

YAMAHA MOTOR CO., LTD.

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# Yamaha News

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## *Let the Racing Begin!*

Ever since Yamaha Motor got its start as a motorcycle manufacturer in 1955, the race scene has been a vital and dynamic working lab for the research and development of new technologies and a proving ground for our products.

At the same time, racing has been a continuing source of inspiration for our employees and a cornerstone of our brand image.

This year eight riders from four teams using Yamaha factory machines will be shooting for the ultimate prize in motorcycle racing, the GP500 World Championship title.







# Racing, the Yamaha Spirit 2001

## The Yamaha race card for the 2001 Moto GP

The FIM Road Race World Championships, freshly renamed the Moto GP, will unfold this season as a 16-round series on famous tracks around the world. Nowhere else can you see such awesome displays of riding prowess, as the world's top riders take the world's most technologically sophisticated racing machines down straights at speeds in excess of 300 km/hr and through high-speed turns with both their tires in finely controlled skids. Rising to the challenge of the FIM Road Race World Championship GP500 class competition this season there will be four teams using Yamaha factory machines, from which eight riders will be going for the individual title on the YZR500.



### Program decided for the 2001 WGP

Last season, Yamaha won the rider's title in the FIM Road Race World Championship GP250 class for the first time in seven years and the manufacturer's title for the first time in ten years. It was also the first time in seven years that Yamaha won the manufacturer's title in the GP500 class. In January it was decided that eight Yamaha factory machines will compete in this year's series in the GP500 class and two in the GP250 class. In the GP500 class Marlboro Yamaha Team will field Max Biaggi and Carlos Checa like last year. Riding for the Red Bull Yamaha WCM team will be Noriyuki Haga, who performed so impressively in last season's World Superbike, and returning Garry McCoy. For the Antena 3 Yamaha D'Antin team, Norick Abe will be joined by Jose Luis Cardoso. And from the Gauloises Yamaha Tech 3 team, the

top two finishers in last year's GP250 class, Olivier Jacque and Shinya Nakano, will make their GP500 debut this year.

Meanwhile, returning to the GP250 class from the Petronas Sprinta Yamaha TVK team will be Naoki Matsudo with his teammate Shahrol Yuzy. This year their machines will change, however, from the TZ250 to the YZR250.

### Directing the Yamaha teams

Like last year, the YMC representative directing the factory team program will be Mr. Yoshiharu Nakayama, General Manager, Motor Sports Engineering Div., Motorcycle Operations.

"Beginning next year, the new regulations for the GP500 class will allow the entry of 990cc 4-stroke machines. So, in this sense, the 2001 season is the final overall championship for the 500cc 2-stroke machines, and we have



Back from left; Naoki Matsudo and Shahrol Yuzy of Petronas Sprinta Yamaha TVK, Norick Abe and Jose Cardoso of Antena 3 Yamaha D'Antin  
Front from left; Garry McCoy and Noriyuki Haga of Red Bull Yamaha W.C.M., Massimiliano Biaggi and Carlos Checa of Marlboro Yamaha Team, Olivier Jacque and Shinya Nakano of Gauloises Yamaha Tech 3

only one objective in mind: to win.," says Mr. Nakayama.

Let us take a moment to introduce Mr. Nakayama. After 11 years in Yamaha's







Motor Sports Engineering Division, Nakayama was promoted one year ago to head the division. After joining YMC in 1972, he continued to work on engine development for production models, including the development of Yamaha's first rotary engine for the "RZ201" and large-displacement 4-stroke

engines for street machines, like the 5-valve engine mounted on the "FZ750."

The year he transferred to the Motor Sports Engineering Division in 1989, also happened to be a year that Yamaha

failed to win any titles in the WGP or the Suzuka 8-hour Endurance Race. That experience prompted Nakayama and the other members of the development team to take a hard look at the designs of their machines and engines. Their efforts seemed to pay off as the next year, 1990, Yamaha won both the rider and manufacturer championships in the GP500 and GP250. They even won the Suzuka 8-hour. After that, Nakayama continued to work on the development of engines for Yamaha road race machines and motocrossers. One of the highlights of his career came with the race debut in 1998 of the revolutionary 4-stroke motocrosser "YZ400F" that has changed the face of motocross racing. This machine was the product of Nakayama's long-held dream of building a 4-stroke machine with an engine that had the sprinting power of a 2-stroke.

#### Challenging to reach the top

Motor sports fans and motorcycle fans around the world look to the FIM Road Race World Championship as one of racing's premier events, and this year Yamaha will send eight riders from four teams into the pinnacle class of the WGP, the GP500. What exactly does "racing" itself mean to Yamaha?

"I believe that racing is an event that, more than perhaps any other, enables us to give our customers and fans pure excitement and deep satisfaction; the experience that we call "Kando" in Japanese and the thing that we at Yamaha make the centerpiece of our corporate mission.

In particular, the GP500 class is the pinnacle of motorcycle road racing, where the highest levels of technology are brought into the

building of machines with the ultimate in performance to be ridden by the world's best riders and backed by the most highly skilled staff in pursuit of victory. This is a spectacle that is guaranteed to bring "Kando" to those who watch," says Mr. Nakayama.

"At the same time, I believe that being involved in racing is an experience that fosters the spirit of challenge in ourselves, especially our younger staff. That's because there are so many things I believe that can only be experienced in this world of racing while working toward the singular goal of winning," he adds. What will be expected of Mr. Nakayama and his staff of the Motor Sports Engineering Division this year is something more than last year. Not only will they be working all out to win the championships with this year's 2-stroke works machines, they will also have to begin work on developing the 4-stroke factory machines for next year and beyond. As anyone can imagine, that will not be an easy task. But, as Nakayama comments, "Because from 2002 the competition will include both 2-stroke and 4-stroke machines we expect to see some manufacturers enter the WGP arena who have not been involved before. And we look to this as a new opportunity and an exciting new challenge.

Also, as development proceeds on the 4-stroke machines we are certain to see new technologies emerging that will be fed back into our production models. This will bring even greater attention to the racing world."

#### Passing on the Spirit of Challenge

In the 125cc class of the Western Regionals division of the USA's AMA Supercross Championship series that began in January, a new 4-stroke Yamaha motocross machine named the "YZ250F" has made its debut. A direct descendant of the revolutionary "YZ400/426F" 4-stroke motocrosser, this new YZ250F and its 2-stroke brother, the YZ125, have started the season with an impressive five straight victories.

Looking back to the days in 1996 when Mr. Nakayama was proposing the development of the YZ400F there were still many opposing voices who said a 4-stroke would be too heavy, too big and the response too poor. But he applied his own personal spirit of challenge to overcome those hurdles.

This year, Yamaha takes on the big challenge of winning the "MotoGP" 500cc class title.

"There is a lot of pressure, for sure. Because we have to win the championship we didn't

win last year. If possible we want to go for the win right from round one. That will bring me some big relief quickly!" laughs Nakayama in a way that reveals his seriousness.

It is not long till the 2001 GP season gets under way in April. Let's look for big things from the Yamaha factory teams this year!

### Malaysia Test Report

## Yamaha 2001 Kick-off Tests in Malaysia

(Jan. 28-31, 2001)

Sepang F1 Circuit, Malaysia

The Yamaha campaign to bring home the first big title of the new century in the GP500 class is already off and rolling with 4 days of hot test runs at the Sepang F1 circuit in tropical Malaysia.

The primary purpose of the Yamaha 2001 Kick-off Tests was to "let the riders get used to the new machines and communicate with the new team members," said Mr. Shuji Sakurada, project leader for the YZR500. Amid intermittent tropical showers, the eight riders from four factory teams put in their laps and worked with the staff on machine set-up.

The riders were in agreement that they are not at the point where they are worrying about their times yet. The first job is testing the new machines and parts and getting the settings down. This was a Yamaha-only test session, but there are joint tests scheduled with the other makers in Europe in the weeks ahead.

"By that time we should be able to show how really competitive the new YZR500 is," said Italian racing hero Max Biaggi confidently.

Teammate Carlos Checa added, "The new model is very easy to ride, which makes it less demanding physically. We are still at the test stage and there are some parts that need to be worked on, but it is basically a better machine." Expectations are building for the performance of this year's YZR500!



Mr. Nakayama, General Manager, Motor Sports Engineering Div., Motorcycle Operations.

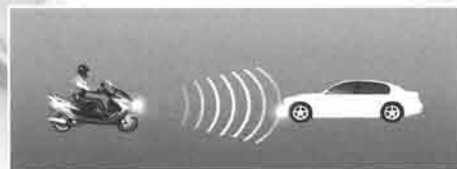
# Yamaha ASV-2 featuring "Advanced Sa

Since 1996, Yamaha Motor has been carrying on research using state-of-the-art electronics and other advanced technologies as a part of the "Advanced Safety Vehicle" (ASV) development project of Japan's Ministry of Land, Infrastructure and Transport aimed at improving the safety of motorcycles. Besides improving the basic motorcycle functions of "running, turning and stopping," YMC is dedicated to using its most advanced technologies in this way to create vehicles that are more user-friendly in every sense of the world.

The experimental Yamaha ASV-2 introduced here is a research-use vehicle that takes as its base the 250cc Yamaha scooter "Majesty," a motorcycle developed to be compatible with the "Intelligent Transport Systems" (ITS) to be implemented in Japan sometime in the early part of the new century with the aim of "constructing systems that integrate people, roads and vehicles."

Two models of the ASV-2 have been built so far; Model 1 is equipped with "autonomous type systems" such as preventative safety technologies, accident avoidance technologies and damage mitigating technologies; Model 2 mounts a "road-vehicle collaborative system" that supports the rider with information provided from the road infrastructure.

## Intervehicle Communication System



System image

### ◆Purpose

The purpose of this system is to reduce accidents between motorcycles and cars at intersections by means of information from the motorcycle to support proper detection and decision-making by the car driver.

### ◆System Features

This system consists of road markers and an infrared communication system installed on both the cars and motorcycles. The motorcycle transmits a "vehicle interval time" signal calculated on the basis of distance to the intersection provided by the road marker and the motorcycle's traveling speed. The car's system provides information or an alert message based on the received "vehicle interval time" to support proper detection and decision-making by the car driver.

## Active Headlight System

### ◆Purpose

This system adjusts the angle of the headlight beam in accordance with the banking angle of the motorcycle to widen the area of illumination by keeping the beam horizontal in relation to the road surface.

### ◆System Features

This system automatically adjusts the light distribution on the road surface in accordance with the lean angle of the motorcycle based on calculations of the yaw rate and traveling speed.

The system also adopts an H.I.D. (High Intensity Discharge) headlamp for brighter illumination to complement the wider illumination field.



Active Headlight

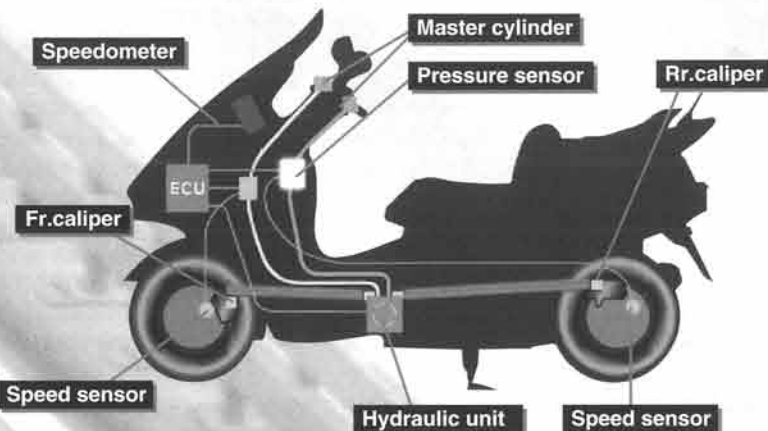
## Brake Assist System

### ◆Purpose

This system assists the braking force input of the rider in emergencies and provides enhanced braking performance in combination with an ABS system.

### ◆System Features

This system uses a sensor to detect changes in brake fluid pressure to determine the characteristics of the braking force applied by the rider. The assist requirement is calculated separately for the front and rear brakes and even when the rider is applying force to only one of the brakes, the system automatically applies a brake force assist to both brakes if the sensor information indicates to the ECU that it is an emergency braking situation, thus making fuller use of the machine's braking potential.



# “Future Vehicle” technologies of the future



## Multi-Information System



Meter panel display



Rear CCD camera

### ◆Purpose

This system reduces the workload of the rider with information about the traffic environment in the form of visual and voice information.

### ◆System Features

This system comprises three CCD cameras (two sides, one rear) for monitoring the traffic environment around the motorcycle and makes images from the cameras and route guidance available on the monitor (center of the meter panel), with image selection performed by means of a handlebar-mounted switch. This aids in correct rider perceptions by reducing blind spots and requiring less eye movement compared to rear-view mirrors due to the central location of the monitor.

Also, voice information including route guidance and traffic information are provided by means of an infrared communications system linking the motorcycle with a speaker in the rider's helmet.

## Road-Vehicle Collaborative System



System image

### ◆Purpose

The purpose of this system is the research and development of vehicle-side data processing technologies to make use of traffic information generated by next generation traffic systems combining the ASV technologies to create a safer and more comfortable driving environment, and also to develop the human interface technologies to supply this traffic information to the rider.

### ◆System Features

Human interface systems that supply information to the rider in the form of (1) “audible support” by means of a receiver built into the helmet and (2) “visual support” in the form of icons that appear on the monitor on the meter panel, are combined to achieve a system that supports the rider in proper recognition and decision-making concerning the traffic environment.

The actual functions include communicating information about the traffic environment received from the road-vehicle communications system to the rider in the form of appropriate verbal messages such as “Beware of ~” and visual information in the form of icons with varying shapes and colors and flashing that help the rider to make instantaneous judgments about the type and urgency of the message.

## Airbag System

### ◆Purpose

The purpose of this system is to reduce the shock to the motorcycle rider during collisions by deployment of an airbag in front of the rider. The airbag is designed not only to absorb the shock of impact but also to reduce secondary injuries due to contact with the colliding car or road surface resulting from the rider being thrown off the vehicle.

### ◆System Features

The system comprises a “front sensing bumper” that aids in rapid collision detection, a large-volume airbag deployed upward from the front panel near the riders knees, and an ECU with built-in sensor mounted centrally on the frame.



Airbag system





## SWITZERLAND YMC President visits Swiss importer

General

Mr. Hasegawa, YMC President, led a delegation to the Yamaha importer in Switzerland, Hostettler on September 9. It was his first visit. The delegation was guided through the premises by Mr. Fritz Hostettler Sr., President. As well as the recently built showroom for Yamaha products, the tour took in subsidiary companies IXS Motorcycle Fashion, Intercycle (bicycles and parts), and Hostettler Autotechnik AG (car parts) which are all located in the same area. "If I'd known you have such a nice showroom, I'd have visited much earlier!" joked Mr. Hasegawa.

In a personal meeting, Mr. Hostettler pledged the ongoing commitment and full motivation of Hostettler for the future. Mr. Hasegawa concluded that with Yamaha's new models and innovative spirit, he is confident that Hostettler can defend its strong position in the Swiss market. In fact, Hostettler has been the leader 20 times in the Swiss motorcycle and scooter market during 30 years of successful business.

*From Peter Manzanares of Hostettler, Switzerland*



Mr. Hostettler, President, welcomes YMC President Mr. Hasegawa to Hostettler to Switzerland.

## CHINA Focus on service and training

General



Participants in the China Service Meeting at the Guangzhou Training Centre.

There were two important gatherings for Yamaha in China over the last few months. On November 25 last year, a China Service Meeting was held for the first time in China at the Guangzhou Training Center. Participants included staff from joint ventures and Japanese Yamaha staff stationed in China. Presentations of mid-term plans were given by the CV (Commuter Vehicle) Service Section, and then by staff from each joint venture, followed by mutual affirmation of Service strategies for next year and beyond.

Also, over four days, training for trainers of

the Yamaha CCS (Customer & Community Satisfaction) program was held in China. A total of eight persons were trained as trainers - six staff from NYM, one from JYM, and one from the Guangzhou Office. These ladies will take the CCS seminars to Yamaha and dealer staff all over China, with the goal of enhancing customer satisfaction.

*From Hidefumi Ohmi of YMC, Japan*



## CANADA Yamaha featured in 'work of Canadian art'

General

An amazing mural has been created, that completely covers two outside walls of a popular store in downtown Minden, Ontario, right in the heart of Canada's cottage country. Renowned artist, Robert VanNood has been involved in the marine and motorsports industry for many years. He conceived the idea of capturing the four season's lifestyle, enjoyed by many Canadians, in a stunning collage of outdoor activity. The 3m x 26.5m mural was completed in sections over several months in Mr. VanNood's studio. Yamaha motor products are tastefully integrated into the scenes with wildlife and backgrounds designed to depict the great Canadian experience.

The official unveiling of VanNood's work of art took place over the Labor Day weekend. The mural has created quite a stir in the area and has become a popular community, tourist attraction.

*From Dave Yanagiwa of YMCA, Canada*



This extraordinary mural, featuring Yamaha recreational products in the Canadian Outdoors, spans two whole walls on the exterior of the "Beer Store" in Minden Ontario.

## MEXICO IMEMSA makes dividend

General

Recovering from the Tequila Shock of 1995, Industria Mexicana Equipo Marino, S.A. (IMEMSA), Yamaha's marine group company in Mexico, drastically restructured to form a sound organisational structure that enables the company to respond to unstable market conditions quickly. By limiting three tasks per person between their efficient staff, for example, they are able to implement flexible action plans. Owing to the good work by IMEMSA Presi-

dent, Mr. J. Fuller and all the staff, the company has paid dividends to YMC again this year. Good results were compounded with support from YMC, including efficient distribution, high quality products, sales support with competitive pricing, after-sales service and timely shipment of spare parts.

*From Shoji Nagai of IMEMSA, Mexico*



YMC President Mr. Hasegawa receives the dividends check from IMEMSA President, Mr. J. Fuller.

FRANCE

Celebrating a shared history

Motorcycle

On November 15, 2000, three French Road Racing world champions gathered to celebrate their shared history. Yamaha Motor France (YMF) celebrated Olivier Jacque's World Champion title along with Jean-Louis Tournadre who was crowned in 1982, and Christian Sarron, World Champion in 1984, all in the 250cc class.

Mr. Jean-Claude Olivier, President of YMF, can be proud as four tri-color Road Racing World Champion titles were obtained on

Yamaha motorcycles, beginning with Patrick Pons in 1979 with his magic ride on a 750cc.

"I am very proud to go down in the history of motorcycles and that of Yamaha Motor France beside Christian Sarron, Jean-Louis Tournadre and Patrick Pons," concluded Olivier Jacque. It is the reward of our career in the 250cc, and a pinnacle before passing onto 500cc - a new challenge that I like enormously."

From Claudine Maffiolo of YMF, France



French Road Racing world champions celebrate their history of motorcycles and of Yamaha.

SINGAPORE

Singapore Police Motorcycle Training

Motorcycle

From October 10 to 17, 2000, Yamaha Motor Co., Ltd. (YMC) arranged for riding instructor Mr. Iwao to conduct the Advanced Motorcycle Riding Course for the Singapore Police Traffic Department. The department has about 80 Yamaha FZ750P bikes and 60 Yamaha XJ900P bikes for general and special tasks including highway patrolling. Eighty police officers participated in the training.

Police officer Mr. Wong appreciated the

opportunity to attend the training, and said, "My riding technique and skills have certainly improved after the training course."

Singapore Traffic Police Instructor Mr. Aizi added, "We look forward to more of this kind of training."

From Hong Leong Corporation, Singapore



Yamaha conducted training for Singapore traffic police, here with their Yamaha motorcycles.

NETHERLANDS

Rob and Dafne come full circle

Motorcycle

You may remember an exciting round-the-world expedition on a 1994 Yamaha XJ900F by Dutch couple Rob and Dafne de Jong from an article in Yamaha News in June 1999. Well, Rob and Dafne have completed their first full circle of over 49 countries on six continents in their quest to connect children worldwide by exchanging their drawings. The 200,000km odyssey has taken four years, and as they say, "Our Yamaha is still going as strong as ever."

Their project, "The World on a Child's Drawing" has them carrying hundreds of children's drawings in an EZS-Holland sidecar attached to their Yamaha, opening up the world for hundreds of children from different back-

grounds, races and religions.

Starting in 1996, they travelled through South, Central and North America, sailed to Africa, rode through the Middle East and India, through Australia and up the American continent to Canada and Alaska.

Rob and Dafne are grateful to Yamaha world-



wide, and send special thanks to Yamaha Australia and Yamaha Holland who provided parts and the know-how to overhaul the engine. Rob added, "The overhaul was actually a bit premature, but the engine really deserves the good care it was given."

Rob and Dafne still have a long way ahead, to Japan, Siberia, Mongolia and Russia on their way back to Europe in 2001 to complete their second full circle. There will be many children waiting for them!

From Rob and Dafne de Jong of Ride-on World Tour

Smiles greet Dutch couple Rob and Dafne de Jong in the four corners of the globe, as they bring children together through drawings on their Ride-on World Tour.

MALAYSIA

Free Motorcycle checks for everybody!

Motorcycle



HLYD's safety campaign brought 3,133 bikes for inspections around the country.

From December 9 to 18, 2000, We, Hong Leong Yamaha Distributors (HLYD) organized the 2nd 'Balik Kampung' Safety Campaign in Malaysia.

The campaign was held with the cooperation of the Malaysian Motorcycle & Scooter Dealers Association, an insurance company, the People's Insurance and the Ministry of Transport to coincide with the 'Islamic Festive Celebration' when many Malaysians travel to their hometown on motorcycles.

In the interests of providing accident-free travel for all motorcycles during this special period, we provided free mechanical inspection for bikers of all

manufacturers.

We sent skilled veteran mechanics to eight major towns in West Malaysia where a total of 3,133 bikes, with an average of 391 bikes at each location, were inspected.

We believe the Safety Campaign was successfully carried out as planned. Response to the campaign was great and wide publicity was received from the television stations and newspapers.

We will continue these significant safety activities as one of our CS (Customer Satisfaction) activities, which also enhances customers' loyalty and appreciation of owning a Yamaha.

From Hong Dak Yong of HLYD, Malaysia



## UNITED KINGDOM R1 for police PR

Motorcycle

The Yamaha pure sports bike, the R1, has debuted in the U.K. as a police bike, with the addition of a siren and other functions. The R1 Police Bike was loaned to the Norfolk Police last autumn for six months by Tinkler's, YMUK dealer in Britain.

Presently the bike is not used by the Norfolk Police for regular police duties. Rather, it is used mainly for public relations to support the standard police bike, and is sent out to various events where the general public ride.

Also, by having the bike appear in public, it's hoped that this will encourage communication with other riders. Naturally, being seen as a police bike will draw attention to the popular R1, and enhance police public relations.

*From Shungo Terajima of YMUK, Great Britain*



The Yamaha R1 sports bike fitted with a siren and other functions for its new role as a police bike in England.

## CHINA Guangzhou Motor Show held

Motorcycle

From November 23 to 28, 2000, the Guangzhou Motor Show was held in Guangzhou, China. A Yamaha booth was displayed in a group effort between Chongqing Jianshe-Yamaha Motor Co., Ltd. (JYM), Zhuzhou Nanfang Yamaha Motor Co., Ltd. (NYM), and YMC. The theme of the booth was "Challenge," in light of the fact that Yamaha is committed to producing high quality products and has long challenged the limits in motorcycle and other racing.

The booth displayed Yamaha motorcycles including the TMAX designed for the European market, the YZR500 that ran in the Grand Prix 500, and the YZF-R7 that ran in

the Suzuka 8-hour Endurance Race. There was a debut at the show - the new model SRV200 from JYM, and another high-



light was an exhibition model based on NYM's popular ZY125 fitted with audio equipment.

Also, Norick Abe, a GP rider made an appearance at the booth to help with publicity for JYM's new model SRV200, and show-goers were delighted to have their photos taken with him.



The show was successful, and GP rider Norick Abe made an appearance, too.

## BURKINA FASO XT350P off road police bike

Motorcycle

In December 2000, Yamaha distributor Cica Burkina in Burkina Faso in West Africa delivered units of 23 XT350P bikes to the Police and the Army Police, with French cooperation.

CICA Burkina kept up the sales momentum by training both police forces in safe riding techniques for police bikes via the YRS (Yamaha Riding School). Demonstrations on the XT350P helped to show off all the special features of the off road bike.

This is the second purchase of the off-road police bike in West Africa, following Mauritania's lead.

The sales efforts of the YRS and the distributor are a solid foundation for the reasonably priced police bikes that can run on the roughest roads, and the XT350P and DT125/175P are proving popular.

*From Mari Ijima of YMC, Japan*

The XT350P for the Police and Army Police in Burkina Faso, painted moss green, the colors of both police forces.



## INDIA New model CRUX at dealer meet

Motorcycle



A 'caravan' of the new model CRUX left Delhi at the YMEL Dealer Meeting to travel around India.

On December 2 last year in New Delhi, India, Yamaha Motor Escorts Ltd. (YMEL) held a dealer meeting, the first event held since the company's name change, where they released the new model CRUX, meaning Southern Cross.

YMC President, Mr. Hasegawa spoke to the 260 dealers attending about the concept of creating 'Kando,' followed by presentations by YMEL of their management objectives, sales policies, and the new CRUX. The morning saw a send-off for a 'caravan' of CRUX bikes that will travel all over India over one month, followed by a press meeting in the afternoon, which all led to a bustling venue for the deal-

ers to enjoy.

The motorcycle market in India grows year by year, and more than 70% of sales are made up of 100cc 4-stroke models. This current business period, sales of over 2 million units are expected, making India the world's second largest market.

Dealers in India have given the CRUX the thumbs up, and have every reason to be confident of business for 2001.

Also, after the dealer meeting, Mr. R.K. Burba of East Zone Supply Corporation, one of the oldest dealers in India, presented Mr. Hasegawa with a plaque for his attendance on the occasion.



**THAILAND** GP champions after 12 years

Motorcycle

Thailand may enjoy racing more than any other country in Southeast Asia, and the Thai Yamaha Racing Team are now Grand Prix champions in the 125 class.

With the full support of the Motor Sports Promotion Division and Motor Sports Development Division of YMC, the team finished 1st and 2nd in the final race, to become champi-

ons for the first time in 12 years. They also captured the series title in the Underbone class, giving them a double title victory.

*From Hirokazu Yoshimitsu of YMC, Japan*

The Thai Yamaha Racing Team - Thai Grand Prix champions in two classes after twelve years, and everyone is very proud.



**SOUTH AFRICA** Millennium Billfish 15000

Marine

The Billfish 15000, South Africa's five-day deep sea fishing tournament finished at Sodwana Bay/finished at Sodwana Bay in November 2000. The premier Marlin tournament boasted 15 joint sponsors including Yamaha Distributors, who helped start the tournament 13 years ago, along with McCarthy Toyota and their Pretoria dealer Megaboats.

The spectacular event saw 175 boats carrying 700 anglers launched into the Indian Ocean. Boats came from as far as Cape Town and Zimbabwe. The prize of an ski boat powered by twin Yamaha 90's went to the lucky angler who landed the first fish - Hennie Venter on

Sea Dancer with a 275kg Blue Marlin. A Toyota Landcruiser Prada was another amazing prize. Of 19 fish caught, 13 were tagged and released.



Yamaha Distributors' Marine Product Manager Greg Bennett said, "We at Yamaha are proud to be associated with this prestigious event. We've been there from the beginning and hope to be a partner of the Billfish 15000 in the future. It's our way of thanking the game fishermen for helping to keep Yamaha the top-selling brand for 17 years. It also proves our brand tops in a most competitive arena!"

*From Desire Goliath of Yamaha Distributors, South Africa*

Twin Yamaha 90s powered the prize boat for the first "Fish of the day".

**NEW ZEALAND** SuperCat surf racing

Marine

Have you heard of the Formula One of extreme surf sports? It's SuperCat racing, a form of inflatable boat racing that is well established in South Africa, Australia, New Zealand and the USA.

A unique feature of SuperCat racing is that it's a true single class form of racing - the SuperCat is made up of the factory standard Yamaha 50hp outboard on a Gemini 4.1 metre inflatable catamaran hull.

In New Zealand, Gull Sportz Promotions promote the sport, and currently are leaders in development and marketing. Of course, they

use only Yamaha 50hp outboards. With two coastlines offering a variety of surf conditions, New Zealand SuperCat racing attracts tens of thousands of spectators each year, and each National Summer Series is televised and well-promoted through all forms of media. The New Zealand surf, with its white sands on the east coast, and the black sands on the wild west coast, may not be for the faint-hearted, but SuperCat racing remains one of the most accident-free and affordable motorsports today. Find out more about SuperCats on these websites: <http://supercatracing.20m.com> and

<http://communities.msn.co.nz/SuperCatRacing>  
*From Andrew Gulland of Gull Sportz Promotions, New Zealand*



Here's one to try - the Gemini SuperCat inflatable surf racing boat, powered by a Yamaha 50hp outboard, exceeds 80kph, is quite stable, and turns exceptionally well.

**CHINA** Bright future for golf car business

Power Products



The Yamaha Booth was an information hub at the China Golf Show.

From December 1 ~ 3, 2000, the 6th China Golf Show was held in Guangzhou, with over 200 companies participating, and over 10,000 people visiting the bustling venue. The golf business is growing in China with the increase in the number of players. There are around 150 courses at present, and that number is expected to increase.

The Yamaha booth at the show served as an information hub, and the keen interest of show-goers was striking. The show and its Yamaha display confirmed the exciting potential of the golf car business in Asia, and golf car sales are expected to grow in leaps and bounds in the China market.  
*From Yasuhiro Murai of YMC, Japan*

## All Yamaha CCS Week 2000

On November 23 and 24, 2000, the All Yamaha CCS (Customer and Community Satisfaction) Week 2000 was held at the Communication Plaza at Yamaha Motor Co., Ltd (YMC) in Iwata, Japan. YMC President Mr. Hasegawa opened the event with a message to motivate participants to use their personal creativity in their work, with the goal of realizing a vibrant, creative company. He said, 'So that as a company we can continue to bring vision and excitement to people and communities, each and every one of us must have a "challenging spirit", which is the focus of CCS.'

The principal CS Award for Excellence was presented to YMF (France), and another Award for Excellence to YMA (Australia). Further, CS trainers from YMKI (Indonesia), Belgarda (Italy) and YMA presented their CCS global activities. The second day saw presentations of CCS activities at Yamaha in Japan from the IM, Pool and MS Development departments, reminding all of how vital and important CCS is to our business.

The Week was enhanced by an international guest, Ms. Jill Kammer from

YMUS, a CS trainer who held sessions for CS trainers. Four persons were accredited as global CS trainers, receiving their certification from Mr. Hasegawa.



CS trainer from YMUS, Ms. Jill Kammer with YMC President Mr. Hasegawa.

## Additional Order for Yamaha FRP Pool

YMC has been commissioned to supply Yamaha FRP pools for the main swimming competition pool and warmup pool for the "9th World Swimming Championships - Fukuoka 2001" to take place in the city of Fukuoka, Japan, in July of 2001. And now an additional order has been received for Yamaha to build the main pool for the water polo competition as well. This order brings the total of Yamaha FRP pools to be used in the Fukuoka World Championships to three.

The newly ordered pool will be installed as a special temporary facility at the present site of the center court of the tennis competition facility of the Higashi-Hirao Park Hakata (Hakata Ward, Fukuoka City). The contents of the order include construction and installation of a L35 x W22 x D2 meter main pool for water polo competition, the pool-side facilities, filtration system and all construction involved, as well as maintenance of water quality during the competition period. As with the main pool and warm-up pool, this water polo pool will be installed two weeks before the start of the championships and removed within one week of the end of competition.



## 2001 PWC Dealers Meeting

From December 4 to 5, 2000, about 180 dealers from around Japan gathered in the city of Osaka for the 2001 Yamaha Personal Water Craft (PWC) dealers meeting. At this meeting, the participants heard first of all a report that in the 2000 season Yamaha became the world's top PWC maker. Then came the introductions of the 2001 year PWC models.

Regarding policies for the coming season, a broad consensus was verified for a program centering around winning new users and improving the business environment, with special focus on strengthening activities to encourage sound riding practices and aggressive action to prevent users from making illegal modifications in their craft.

Plans were also laid out for strengthening the loyalty of existing customers through such means as intensified before-service efforts like pre-season machine inspections and distribution of service tools and making the owners club more active, all aimed at achieving the goal of Customer Satisfaction 100%.



## Winners of Children's Seascape Painting Contest Announced

On November 16, 2000, the Japan Marine Sports Promotion Foundation held the final judging of the "12th Annual Yamaha Children's Seascape Painting Contest" at the Communication Plaza of YMC.

This year marked the eleventh year of the contest, which began in 1989. The number of entries has grown steadily over the past 12 years from the 1,558 submitted works in the first year of the contest to the 8,457 submitted to this, the 12th holding. The total entries for these 12 years number 64,135! Being posted on the Yamaha Motor Internet home page since 1997, children overseas have also learned about the contest. This year 63 entries were received from counties including Azerbaidjan, Colombia and Indonesia.

All the works by the children displayed such powerful representations of the sea and beaches that all the adults involved in the contest could not help but reconsider the importance of the ocean and our interaction with it. The award-winning works will be displayed at the Communication Plaza and will also be introduced on Yamaha Motor's website to communicate the meaning of this contest to a larger audience.





# Electric-hybrid bicycle "PAS Smile" Debut

*New compact, lightweight "rear hub power unit" for smoother ride plus lighter, slimmer design*

On February 15, 2001, Yamaha Motor Co., Ltd. (YMC) releases on the Japanese market the "PAS Smile," an entirely new electro-hybrid bicycle model featuring a newly developed compact motor mounted inside the rear wheel hub. This innovation creates both smoother running performance and a lighter, slimmer body design for the cycle as a whole. At the same time, the manufacturer's suggested retail price has been greatly reduced.

In addition to enabling a big reduction in product price, the adoption of the compact, lightweight rear hub power unit (1) reduces body weight by 24 kg (24-inch model), (2) produces a smooth ride with direct power assist to the rear wheel and (3) enables a slim body design closer to that of a regular bicycle.



At a press conference held on Jan. 15 in Tokyo, the new "Pas Smile" was displayed and attracted lots of media attention. The visitors could also test-ride the PAS Smile at the venue.



## Background for the PAS electro-hybrid bicycles

The Yamaha PAS electro-hybrid bicycles made their debut in 1994 as a new type of personal vehicle that used a unique new Yamaha technology, the P.A.S. (Power Assist System), to greatly increase the convenience of the bicycle by solving the problem of the heavy increase in pedaling load when riding uphill, into the wind or when carrying a load, which until then had been a major drawback in the use of bicycles as personal transportation. With the PAS system, the pedaling force applied by the rider activates the system controller to match that force with a power assist from an electric motor to add driving force to the rear wheel.

Now, seven years after the release of the first PAS models, the P.A.S. unit has been made more compact, the performance of the battery improved and the various components improved to increase product maturity. At the same time, new versions including a 3-wheeled wagon type have been added to bring the present PAS lineup to a total of nine models. These models are widely used today both for the household, by the young, housewives and the elderly, and in business and commercial uses. In the meantime, other makers have stimulated the market by introducing their own electro-hybrid bicycles, and it is estimated that total shipments of these bicycles will reach the one million mark by the Spring of 2001. (Japanese market only)

## Main Features of the "PAS Smile"

### 1) Compact, lightweight "rear hub power unit"

In order to achieve a lighter and more pleasing design, the controller parts and the power unit, which had been concentrated around the pedal assembly, were laid out separately.

For the power unit a compact motor with a strong neodymium magnet was adopted. The use of lightweight, compact engineering plastic gears and the internalization of the brake unit also contributed toward a more compact design. The body was also made lighter. Having the assist force from the motor applied directly to the rear



"PAS Smile"

wheel rather than through the chain resulted in smoother pedaling. Meanwhile, the adoption of compact designs for the control unit and torque sensor and positioning them near the center of the bike helped achieve a front-rear weight distribution ratio of 4:6 for well balanced handling.

### 2) Light design, slimmer frame

The adoption of a new, lighter frame to fit the rear hub power unit and more compact control unit and torque sensor mentioned above, give this model a lighter, more pleasing exterior appearance. Positioning the seat pipe and the pedal axle on the same axis also contributes to greater pedaling ease.



New design with seat pipe and pedal axle on the same axis

### 3) Quieter, lighter pedaling

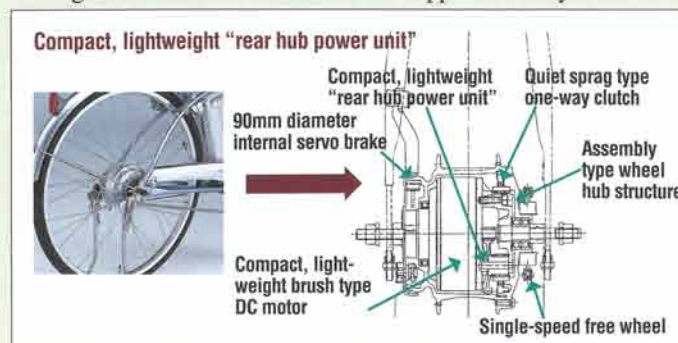
The adoption of a new-design torque sensor positioned on the pedal axle helps achieve quieter, easier pedaling.

### 4) I.F.E.S.-based Intelligent Battery

Also adopted on this model is a new lighter type "intelligent battery" that is compatible with Yamaha's I.F.E.S. battery management system which provides detailed display of charge level with a 7-lamp indicator and an automatic refresher function that calculates when recharging is necessary. The mechanism of battery insertion/removal from the frame-mounted case has also been improved.



I.F.E.S.-based intelligent battery





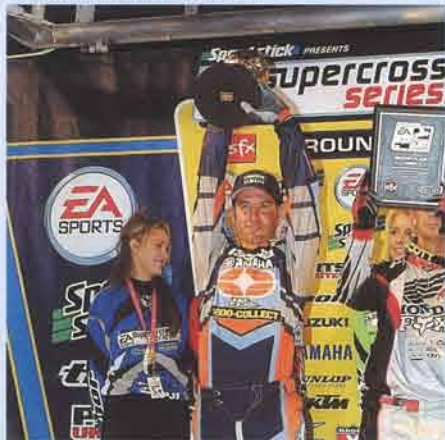
# Yamaha 2- & 4-stroke machines off to good season start

2001 AMA Supercross Series in the USA

## McGrath mounts 250cc class podium with 2nd

The 4th round of the 16-round AMA Supercross series was held on Jan. 27 in Phoenix, Arizona. Riding a Yamaha 2-stroke YZ250 for the Team Mazda/Yamaha/McGrath as he goes for his 4th consecutive championship title, Jeremy McGrath started the season strong-

McGrath finished 2nd to keep his lead in season points (photos from round one)



ly with wins in the 1st and 3rd rounds. In this 4th round he fell slightly behind at the start but continued to battle up through the pack to eventually finish 2nd and maintain

his lead in the point standings. Another Yamaha rider, David Vuillemin of the Yamaha Motor USA team finished 5th to keep 6th place in the standings.

## Back-to-back wins for Fonseca at 125cc on Yamaha 4-stroke

Meanwhile, in the 125cc class of the Western Regionals, the Yamaha of Troy team's Ernesto Fonseca rode his new Yamaha 4-stroke YZ250F to his third victory of the season in round four. The win was his second straight, having triumphed

in the season opener and in round three. This put him on top in the point standing, followed by a margin of 6 points by his teammate Justin Buckelew, who finished 1st in round two and 2nd in round three on his 2-stroke Yamaha YZ125.

This has given Yamaha riders on 2-stroke and 4-stroke machines four straight victories in the 125cc class of the Western Regionals.

It must also be noted that the win by the YZ250F in its debut race in AMA Supercross is the first victory ever by a 4-stroke machine in the history of the Supercross 125cc class.



Fonseca is alone at the top of the point standings with his two consecutive wins (photos from round one)