





年 度	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
型式呼称	OW81		OW86	OW98	OWA8	OWC1	OWD3	OWE0	OWF2	OWF9		OWJ1	OWH0	OWK1		OWK6	OWL6	OWL9
マシン概要	 <p>逆転2軸クランク採用、86年ローソンがV奪還、平全日本V3達成 全面新設計のV型4気筒エンジンを採用。86年にはローソンが2年ぶり2度目の世界チャンピオンを獲得。全日本選手権でも平忠彦がこのマシンを駆り3年連続タイトルを獲得した。</p> <p>Opposed Revolution Twin Cranks, Lawson Regains Title, Taira Wins 3rd Straight All Japan Title This model adopted a completely redesigned V-4 engine. On this machine E. Lawson won back the GP title, his second after a losing it for one year. Meanwhile, in the All Japan Championships, Taira won his third consecutive 500cc title on this machine.</p>		 <p>4度目のメーカータイトル獲得に貢献 排気系の変更、冷却性能向上などで熟成を図ったモデル。500ccGPの日本初開催となった87年雨の鈴鹿ではマモラが優勝。この年ヤマハはGP500cc通算4度目のメーカータイトルを獲得した。</p> <p>Contributing to Yamaha's Fourth Manufacturers Title This model featured changes in the exhaust system and improved cooling performance. This year (1987) the first 500cc class Japan round of the World GP at the Suzuka circuit was hold and Mamola won it in the rain on this machine. This season Yamaha also won its fourth manufacturers championship.</p>	 <p>右2本出しマフラー、左右非対称リヤアーム エンジン下でクロスしたエキパイを2本とも右後方に出すレイアウトを採用。これに合わせてリヤアームも右側を大きく上側に湾曲させた左右非対称型としている。ローソンが7勝して3度目のタイトルを獲得した。</p> <p>Right-side Twin Mufflers, Left-Right Asymmetrical Rear Arm A new exhaust layout was adopted on this model in which both exhaust pipes were crossed once under the engine and then both brought out on the right rear side. To accommodate this, a left-right asymmetrical rear arm with a large curve on the upper right side was adopted. This year, Lawson won seven rounds of the GP500 series to claim his third World title.</p>	 <p>データ記憶装置を投入 全走行行程でのマシン状態をセンシングするデータレコーティングを本格投入したモデル。全日本選手権では藤原俊彦がこのマシンでV3を達成した。</p> <p>Data-recording Device Introduced This model adopted Yamaha's full-fledged data recording function that recorded data from sensors about the running conditions of the machine. In the All Japan Championships, N. Fujiwara grabbed his third consecutive season title on this machine.</p>	 <p>レイニーが初の世界チャンピオン獲得 レイニーが7勝を上げ初タイトルを獲得したマシン。ヤマハも6度目のメーカータイトルを獲得した。92年欧州コンストラクターエンジン販売、データ提供を行い、レース普及と技術公開を進めた際のベースマシン。</p> <p>Rainey Wins His First World Championship On this machine Rainey won a total of seven rounds to claim his first World GP title. This contributed to Yamaha's 6th manufacturers championship. This OWC1 would also be the base machine that Yamaha would offer to European constructors in 1992 in the form of engine sales and chassis data as a move to stimulate the sport of motorcycle racing and encourage technology sharing.</p>	 <p>レイニー2度目のV獲得マシン 電子制御リヤサスペンションや可変ピボットの本格投入で戦闘力アップを図ったマシン。レイニーが6勝を飾り2度目の世界タイトルを獲得。ヤマハも通算7度目のメーカータイトルを獲得した。</p> <p>The Machine Rainey Rode to V2 Competitiveness was increased with the adoption of an electronic-control rear suspension and a full-fledged adjustable pivot assembly. Rainey won six rounds of the '91 series on this machine to claim his second World title. And Yamaha won its seventh manufacturers title.</p>	 <p>レイニーV3達成モデル、位相同爆を後半から採用 最高出力が従来の155PSから160PSへとアップして戦闘力を向上。後半戦からは位相同爆方式を採用し、トラクション向上によるコーナー脱出力をアップした。レイニーが3年連続3度目の世界チャンピオンを獲得。</p> <p>Rainey's V3 Model, Phased Simultaneous Combustion Adopted Mid-season This machine appeared with boasted a power output of 160PS, up from 155PS the year before. In the latter half of the season a new phased simultaneous combustion interval was adopted that improved traction and power coming out of the turns. On this machine Rainey won his third World title in as many years.</p>	 <p>アルミ押し出し材フレームの採用 アルミ製メインフレームをパネル材から押し出し材の「目」字、断面タイプとして横剛性を大幅に向上し、160PSから170PSにアップした新エンジンとの最適化を図った。ヤマハは通算8度目のメーカータイトルを獲得。</p> <p>Adopting an Extruded Aluminum Frame The aluminum used in main frame was changed to three-section extruded stock that provided much greater rigidity, especially with regards to lateral torsion to best accommodate the boosted power output of 170PS (vs. 160PS for the previous year). With this machine Yamaha won its eighth manufacturers title.</p>	 <p>エアボックス加圧で吸気効率アップ 空力特性向上を基準に開発が進められ、エア吸気口を内側へ配したカウルが特徴。95年仕様では、本格的に走行風圧をエアボックス加圧に活用し吸気効率を高める設計が施された。</p> <p>Forced Air Type Air Box Boosts Intake Performance Based on development efforts to improve the aerodynamic characteristics, a cowl design that shifted the air intake mouth toward the inside was adopted. From the '95 season, a full-fledged forced-air function for the air box increased intake performance.</p>		 <p>54ボア、パウダーピストン採用モデル 56×50.6mmから54×54mmへとロングストローク化した新エンジンを搭載。独自開発のパウダーメタル鍛造ピストンやシートレール部を廃した新フレームを採用。阿部典史が日本GPで、驚異的FLでGP初優勝を達成した。</p> <p>Adoption of a 54mm Bore Powder-Metal Piston The aluminum used in a new engine with a bore x stroke set at 54mm x 54mm, compared to the previous 56mm x 50.6mm, was adopted. Also, a forged "powder metal" piston with excellent heat resistance qualities and a new frame design that eliminated the seat rail were adopted. Riding this machine, Norick Abe shaved an amazing two seconds off the fastest lap time at the Japan GP preliminaries and went on to win his first GP victory.</p>	 <p>Vバンク角75度、ドライブ軸位置変更 エアボックス容量確保のためにVバンク角を75度に変更。「OWJ1」と平行開発されたが結果的に実戦投入が前後し、開発コードと出場年度が逆転している。</p> <p>Engine "V" Bank Widened to 75 Degrees and Revised Drive Axis Position The "V" bank of this model's engine was widened to 75 degrees in order to allow an increased air box capacity. The OWH0 and OWJ1 were actually developed simultaneously and their eventual years of actual GP use happened to come in reverse of the alphabetical order of their code names.</p>	 <p>無鉛仕様ながら各コースの最高速を更新 規則変更に伴い無鉛ガソリン仕様となったモデル。無鉛仕様ながら各コースで最高速記録を次つぎに更新。熟成が進んだ後半の98年英国GPでS.クラファアーがGP500初優勝を飾った。</p> <p>Course Records One After Another Despite Non-Leaded Spec This model was a non-leaded gasoline spec in line with the revised GP regulation. Despite the non-leaded spec, this machine produced new course records on many of the GP courses. The machine continued to mature through the season, with Crafar winning his first GP race on it at the British GP.</p>		 <p>通算9度目のメーカータイトルに貢献 性能に寄与するエンジンパーツが見直され、加速性能・最高速度の向上が図られた。またディメンション、ジオメトリーも見直し、より瞬発力あるコーナー脱出力を実現した。</p> <p>Bringing Yamaha Its 9th Manufacturers Title Higher levels of acceleration and top speed performance were achieved on this model due to improvements in the various performance-related engine parts. Also review of the dimensions and geometry led to a new cowl shape. With this machine Yamaha won its 9th manufacturers championship after a seven-year hiatus.</p>	 <p>ピアッジがランキング2位獲得 性能やドライバビリティに繋がるスペックを見直し、加速性能、最高速度アップを図ったモデル。車体ディメンションも見直し、より瞬発力あるコーナー脱出力を実現した。</p> <p>Biaggi Grabs 2nd in Season Ranking Spec revisions relating to drive-ability contributed to increased acceleration and top speed performance on this model. Revisions in the dimensions also added to the pick-up coming out of the turns.</p>	 <p>YZR500の28代目・最終モデル 73年のGP初登場以来、実戦投入マシンとしては28代目の最終モデル。4ストとの混走の中、ドイツGPでのO.シャックのPP獲得、阿部のランキング6位などの記録がYZR500のハイポテンシャルぶりを示している。</p> <p>The 28th and Last Generation YZR500 Of all the YZR500 models that had actually competed in GP races since its debut in 1973, this represented the 28th and last generation model. In this year's GP regulation that had 2-stroke and 4-stroke machines competing together, the great competitive potential of the YZR500 was proven once again when O. Jacque won the pole position at the German GP on this machine and Abe finished the season ranked 6th.</p>
TEAM / RIDER	YAMAHA MARLBORO RT Eddie Lawson Raymond Roche SONAUTO GAULOISES YAMAHA Christian Sarron	YAMAHA MARLBORO RT Eddie Lawson Rob McElnea TEAM LUCKY STRIKE ROBERTS Randy Mamola Mike Baldwin SONAUTO GAULOISES YAMAHA Christian Sarron	MARLBORO YAMAHA TEAM AGOSTINI Eddie Lawson Rob McElnea Tadahiko Taira TEAM LUCKY STRIKE ROBERTS Wayne Rainey SONAUTO TEAM Mike Baldwin TEAM GAULOISES BLONDES Christian Sarron	MARLBORO YAMAHA TEAM AGOSTINI Eddie Lawson Didier De Radigues TEAM LUCKY STRIKE ROBERTS Kevin Magee Wayne Rainey SONAUTO TEAM Christian Sarron Patrick Igoa YAMAHA RT	MARLBORO YAMAHA TEAM AGOSTINI Freddie Spencer Niall Mackenzie TEAM LUCKY STRIKE ROBERTS Kevin Magee Wayne Rainey SONAUTO TEAM Christian Sarron Christian Sarron YAMAHA RT	TEAM MARLBORO YAMAHA ROBERTS Eddie Lawson Wayne Rainey TEAM GAULOISES BLONDES YAMAHA MOBILI Christian Sarron Jean Philippe Ruggia DUCADOS YAMAHA Juan Garriga TEAM UNCINI Doug Chandler	TEAM MARLBORO YAMAHA ROBERTS Wayne Rainey John Kocinski TEAM YAMAHA SONAUTO MOBILI Jean Philippe Ruggia Adrien Morillas DUCADOS YAMAHA Juan Garriga TEAM UNCINI Doug Chandler	TEAM MARLBORO YAMAHA ROBERTS Wayne Rainey John Kocinski DUCADOS YAMAHA Juan Garriga	TEAM MARLBORO YAMAHA ROBERTS Wayne Rainey Luca Cadalora YAMAHA MOTOR FRANCE Daryl Beattie Bernard Garcia	TEAM MARLBORO YAMAHA ROBERTS Luca Cadalora Norifumi Abe	TEAM MARLBORO YAMAHA ROBERTS Luca Cadalora Bernard Garcia	MARLBORO YAMAHA TEAM ROBERTS Luca Cadalora Norifumi Abe	YAMAHA TEAM RAINEY Norifumi Abe RED BULL YAMAHA WCM Luca Cadalora Troy Corser	YAMAHA TEAM RAINEY Norifumi Abe Jean Michel Bayle RED BULL YAMAHA WCM Simon Crafar Regis Laconi	MARLBORO YAMAHA RT Massimiliano Biaggi Carlos Checa RED BULL YAMAHA WCM Simon Crafar Regis Laconi ANTENA3 YAMAHA D'ANTIN Norifumi Abe	MARLBORO YAMAHA RT Massimiliano Biaggi Carlos Checa RED BULL YAMAHA WCM Noriyuki Haga Garry McCoy ANTENA3 YAMAHA D'ANTIN Norifumi Abe Jose Cardoso GAULOISES YAMAHA Tech3 Olivier Jacque	MARLBORO YAMAHA RT Massimiliano Biaggi Carlos Checa RED BULL YAMAHA WCM Garry McCoy John Hopkins ANTENA3 YAMAHA D'ANTIN Norifumi Abe Norifumi Abe GAULOISES YAMAHA Tech3 Olivier Jacque	MARLBORO YAMAHA RT Massimiliano Biaggi Carlos Checa RED BULL YAMAHA WCM Garry McCoy John Hopkins ANTENA3 YAMAHA D'ANTIN Norifumi Abe Norifumi Abe GAULOISES YAMAHA Tech3 Olivier Jacque
CONSTRUCTOR'S CHAMPIONSHIP	1. Honda 2. Yamaha 3. Suzuki 4. Chevallier	1. Yamaha 2. Honda 3. Suzuki 4. Elf	1. Yamaha 2. Honda 3. Elf/Honda 4. Cagiva	1. Yamaha 2. Honda 3. Suzuki 4. Elf/Honda	1. Honda 2. Yamaha 3. Suzuki 4. Cagiva	1. Yamaha 2. Honda 3. Suzuki 4. Cagiva	1. Yamaha 2. Honda 3. Suzuki 4. Cagiva	1. Honda 2. Yamaha 3. Suzuki 4. Cagiva	1. Yamaha 2. Suzuki 3. Honda 4. Cagiva	1. Honda 2. Suzuki 3. Yamaha 4. Cagiva	1. Honda 2. Suzuki 3. Yamaha 4. ROC Yamaha	1. Honda 2. Yamaha 3. Suzuki 4. ROC Yamaha	1. Honda 2. Yamaha 3. Suzuki 4. Aprilia	1. Honda 2. Yamaha 3. Suzuki 4. Modenas	1. Honda 2. Yamaha 3. Suzuki 4. Aprilia	1. Yamaha 2. Honda 3. Suzuki 4. Aprilia	1. Honda 2. Yamaha 3. Suzuki 4. Proton KR	1. Honda 2. Yamaha 3. Suzuki 4. Proton KR
RIDER'S CHAMPIONSHIP	1. F. Spencer (Honda) 2. E. Lawson (Yamaha) 3. C. Sarron (Yamaha) 7. R. Roche (Yamaha) 21. T. Taira (Yamaha)	1. E. Lawson (Yamaha) 2. W. Gardner (Honda) 3. R. Mamola (Yamaha) 4. M. Baldwin (Yamaha) 5. R. McElnea (Yamaha) 6. C. Sarron (Yamaha)	1. W. Gardner (Honda) 2. R. Mamola (Yamaha) 3. E. Lawson (Yamaha) 6. T. Taira (Yamaha) 7. C. Sarron (Yamaha) 10. R. McElnea (Yamaha)	1. E. Lawson (Yamaha) 2. W. Gardner (Honda) 3. W. Rainey (Yamaha) 4. C. Sarron (Yamaha) 5. K. Magee (Yamaha) 7. N. Mackenzie (Yamaha) 14. T. Taira (Yamaha) 16. F. Spencer (Yamaha)	1. E. Lawson (Yamaha) 2. K. Schwantz (Suzuki) 3. M. Doohan (Honda) 6. J. Kocinski (Yamaha) 7. E. Lawson (Yamaha) 8. J.P. Ruggia (Yamaha) 9. C. Sarron (Yamaha)	1. W. Rainey (Yamaha) 2. K. Schwantz (Suzuki) 3. M. Doohan (Honda) 6. J. Kocinski (Yamaha) 7. E. Lawson (Yamaha) 8. J.P. Ruggia (Yamaha) 9. C. Sarron (Yamaha)	1. W. Rainey (Yamaha) 2. M. Doohan (Honda) 3. K. Schwantz (Suzuki) 4. J. Kocinski (Yamaha) 5. L. Cadalora (Yamaha) 9. N. Mackenzie (Yamaha)	1. W. Rainey (Yamaha) 2. M. Doohan (Honda) 3. K. Schwantz (Suzuki) 4. J. Kocinski (Yamaha) 5. L. Cadalora (Yamaha) 9. N. Mackenzie (Yamaha)	1. K. Schwantz (Suzuki) 2. W. Rainey (Yamaha) 3. J. Kocinski (Yamaha) 4. D. Beattie (Honda) 5. L. Cadalora (Yamaha) 9. N. Mackenzie (Yamaha)	1. M. Doohan (Honda) 2. L. Cadalora (Yamaha) 3. J. Kocinski (Cagiva) 4. D. Beattie (Honda) 5. L. Cadalora (Yamaha) 9. N. Mackenzie (Yamaha)	1. M. Doohan (Honda) 2. L. Cadalora (Yamaha) 3. J. Kocinski (Cagiva) 4. D. Beattie (Yamaha)	1. M. Doohan (Honda) 2. A. Criville (Honda) 3. A. Criville (Honda) 4. M. Biaggi (Yamaha) 5. N. Abe (Yamaha) 6. N. Abe (Yamaha) 7. S. Crafar (Yamaha) 10. R. Laconi (Yamaha) 13. K. Roberts Jr (Yamaha)	1. M. Doohan (Honda) 2. A. Criville (Honda) 3. M. Biaggi (Yamaha) 4. M. Biaggi (Yamaha) 5. G. McCoy (Yamaha) 6. N. Abe (Yamaha) 7. C. Checa (Yamaha) 8. N. Abe (Yamaha) 11. R. Laconi (Yamaha)	1. A. Criville (Honda) 2. K. Roberts Jr (Suzuki) 3. M. Biaggi (Yamaha) 4. M. Biaggi (Yamaha) 5. G. McCoy (Yamaha) 6. N. Abe (Yamaha) 7. C. Checa (Yamaha) 8. N. Abe (Yamaha) 12. R. Laconi (Yamaha)	1. K. Roberts Jr (Suzuki) 2. M. Biaggi (Yamaha) 3. L. Capirossi (Honda) 4. M. Nakano (Yamaha) 5. C. Checa (Yamaha) 6. C. Checa (Yamaha) 7. N. Abe (Yamaha) 10. O. Jacque (Yamaha) 11. S. Nakano (Yamah	1. V. Rossi (Honda) 2. M. Biaggi (Yamaha) 3. T. Ukawa (Honda) 5. C. Checa (Yamaha) 6. N. Abe (Yamaha) 10. O. Jacque (Yamaha) 11. S. Nakano (Yamah		