head office to Neuss and held an opening ceremony on the 27th of April with some 150 guests representing various industries, including Dr. Reinartz, MP, Mayor of Neuss City, Mr. Hori, President of Mitsui & Co. Europe Ltd., Mr. Furuhashi, Managing Director, Mitsui & Co. Ltd., Mr. Eguchi, President of YMC, and Mr.



MMG's new head office in Neuss.

Hasegawa, President of Yamaha Motor Europe N.V. After the first welcoming speeches, cherry tree planting and tape cut ceremonies were held. The completion of this modern 2,000m² building also celebrates 20th anniversary of MMG in Germany. The motorcycle

market has grown 25% since the unification of East and West, and Yamaha has remained the market leader for the past four years.



Jeanneau-Yamaha Family Cup 1992 **JAPAN**



On April 18 and 19, the 2nd Jeanneau-Yamaha Family Cup 1992 was held at the Yamaha Marina Hamana-ko in Shizuoka Prefecture. This event was launched in 1991 under the joint sponsorship of the French yacht maker Jeanneau, YMC, and Yamaha Marina Hamana-ko, and has become popular with participants for offering a unique chance to experience all the sponsor-prepared yachts plus post-race entertainment with a big chance to win exciting prizes.

This year, ten teams were selected to compete on the new Jeanneau 29 Sun Way from the many applicants who applied from all over the country. Each team added their own elaborate touches to make the race enjoyable, such as wearing fashionable uniforms or letting their small children join in. Also, each team had to contain at least one woman to keep a family atmosphere, which is the main theme of this race.

In spite of the unfortunate weather conditions, all teams completed the race, and strong team-work gave the victory to a team from Tokyo.



(From right) Mr. Roberts, Mr. Rainey and Mr. Kocinski with the EXPO '92 mascot, Curro.

Yamaha Grand Prix stars visit EXPO '92 **SPAIN**

Team Marlboro Roberts Yamaha Manager, Kenny Roberts and his team riders, reigning motorcycle road race 500cc world champion Wayne Rainey and John Kocinski were recently invited by Yamaha Motor España (YMES) and Yamaha Motor Europe N.V. to visit EXPO '92 in Sevilla, Spain. During their half-day stay, they visited the American and Japanese pavilions.

While the riders were looking over the many Yamaha displays, they were intercepted by Curro, the EXPO '92 mascot, much to the amusement of the many people who had gathered to ask for the autographs of these world GP superstars.

At the Sevilla EXPO '92, for which YMES is an official collaborator, Yamaha motorcycles, outboard motors and Water Vehicles are on display in glass pyramids placed near all five public entrances. Also, more Yamaha products have been supplied for utility use, including lawn mowers for keeping the park grounds and gardens in excellent condition and Jog scooters and electric outboards to help officials to move quietly and swiftly around the paths and waterways of the complex exhibition site.

You can also see the Yamaha logo printed on the reverse side of all entrance tickets. What's more, YMES is donating a prize to every millionth visitor during the 6 month-EXPO, and four Yamaha Jog scooters have already been presented to the 1 millionth, 2 millionth, 3 millionth and 4 millionth visitors (all women!).

TOPICS

from the WORLD

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

National Sprint Kart Championship won with Yamaha engine **AUSTRALIA**

Australian Yamaha distributor Pitmans Distributors Pty. Ltd. sponsors kart driver Craig Denton, who has been racing karts for some time and is owner of many local titles. Over the Easter break, he travelled to Geelong in Victoria to compete in the 1992 Australian National Sprint Kart Championships. This was the most competitive national title meeting ever held, attracting some 525 entries from all the states of Australia.

Denton qualified 8th out of the 70 drivers in his class and worked his way through the heats and pre-final to start the championship race in 4th position.

After a good start he settled into 4th place until approximately the half-way point where he moved into 3rd. Three-quarters into the race, he passed the two front

runners and pulled away to win the championship by about 8 to 10 kart lengths. Denton's KT100SE engines are all prepared and tuned by his father Trevor Denton, who is Power Products Manager for Yamaha Pitmans and himself an Australian Kart Champion in 1964.



Mr. Denton on the winners platform.

Minister encourages technical trainees **JAPAN**

In order to cooperate with Sri Lanka's governmental promotion program for the fishery industry, Yamaha Gamagori Works Co., Ltd. has been offering technical training primarily in large size fishing boat manufacturing to Sri Lankan mechanics engaged mostly in FRP boat manufacturing since October of 1989.

Up to now, approximately sixty mechanics had completed this course and are now playing an active role as qualified mechanics in their own country. As their successors, thirty-three Sri Lankan mechanics are presently in training.

To encourage these trainees and

observe this training program, Minister of Youth Affairs & Sports, C. Nanda Mathew, whose office coordinates this training program, visited the Yamaha Gamagori factory accompanied by Sri Lanka's Ambassador to Japan, Mr. C. Mahendran and their spouses at the end of March. The Minister and his party were impressed by the achievements of this training program after being given a tour of the factory and holding a meeting with the trainees to hear the details of their training program and about their daily lives in Japan. The party also enjoyed a testride of the PC43, one of the new powerboat models for '92.



Minister C. Nanda Mathew (3rd from left) tours the Gamagori factory.

More Letters!

10 year-old motocross youngster

SRI LANKA

Associated Motorways Ltd., Yamaha distributor in Sri Lanka sends us word of a talented 10 year-old motocross rider named Rakitha Wijetunge. Rakitha has been involved with motorcycles since his father began importing used motorcycles from Japan almost 3 years ago, and started riding with a little 50cc motorcycle.

He has shown great interest in motocross and gained much confidence since he entered the Novices 50cc Standard Trail event in a motocross meet.

Unfortunately, his first attempt at this race turned out to be a disappointment, as his motorcycle failed to start. However, riding a Yamaha DT50LC motorcycle brought him a victory in the subsequent race. What's more, he

won 1st place in the 80cc event as well!

Rakitha said that he owes much of his success to his parents who have been a great source of encouragement and also have provided him with proper riding gear, which is most important for this type of racing. He also thanks his Yamaha DT50LC which he says is extremely good, fast and very easy to handle. According to his parents, Rakitha is very well mannered and a bright student. His future plans are to continue motocross racing, and Associated Motorways Ltd. as a local distributor, wishes him further success and plans to give him all possible assistance.



Expanding Yamaha's snowmobile world **CIS**

With snowmobile demand rapidly increasing since the former USSR has reorganized as the Commonwealth of Independent States (CIS), Yamaha collaborated with two Japanese trading companies to sponsor the first snowmobile testride in Khabarovsk, Russia at the beginning of March. With cooperation of the Chamber of Commerce and Industry of Khabarovsk, approximately fifty people gathered to experience snowmobiling first hand. Yamaha's company profile was introduced

by representatives of the Yamaha Power Products Division. Also, a correct-riding seminar, basic maintenance seminar, products seminar and other programs were provided along with the testrides. The participating people appreciated the high speed performance and driving reliability the snowmobiles showed. In spite of being the first attempt by Japanese companies alone, the event attracted a wide range of future users. The success of this testride has been a valuable step toward offering Yamaha snowmobiles to the Russian people.

Unique promotion for Timberwolf ATV **CANADA**

With environmental issues being strongly advocated today the world over, Yamaha Motor Canada Ltd. (YMCA) has decided to make a contribution to Canadian wildlife conservation through a unique promotion launched for the Timberwolf ATV.

Based on YMCA's belief that "We all have to protect our most precious resource; our environment", they pledge a cash donation for wildlife conservation for every Timberwolf purchased. The donations are made to various wildlife conservation organizations to help achieve their goals.

With this promotion, a \$200 "Yamabuck" certificate is also given to the customers, which is good for the purchase of Yamaha products, parts, accessories and service.

YMCA received the cooperation of the Toronto Zoo concerning photography of the wolf when they made pamphlets for this promotion. In exchange, YMCA will be giving them an ATV to assist in their work.



BUY THIS TIMBERWOLF AND YOU'LL BE SAVING MORE THAN JUST MONEY.



For every Timberwolf purchased, we'll make a cash donation for wildlife conservation. Plus we'll give you \$200 in Yamabucks!

YAMAHA
TIMBERWOLF

Yamaha freshmen contribute to clean act campaign **JAPAN**

As an extension of our "Customer Satisfaction No.1" policy, Yamaha has launched a new management policy called CCS (Customer & Community Satisfaction) early this year. Through this program, we hope to make a more personal contribution to the customers and community in which we work by providing high quality products, service with heart and various relevant corporate activities.

As one of the CCS activities, YMC conducted a clean act campaign handled by Yamaha's '92 class of freshmen employees. This campaign was also conceived as a part of the freshmen's training program to encourage heightened consciousness towards the community and city beautification. The freshmen engaged in such tasks as picking up empty cans and trash in parks and on the streets, and cleaning the traffic mirrors on street corners in YMC's home town, Iwata City.

YMC Director, Mr. Watanabe, who is also a Senior General Manager of the CCS Promotion Group, devoted himself to the campaign as well.

Here are some typical comments from the new employees who took part;

"I was so surprised with the amount of trash! I'll try to be careful not to litter anymore", "I felt strongly the need of continuing this kind of campaign", "I realize now that development of environment-friendly products is a must!"



YMC Director Mr. Watanabe (second from left) contributes the mirror cleaning with other freshmen.



INDONESIA Today

In Indonesia, P. T. Yamaha Indonesia Motor Manufacturing (YIMM) and Yamaha Motor Kencana Indonesia (YMKI) are located in Jakarta, the country's capital. YIMM is the Indonesian production base for Yamaha motorcycles, while YMKI is its sales company. As Indonesia consists of more than 13,000 islands, all means of transportation are very important to the country's development. And the automotive and motorcycle industries are considered top priorities for Indonesia today. For this issue, Mr. Hisashi Fujii of YMKI and Mr. Takashi Maehara of Marine Operations, YMC reported for this article on Indonesia.

Indonesia's capital city, Jakarta, where YIMM and YMKI are located.

Yamaha, part of dynamic peoples' lives on land and sea

Motorcycle Market

Indonesians own some six million motorcycles, or one for every 30 people, and everywhere one looks one will see motorcycles playing an important role alongside other types of transportation. Their primary uses include commuting to work and school. As most high schools permit motorcycle commuting, the bike plays an important part in the lives of young people.

Leading Models

Yamaha entered the Indonesian market quite early, in the beginning of the '60s. Today, thanks to its active motorcycle sports program and fashionable model line-up, Yamaha's brand image is growing strong, particularly among young people. In Indonesia, the motorcycle market is divided basically into two categories, mopeds and sports models, with the mopeds accounting for about 70% of overall demand.



The moped type α II R is very popular, especially among young people.

■ Moped type α II R

This leading Yamaha moped is powered by a 2-cycle 100cc power scoop-fitted engine that gives a good balance of smooth acceleration and economy. This model is also unique for its rigid double tubular frame for a more stable ride. Its fresh styling and aerodynamic design make it popular among young people.

■ Sports type RX King

This sports model, with its YEIS (Yamaha Energy Induction System)-equipped 135cc engine on a double cradle frame continues to be the No.1 selling 135cc by any maker. For this reason, it truly deserves to be called the King of the Roads.

Marketing Activities in Indonesia

Established in 1990 as the center for motorcycle business operations in Indonesia, YMKI is involved primarily in the wholesale of Yamaha motorcycles to some 25 main dealers around the country. In order to conduct more specialized marketing activities, YMKI has established regional offices in Surabaya, Yogyakarta, Bandung, Medan and Ujung Pandang. In our work, we make "100% Customer Satisfaction" our motto, and we put this motto into practice through our Sales and Service divisions as follows:

Sales Division

■ Yamaha Centers

In all the major cities, 3S shops have been set up as model shops with excellent Sales,



Service, and Spare parts programs to make them local sales leaders.

■ Yamaha Cup Races

This nationwide race series will have 21 rounds in 1992. The Team Yamaha consisting of three contracted road race and three motocross riders on works machines are the top contenders of this series.



Other sales promotion activities include a Mobile Campaign offering various sales



events, educational programs for local dealers and sub-dealers, and LTR (Learn to Ride) schools for policemen and high schoolers.

Service Division

■ Training Center

The Service Division has established an educational center in Jakarta dedicated to the training of service mechanics from all over the country. In addition to this, our Y.S.T.S. (Yamaha Service Training School) program holds training courses for independent mechanics at locations throughout Indonesia. Meanwhile, our Y.E.S. (Yamaha Motor Engineering School) accepts trainees from the general public; three graduates of which have now gone on to YMC in Japan for further training. Also, we have supplied Yamaha FZ750P police bikes and related training to the President's Security Force.

Marine Market

In the marine market, Yamaha products like outboard motors with their 80% market share and Water Vehicles are distributed by K.G. Marine and P.T. Hasjrat Abadi in the eastern and western regions respectively. On the many islands of the Indonesian archipelago, outboards are an essential part of people's lives. They are used to power taxi-boats and transport boats carrying products like fruits from remote regions, as well as in fishery. As people can get kerosene easily here, and less expensively than gasoline, economical kerosene outboards are particularly popular. Meanwhile, in the resort areas that dot the country Water Vehicles have become widely used as a popular water sport, often as a rental item for tourists.



Taxi-bikes are one of the uses for the RX King.



These taxi-boats are equipped with 200 hp Yamaha outboards.