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# The motorcycle race season gets off to fast start

## A high-speed battle in store for this year's Road Race World Championship



The 1989 Motorcycle World Championship Race season is under way at last.

And among the various categories of World Championship competition to be staged from March to September this year, the one which draws special attention from motorcycle fans everywhere is the Road Race World Championships. The opening round of this important series was held on March 26 at the Suzuka Circuit. In spite of the cloudy skies, the competition was hot out on the track, with lap times hovering at 2' 11 and nose-to-tail dead heat racing that foretold a close title race for the rest of the season. Even racing world veterans from Europe and North America had to admit that rarely had they seen such closely-fought, thrill-packed racing as this.



Kevin Schwantz (Suzuki) that saw the lead change hands lap after lap. In the final lap Schwantz edged out Rainey to take the checkered flag by a mere 0.427 second margin. But the applause of the 84,000 spectators went to both rivals for the exciting show of riding prowess that had kept them on the edge of their seats right down to the wire.

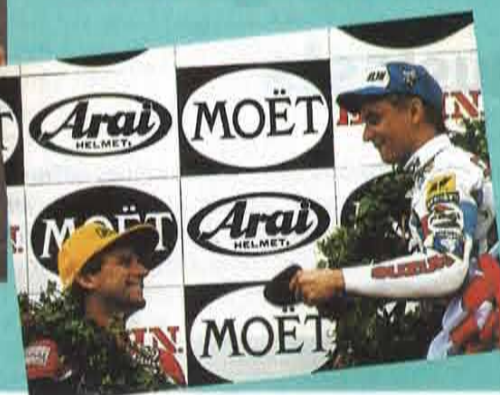


**250cc:** Kocinski (19) claims his first GP victory. (6) is Cadalora and (28) Honma.



**500cc:** Rainey (3) and Schwantz battle fiercely for the lead. In the 16th lap, alone, the lead changed hands at least five times.

In the 500cc class, Team Lucky Strike-Roberts' Wayne Rainey on his YZR500 waged a fierce dogfight with



Meanwhile, in the 250cc class, rising new star John Kocinski of Team Roberts rode his YZR250 steadily to his first GP victory ever. At one time in the race, the top position was being contested by three Yamaha riders, Kocinski, Toshihiko Honma and Luca Cadalora, giving a strong impression of the Yamaha power we can expect to see throughout this season. (For race details, see page 7)

## 1200 dealers gather in Taipei

### Taiwan Motorcycle Dealer Meeting

Yamaha Motor Taiwan's dealer meeting was held on March 11 and 12 at the Asian-world Hotel in Taipei. Over the two-day period, a total of 1200 dealers gathered from around Taiwan.

The stage of the main convention hall was backlit by an 18-unit multi-TV screen, before which outstanding dealers of the year were given awards. This ceremony was followed by addresses by YMT's Chairman, Mr. Warren Hsieh, YMC's President, Mr. Hideto Eguchi, and a speech in Mandarin by YMT's President, Mr. Hiraku Nakajima.

The '89 model introduction featured the sports bikes RZ-X and RZR with minor changes for this year, and also minor-changed scooters CT50S, CTZ, CT50 and CT90SA. And, when the distinc-

tively new 50cc scooter, CR50 "Target", was brought on stage, the crowd responded with a big round of applause. Dealers also took special notice of the "Team Yamaha" riding wear and helmets being introduced for the first time on the Taiwan market.

Last year, YMT began the export of scooters to Portugal and Greece, and from now on the company is keen to further refine its manufacturing activities and establish itself as an international production base for scooters. Things also look bright on the domestic front with the well-received debut of



Mr. Eguchi addresses the dealers



the new CR50 "Target". In fact, the day after the conference the new model was on display in storefronts across the country. At one Taipei dealership, it was reported that three "Targets" had been sold already on the very first day of the sale.



## A snowmobile expedition aims again for the North Pole

"I want to stand at the top of the world!" That was the dream that inspired Japanese actress Masako Izumi to make an attempt to reach the North Pole in March of 1985. After a 62-day struggle, however, her dream got stuck in the ice fields just 148km from her goal. Four years later, though, her dream is still alive as she undertakes another attempt. Her team of 4, this time includes the same two Eskimo guides that accompanied her 4 years ago and is powered by some strong new workhorses in the form of Yama-

ha snowmobiles. Yamaha brand snowmobiles had already proven their arctic reliability on her last North Pole attempt.

On March 11, Masako and her team left their base camp at Resolute for the northernmost tip of Canada, Ward Hunt Island, to start out on their 800km trek to the Pole on Yamaha EC340E snowmobiles. If all goes well, the team will be standing on the top of the world just about the time this issue of Yamaha Motor News goes to press.



Mr. Shiokawa, Director of YMC, salutes Masako at her send-off party on January 21.

## 2 riding schools gather bike enthusiasts

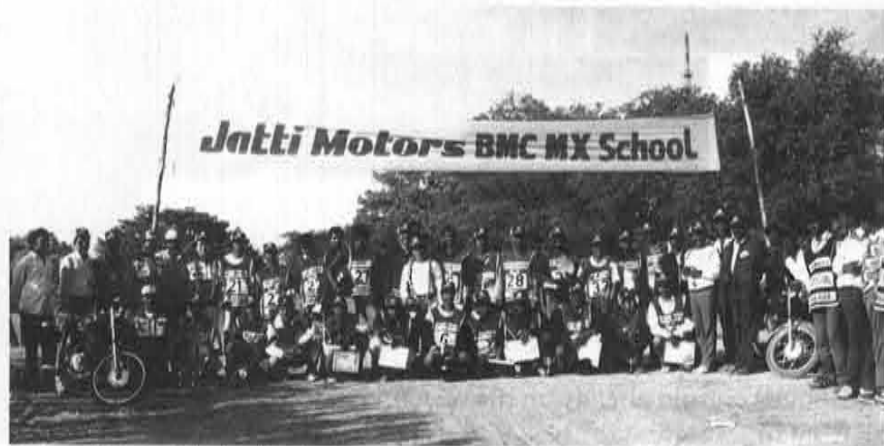
INDIA

Yamaha's partner in India, Escorts Ltd., is a company seriously devoted to the promotion of riding schools. Shortly after the new year, its first two schools of '89 were held. One was an LTR (Learn To Ride) School held on January 8 in Calcutta under the organization of local dealers, Matthews & Company and East Zone Supply Corporation. The other was

a Beginners Motocross School organized by a Bangalore dealer, Jatti Motors. Following the instruction of YMC's special instructor, Mr. Iwao, the participants applied themselves to the courses with zeal and enjoyment. In addition to the participants, the crowds of onlookers who gathered at the school sites certainly came away with some new knowledge of motorcycles as well.



LTR School in Calcutta.



Beginners Motocross School in Bangalore.



From left; Akira, Noriko and Mr. Olivier

FRANCE

## 75,000km around the world on a Ténéré

The Japanese globe-trotting couple, Akira and Noriko Saito, who left on a round-the-world trip a year and 8 months ago, reports that they have just finished their adventures in Africa and are now taking a well-earned rest in Southern France. Leaving Düsseldorf, West Germany, last November, the couple toured to Genova, Italy, where they boarded a ferry to Tunisia to begin the African stage of their journey. In the Sahara they were tormented by the sand that crept into everything - their hair, clothes, and every nook and cranny of their machines. In Gao they happened

upon the Paris-Dakar Rally in progress and had the pleasure of meeting such Yamaha star riders as Franco Picco and Cyril Neveu, and Sonauto Yamaha's Mr. J. C. Olivier. With roughly two-thirds of their journey completed, they have so far run up a total of 75,000km on their odometers. After their vacation in France, it will be on to Holland to begin the next stage of their journey that will carry them on to Asia and Australia. If you happen to see a Japanese couple on a pair of Sonauto-color Ténéré's you will know who they are. So, please give them a big "Hi".



## IMEMSA celebrates 15th anniversary

MEXICO

Last year, IMEMSA celebrated the 15th anniversary of its founding. Back in 1973, this joint venture company was founded to handle the import and sales of utility-use 8hp, 15hp and 25hp Yamaha outboards and local FRP boat manufacturing. Catering over the years to the growing demand for larger models, however, IMEMSA's outboard line-up has now expanded to include larger models such as 40hp, 48hp, 75hp and 115hp, and is meeting demand in ever-widening fields, including the pleasure-use market.

Meanwhile, the company is also producing 18, 23, 25 and 27-foot FRP boats of Yamaha design to help answer the needs of Mexican fishermen wishing to replace their traditional wooden canoes with reliable FRP boats. IMEMSA also deals in other Yamaha products, such as portable generators.

The Mexican government today is extremely enthusiastic about encouraging the development of coastal fisheries. And, in cooperation with this policy, IMEMSA has already delivered several thousand boats and engines to fishing cooperatives all over the country. These successful marketing activities have always been backed by high quality after-sale services. IMEMSA makes it a top corporate priority to see that all the boats and engines it sells are kept working in the best possible condition.

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.

So, please keep the letters coming.

## Cree-Yamaha leaders visit YMC

President Billy Diamond and four other representatives of the joint venture company, Cree-Yamaha Motor Enterprises Ltd., visited YMC on February 13. Cree-Yamaha is a company building Yamaha FRP boats in Canada. The main objectives of the visit were to report on the present situation of the company, to tour FRP boat factories and to inspect fish culture facilities in Japan. For an 8-day period from Feb. 11 to 18 the Cree-Yamaha group undertook a full schedule that included tours of the Yamaha Home Factory, the Arai Factory and other boat factories, as well as inspection of culture facilities for ear shell, salmon and lobster, and a visit to the Tokyo International Boat Show. Cree-Yamaha Motor Enterprises is a company that was formed in April of 1986 as a joint venture between YMC and Waskaganish Enterprise Development Corp. that would comply with Canadian government policies of increased employment possibilities for minorities and advancement of local industries. This company is working ac-

tively to promote its FRP boats as a safer, more reliable replacement for the traditional canvas-covered wooden canoes that have long played a vital role in the fishing, hunting and transport activities of the Cree Indians and Northern Eskimos of Canada.

The boats produced by the company are used primarily in the James Bay region of Canada, where they have already gained an excellent reputation.



JAPAN



## 2 Yamahas for Government House official use

THAILAND

The photo here shows Siam Yamaha's President, Mr. Kasem Narongdej and Vice President, Khunying Phornthip Narongdej, on the occasion of their recent visit to the Government House to present Prime Minister Chatichai Choonhavan with two RX-S model motorcycles for use by House officials. The Siam Yamaha representatives and their bikes both got a very cordial reception. And later, Prime Minister Chatichai was seen, as in the photo, taking one of the RX-Ss for a ride.

## "King" Kenny conducts demo rides of new sports model

—Testrides for domestic-market FZR250R JAPAN

As advance promotion for the racy and easier-to-handle new FZR250R released on the Japanese domestic market on March 11, a test ride event for motorcycle journalists was held at the Yamaha Test Course on March 2.

The keen interest being aroused by this new model was evident in the attendance of 86 journalists representing 34 publications at the event.

And the comments they left: "It's a truly fun bike to ride", "Its muscular engine gives great power development from the lowest speeds right up to the highest", "The body and footwork are great, the cornering free and easy, a real joy to ride", were all highly complimentary. As an extra attraction, the event also featured a demonstration by Kenny Roberts, owner of Team Lucky Strike-Roberts. And here is what Kenny had to say about the FZR250R afterward: "It's a good machine with smooth power and fine response. With its handling qualities and overall running capabilities, this is a really fun bike to ride. It will give you all the riding joy you can ask for. In spite of the wet course conditions, it took me through ten laps before I knew it."



## The first service managers meeting to be held overseas

TAIWAN

The 5th Asian Service Managers Meeting was held from February 22 to 26 at Yamaha Motor Taiwan's home office.

This marked the first time that a Service Managers Meeting was held overseas, and 20 managers from 8 countries gathered for the event. The participating countries made evaluations and cri-

tiques of their respective '88 service programs and drew up service activity plans for '89.

The focus of this year's service activities will be the establishment and expansion of YBS (Yamaha Before-Service) shops under the theme "The Year of YBS Shop Expansion".



## FZR1000 for promotional video

The picture shown here was taken during the filming of a promotional video in which a FZR1000 is used by a German stunt man to demonstrate his skills. A stunt man company will use this film to show the capabilities of their stunt men to get into business with film producers.



WGERMANY



PAKISTAN

## Dealers tour three Southeast Asian countries

From March 14 to 21, eighteen leading Pakistani dealers and 5 representatives of Yamaha importer, Dawood Yamaha, made a tour of Thailand, Malaysia and Singapore. The purpose of the tour was to study local promotion and sales activities in these countries. The schedule of this dealers trip included, primarily, a study tour of the importer in each country. On the 14th they first visited Thailand's

Siam Yamaha, on the 17th Malaysia's Hong Leong Yamaha and on the 20th Singapore's Hong Leong Yamaha, receiving a warm welcome at each company.

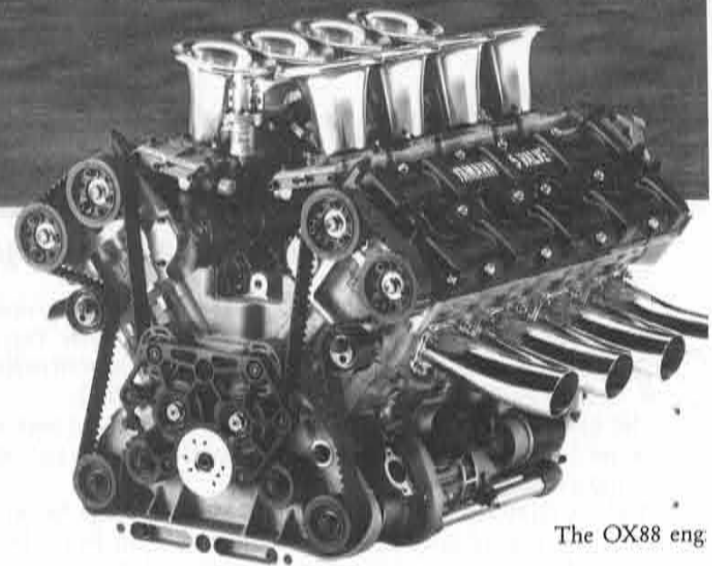
Shown in the photo among the Dawood Yamaha dealers is Siam Yamaha's Deputy General Manager, Mr. Athorn Chomthongdi, giving an introduction of the Siam Yamaha Factory.

# The new faces of Yamaha—a look at our expanding corporate activities



Schneider racing at the Brazil GP

The eyes of motor sports fans around the world turned to Brazil on March 26 for the start of the Formula 1 World Championship. Starting this year, through a tie-up with Zakspeed Formula Racing Co. of West Germany (President: Erich Zakowski), Yamaha Motor will join the race for the pinnacle of motor sports, as engine supplier for the West Zakspeed Yamaha Team scheduled to participate in all 16 rounds of this year's F1-Series.



The OX88 eng

## The lightweight, compact Zakspeed 891

The Yamaha OX88 engine was mounted on the new Zakspeed 891 chassis designed by former Ferrari designer, Gustav Brunner, and the resulting machines driven by West Germany's Bernd Schneider and Japan's Aguri Suzuki. Team sponsors include West, Pirelli, Fondmetal, GEO, Toshiba and others.

The Zakspeed 891 measures 4,200mm in overall length and 2,140mm in width, with a height of 1,000mm, making it compact, low and rectangular in form. And, it weighs in right at the limit at 500Kg, to classify as one of the lightest machines in the class. Contributing to the lightness is the compactly designed Yamaha OX88 engine with its 3,489cc 75° V-type 8-cylinder layout. The most unique feature of this engine is its 5-valve-per-cylinder format. And, it puts out a maximum of over 600hp.

## A trial ground for Yamaha automobile engines

This season, the West Zakspeed Yamaha Team must participate in pre-qualifying heats in order to win the right to participate in the qualifying rounds. Then, in order to move on to the finals, it must place 26th or better among the 30 machines in the qualifying rounds. For this reason, the team's primary goal is to pass the short, 1-hour pre-qualifying heats successfully during the first half of the season so that it can be exempted from the pre-qualifying requirement for the second half. Yamaha Motor views this challenge as an excellent ground for testing and perfecting the performance of Yamaha automobile engines.

## Yamaha automobile engine history almost as long as its motorcycle engines

One of the chief motivating factors behind YMC's entrance into the F1 stage is to give a larger audience an appreciation of the

performance capabilities of Yamaha's 5-valve engines. And, to show what a high level of automobile engine technology we have achieved.

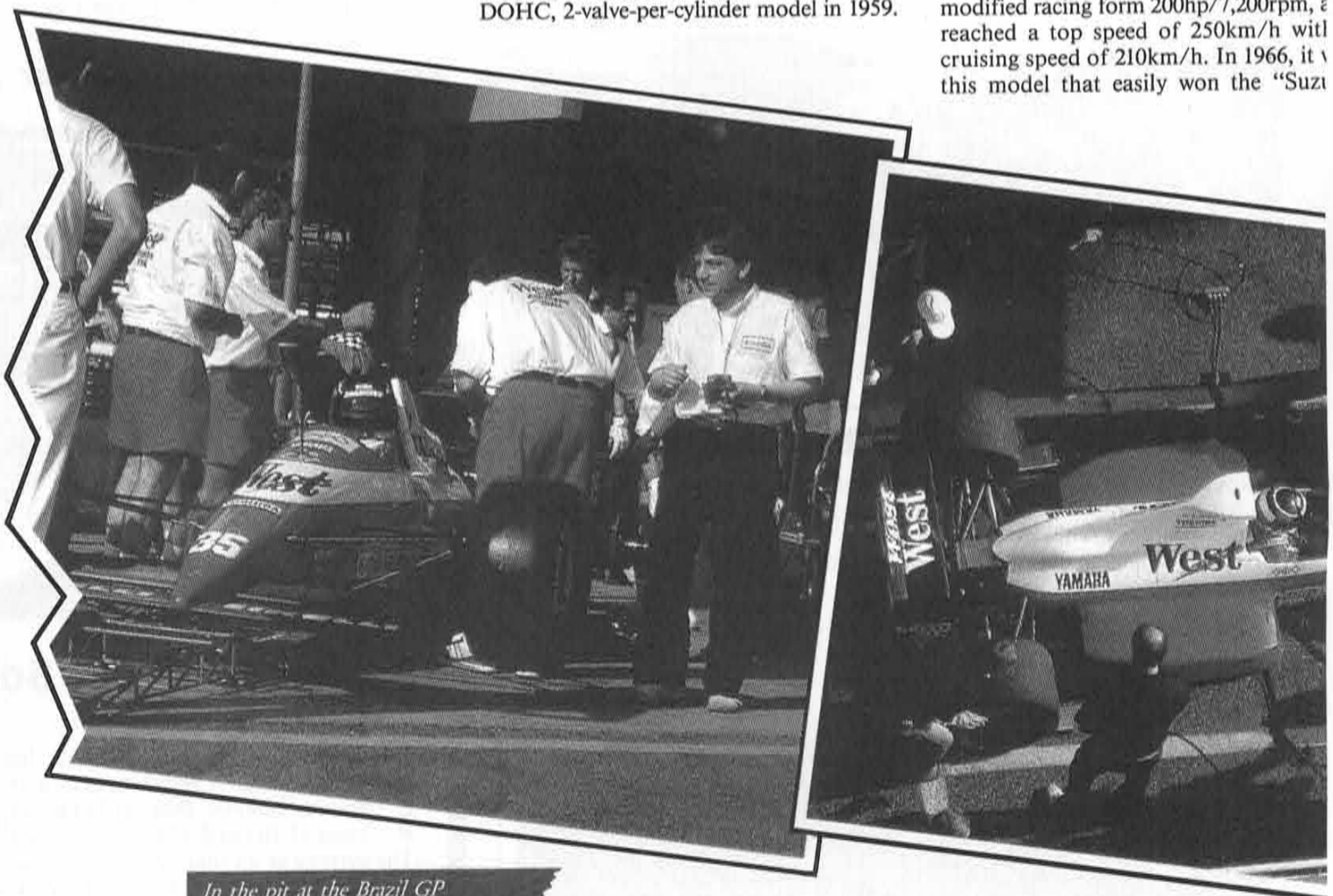
Of course, behind the engine which will win a spot on the starting line of the F1 GP, lies a long history of technological development.

Ever since Yamaha machines won the na-

tion's top motorcycle races in 1955, the year of the company's founding, we have built a tradition in which "the history of Yamaha engines is the history of racing itself". But, at the same time it was winning motorcycle races, Yamaha was engaged in the basic research that led up to the unveiling of its first automobile engine, a 1.6 liter DOHC, 2-valve-per-cylinder model in 1959.

Then, in 1967, through cooperation with Toyota Motor Corp., Yamaha technology was used in the main to develop the Toyota sports car "2000GT", which was then sold by Toyota Motor.

This model was powered by a DOHC in-line 6-cylinder engine that in its standard form delivered 150hp/6,000rpm and in modified racing form 200hp/7,200rpm, and reached a top speed of 250km/h with a cruising speed of 210km/h. In 1966, it was this model that easily won the "Suzuki"



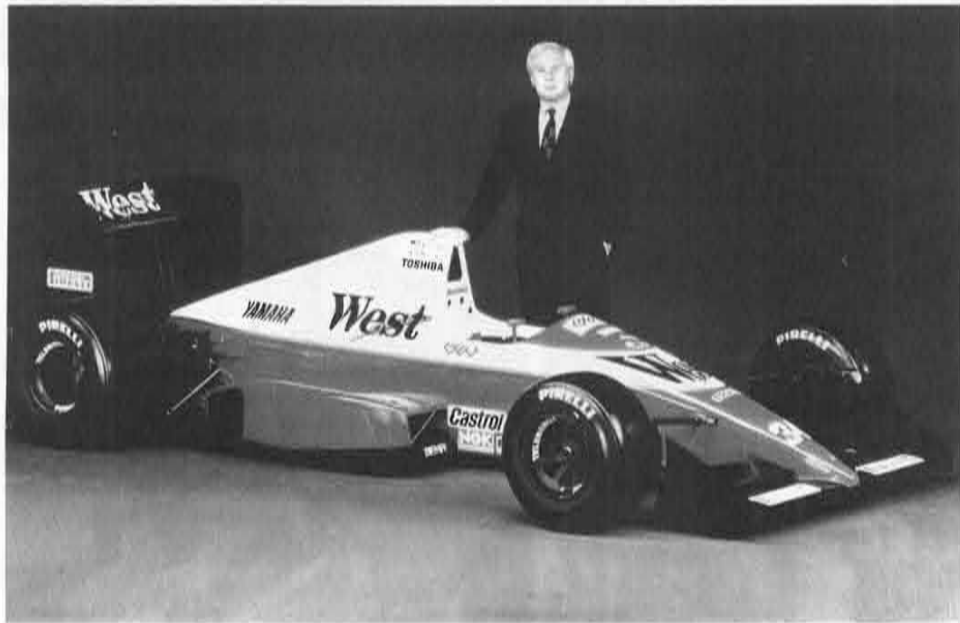
In the pit at the Brazil GP

# OX88 TAKES ON THE F1

## —West Zakspeed Yamaha Team organization

### OUTLINE OF THE TEAM

Team name.....	West Zakspeed Yamaha Team	Technical director.....	Gustav Brunner
Representative.....	Erich Zakowski	Chief designer.....	Nino Frison
Headquarters.....	Brohltalstrasse, Niederzissen 5476, West Germany	Team manager.....	Helmut Barth
Chassis.....	Zakspeed 891	Public relations.....	Walt D. Stannard Jr.
Engine.....	Yamaha OX88	Sponsors.....	West, Pirelli, Fondmetal, Geo, Toshiba and others
Drivers.....	Bernd Schneider/Aguri Suzuki		



Mr. Zakowski and the West Zakspeed Yamaha Team machine

1000km Endurance Race'. Since then, YMC has continued to develop business in the automobile industry, concentrating on its specialties of engine development, production and supply. In addition to an ongoing line of DOHC engines developed for Toyota Motor Corp., in 1985, YMC signed a development and sup-

ply contract for high performance engines with Ford Motor Company of the U.S. And, in July of 1988, we began supplying Ford with a 3,000cc, 24-valve, DOHC, V6 engine for its "Taurus SHO" model.

#### Racing engines: from the "OX66" to the "OX88"

The move to develop this year's debuting "OX88" actually began in the development of the V6, DOHC, 5-valve racing engine,

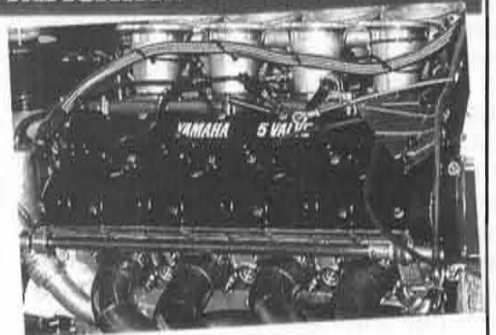
### OUTLINE OF MACHINE

NAME:	Zakspeed 891
<b>DIMENSIONS:</b>	
Overall length.....	4,200mm
Overall width.....	2,140mm
Overall height.....	1,000mm
Front track.....	1,800mm
Rear track.....	1,640mm
WEIGHT:	500kg

**CHASSIS/BODY:** Constructed by Zakspeed using carbon fiber composites and Kevlar

#### ENGINE:

Type.....	75-degree V8
Cylinder heads.....	5 valves per cylinder
Displacement.....	3,489cc
Max. power.....	Over 600hp at 11,000 rpm
Max. torque.....	Over 311 ft./lbs. at 9,000 rpm
Max. revolution.....	12,000 rpm
Ignition.....	Electronically-controlled CDI
Gearbox:	Zakspeed



<b>Brakes:</b> .....	Sepcarb, carbon discs and pads
<b>Wheels:</b> .....	Front - Fondmetal 13" x 12" Rear - Fondmetal 13" x 16"
<b>Tires:</b> .....	Pirelli
<b>Suspension:</b> .....	Front - Pull-rods with coil springs Rear - Pull-rods with coil springs
<b>Shock absorbers:</b> .....	Koni
<b>Springs:</b> .....	Eibach

#### "OX66".

The OX66 was a lightweight, compact engine with a 5-valve-per-cylinder, 75° V6 format, and the OX88 has adopted basically the same design concept. In particular, the 5-valve system has been found to be effective in bringing out the full performance potential in a racing car engine.

The OX66, after actual race testing, went into production for the 1986 All Japan F2 Championship, where it won the opening round. Then, after rule changed the following year, Yamaha teamed up with Cosworth Engineering Ltd. of Britain to develop the 2,993cc racing engine "Cosworth Yamaha OX77".

This OX77 was a 90° V8 with 5 valves per cylinder, that had its base in the "Cosworth DFV". An OX77-powered machine debuted in the 1987 All Japan F3000 Championship series, winning the second race it entered. Then, in 1988, it went on to win the National F3000 Championship in a car driven by Aguri Suzuki.

Given the task of achieving the highest power output and best fuel efficiency possible in a 4-stroke engine, Yamaha engineers adopted a viewpoint of "bringing out the full potential of the engine itself". Then, they proceed to pursue a higher level of in-

take efficiency, while at the same time searching for a cylinder shape that would provide the ultimate in combustion efficiency. And finally, because it seemed the design that would offer the greatest performance potential, they aimed their research efforts in the direction of a larger number of valves per cylinder.

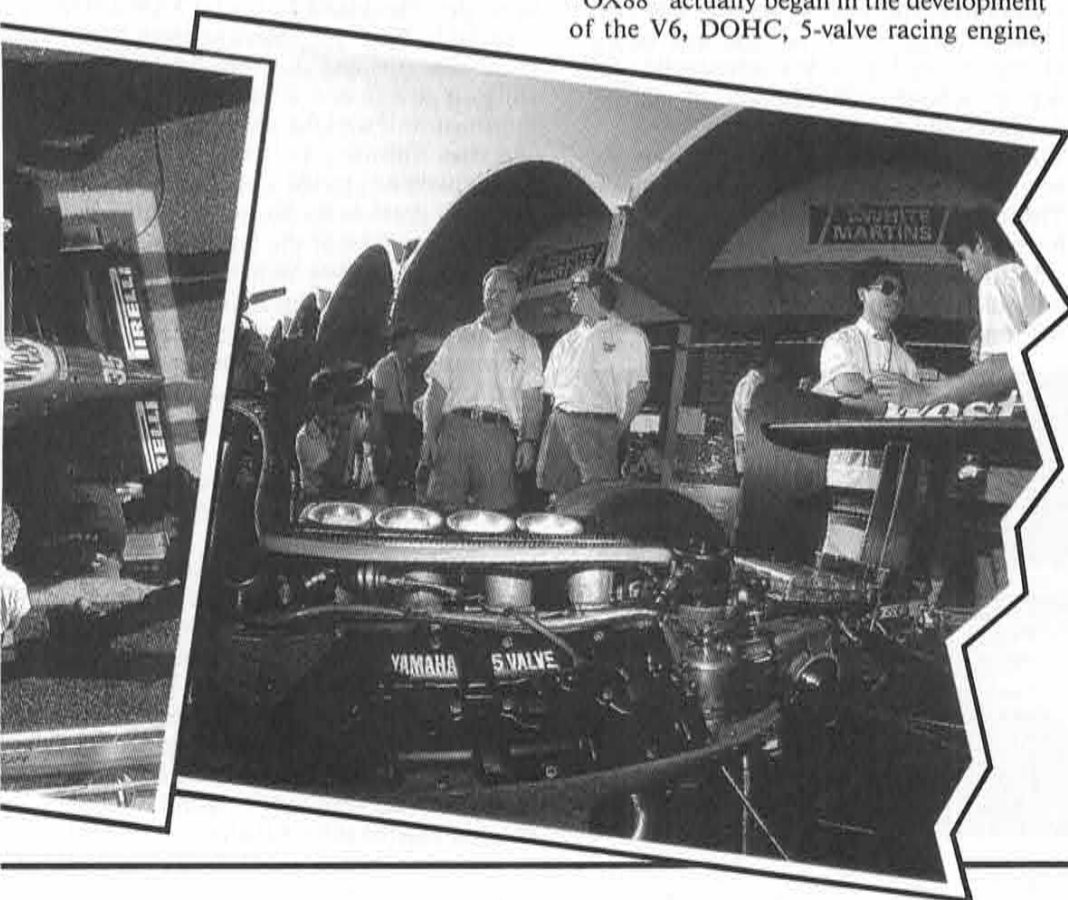
As a result;

1. The adoption of three intake valves increases effective intake valve area.
2. Compression ratio is increased due to more compact combustion chambers.
3. The weight of each valve can be decreased.

The combined effect of these results offered successful solution to the design goals of high power output and low fuel consumption.

The development of this 5-valve system enabled the completion of a highly flexible engine with high power output but light in weight and compact in design.

It was from such technical accomplishments that the new OX88 was born. Through participation in this year's F1 series, Yamaha hopes to lay the groundwork for even higher-performance OX engines in the future that will, in turn, feed back ever-new technologies to the market.



### DRIVERS PROFILE

#### Bernd Schneider (West Germany)

Date of birth:	July 20, 1964
Height:	175cm
Weight:	66kg
Racing background:	1980 - World Junior Kart Champion 1982 - European Kart Champion 1986 - First race in West German F3 Championship 1987 - Series Champion in West German F3 Championship 1988 - Debut in F1 World Championship at Mexico GP with Zakspeed Team (finished 12th place in West German GP)



#### Aguri Suzuki (Japan)

Date of birth:	September 8, 1960
Height:	180cm
Weight:	63kg
Racing background:	1979 - Makes car race debut as the youngest driver (18) to race in All Japan F3 Championship. 1986 - Debut in All Japan F2 Championship (OX66 engine). 1987 - Ranked 2nd in All Japan F3000 Championship (OX77 engine). 1988 - Entered F1 World Championship at Japan GP. Champion in All Japan F3000 Championship.



# First help them discover the fun

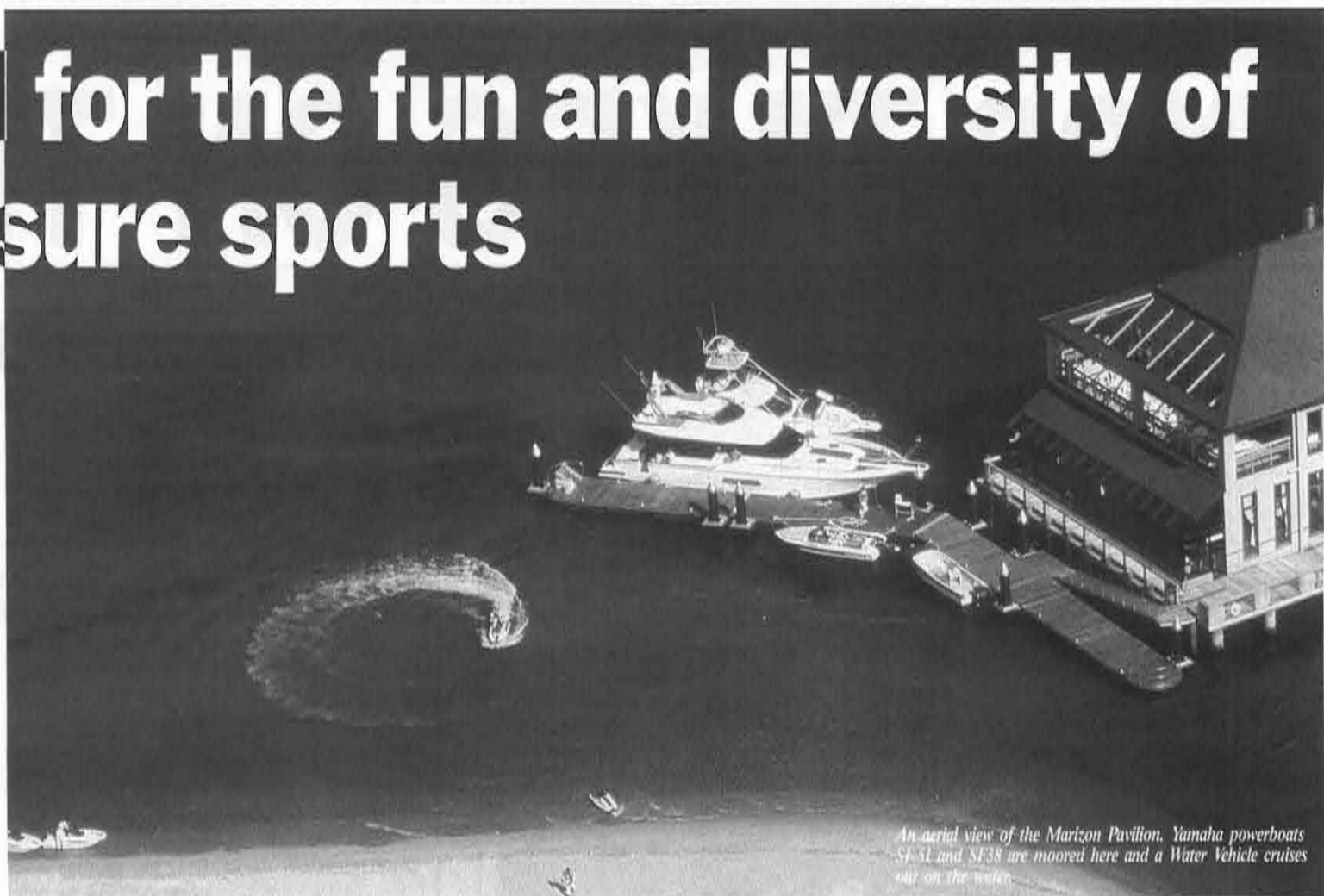
## An appeal for the fun and diversity of marine leisure sports

Yamaha booths at  
the Asian-Pacific Exposition  
— Fukuoka '89

This year marks the 100th anniversary of the adoption of the incorporated city system in Japan. As a result, 1989 will see the opening of expositions of various sizes in 15 of the major cities celebrating their 100th birthday around the country. Taking this opportunity, these cities are actively exploring new ways to stimulate their local economies and to publicise their regional industry, culture and history. Among the cities celebrating their centennial are a number that happen to be blessed with fine beach and sea areas suitable for the type of waterfront development that is being promoted in cooperation with government and private groups so actively throughout the country today.

### Exhibiting in a 171-day exposition

One of the 15 regional expositions to be held this year is the Asian-Pacific Exposition-Fukuoka '89, which will run from March 17 to September 3 in the city of Fukuoka on Japan's southern island, Kyushu. Of the expositions being held this year, it is second in scale only to the Yokohama Exotic Showcase '89 (Yokohama Expo), with an estimated total attendance of 7 million people. The exposition will feature 43 pavilions and 569 exhibits by corporations and organizations, including 37 foreign countries and two international organizations, introducing local industry, his-



An aerial view of the Marizon Pavilion. Yamaha powerboats SF-51 and SF-38 are moored here and a Water Vehicle cruises out on the water.



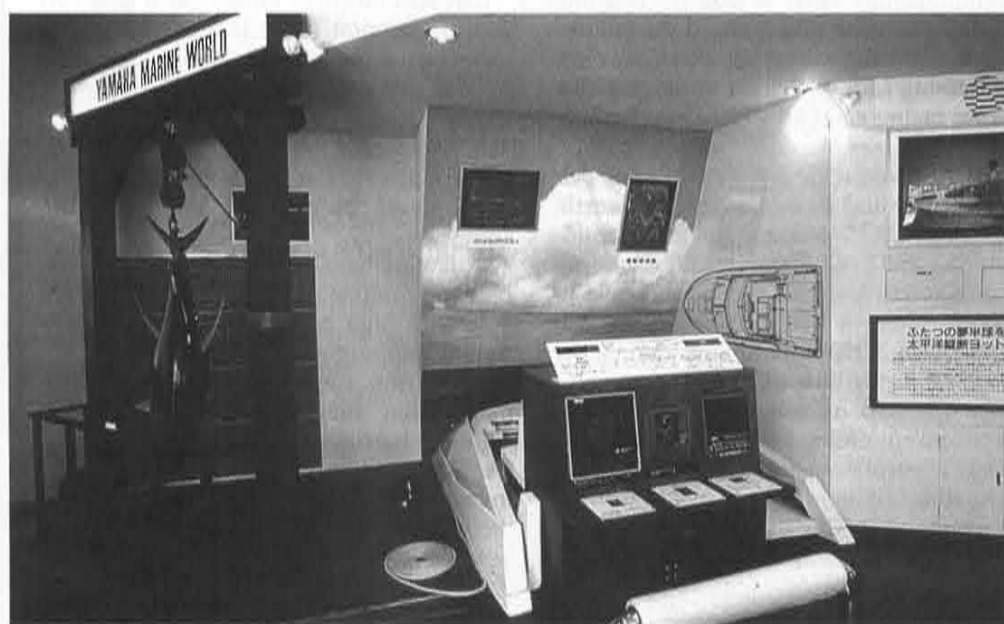
A test model of the battery-powered Yamaha EV-1 "Marine Capsule". Visitors can test ride it here throughout the run of the Expo.



Along with rows of Yamaha products, panels depicting "Junior Yacht School" activities are also on display.



tory and culture. Yamaha Motor is one of the exhibitors, with booths designed to introduce mainly its marine business and efforts for the promotion of marine leisure sports.



A powerboat drive simulator.



### From educational activities to demonstrations

The Yamaha booths are found in the "Marizon" pavilion located on the waterfront area of the 78-hectar Asian-Pacific Exposition grounds. The booths introduce such marine sports as powerboat and sailboat cruising, Water Vehicles and board sailing, as well as video introduction of license schools and displays of marine products and accessories. Information about Yamaha's software development projects, etc., are also on show. Throughout the course of the Expo, Yamaha will also give demonstrations and test rides of its yachts, boats, Water Vehicles and sailboards in nearby water areas, and will organize a diving class.

Competitive events like a match race series for the small sailing cruiser, Y-23II, and a Junior Champion Regatta using the small sailing dinghy, MiniHopper Y-11 will also be held. On a larger scale, Yamaha is serving as title sponsor for a trans-Pacific yacht race that is the talk among ocean racing fans, the "Auckland Fukuoka YAMAHA Cup Yacht Race '89". Starting from Auckland, New Zealand on April 22, this race will stop at Fiji and Guam on the way to the finish in Fukuoka some time in June. The first finishers to arrive in Fukuoka Harbor will be greeted with celebrations at the Beach Park in the Expo site. Also available for test rides at the Exposition waterfront will be the new Yamaha electric boat, "Marine Capsule", put on display for the first time as a prototype at the recent Tokyo International Boat Show. Yamaha will also host Expo visitors at a Yamaha-run floating restaurant.



Board sailing and Water Vehicle demonstrations.

Taking part in an event like the Asian-Pacific Exposition: Fukuoka '89 which runs for almost half a year and is visited by a large number of people, offers an excellent opportunity to promote and encourage a wide variety of marine leisure sports. And by doing so, Yamaha believes it can communicate to a larger number of people the fun and diversity of marine sports, while getting them to actually participate. At the same time, we hope to contribute some suggestions of our own for the sound development of marine culture that benefits us all.

## '89 WORLD CHAMPIONSHIP ROAD RACING

### Rainey and Schwantz race neck-and-neck to the finish in season opener



McKenzie (6), Sarron (4) and Magee (5), Three Yamaha riders in hot pursuit of Rainey this season. (Japanese GP)

#### Round 1 - Japanese GP

**500cc class**  
Tadahiko Taira took the pole position followed by Wayne Rainey (Yamaha), Kevin Schwantz, Wayne Gardner (Honda), and Kevin Magee (Yamaha). But it was Freddie Spencer, attempting a GP comeback this year on a Yamaha, who got the best start. Coming out of the first corner, however, it was Rainey who emerged as the early leader, chased by Schwantz, Spencer, Magee, Taira and Gardner.

For a while Rainey seemed to be running away with the race, but on lap 10, Schwantz rallied back to take the lead. From then on the two leaders waged a tail-to-nose dogfight with the lead changing hands 5 times on the 16th lap alone. The two-man battle continued into the last lap where Schwantz took the lead for good, claiming victory by the slightest of margins. Eddie Lawson (Honda) was 30 seconds back in third, followed by Gardner in 4th and Magee in 5th.

Another YZR500 rider, Niall McKenzie, fought his way up from 9th place at the start to hold 3rd position for a while before finishing in 6th.

Taira also cracked the top ten with an 8th place finish. Spencer finished 14th.

#### 250cc class

The 20-lap 250cc race saw T. Honma (Yamaha) grab the lead at the



From left: Cadalora and Kocinski. (Japanese GP)

start, with Tadayuki Okada (Honda), J-P Ruggia (Yamaha), A. Pons (Honda) and J. Kocinski (Yamaha) in pursuit.

Kocinski took the lead from the 5th lap, but L. Cadalora (Yamaha), who was working up steadily from a 7th place start, took 1st position from him on the 11th lap.

Kocinski fought back into the lead on the 12th lap and raced on to his first GP victory. In second was Pons, followed by Cadalora in 3rd, Honma 4th and Ruggia 5th.

#### Round 2 - Australian GP

##### 500cc class

In the 2nd round held at Phillip Island on April 10, Rainey snatched a slender series lead by finishing a close second to Gardner in the Australian GP. Sarron finished 3rd about 12 seconds behind Rainey. Magee and Taira were 4th and 6th, respectively. McKenzie and Spencer retired when they crashed with only 6 laps of the race remaining.

##### 250cc class

In the 250cc race, Ruggia came home 2nd, just one tenth of a second behind Pons after a race-long battle. But the most impressive performance of the event came from Marlboro Yamaha's Luca Cadalora. After a second lap crash had dropped him to 37th place, he raced through the field to finish in 3rd.

### RESULTS

#### '89 WORLD CHAMPIONSHIP ROAD RACING

##### 1st round - Japan - March 26

###### 500cc class

1. K. Schwantz ..... Suzuki
2. W. Rainey ..... Yamaha
3. E. Lawson ..... Honda
4. W. Gardner ..... Honda

#### '89 WORLD SUPERBIKE CHAMPIONSHIP SERIES

##### 1st round - U.K. - March 26



The first round of the '89 World Superbike Championship Series took place on Sunday, March 26, at Donington Park in Britain before a crowd of 20,000 spectators. The first heat was won by the second place finisher in last year's ranking, F. Pirovano, driving a Yamaha OW01. The British round was the debut Superbike race for the OW01.

##### The 1st heat

Last year's champion, F. Merkel, got the best start only to be overtaken by Falappa by the end of the first lap. T. Rymer, R. Burnett and F. Pirovano followed close behind to make a lead group of five.

5. K. Magee ..... Yamaha
6. N. McKenzie ..... Yamaha

##### 250cc class

1. J. Kocinski ..... Yamaha
2. A. Pons ..... Honda
3. L. Cadalora ..... Yamaha
4. T. Honma ..... Yamaha
5. J-P. Ruggia ..... Yamaha
6. T. Okada ..... Honda

#### Round 2 - Australia - April 9

##### 500cc class

1. W. Gardner ..... Honda
2. W. Rainey ..... Yamaha
3. C. Sarron ..... Yamaha
4. K. Magee ..... Yamaha
5. E. Lawson ..... Honda
6. T. Taira ..... Yamaha

##### 250cc class

1. A. Pons ..... Honda
2. J-P Ruggia ..... Yamaha
3. L. Cadalora ..... Yamaha
4. J. Garriga ..... Yamaha
5. R. Roth ..... Honda
6. J. Cornu ..... Honda

#### CHAMPIONSHIP POSITIONS AFTER 2 ROUNDS

##### 500cc class

1. W. Rainey ..... Yamaha ..... 34 pts.
2. W. Gardner ..... Honda ..... 33 pts.
3. E. Lawson ..... Honda ..... 26 pts.
4. C. Sarron ..... Yamaha ..... 24 pts.
5. K. Magee ..... Yamaha ..... 24 pts.
6. K. Schwantz ..... Suzuki ..... 20 pts.

##### 250cc class

1. A. Pons ..... Honda ..... 37 pts.
2. L. Cadalora ..... Yamaha ..... 30 pts.
3. J-P Ruggia ..... Yamaha ..... 28 pts.
4. J. Kocinski ..... Yamaha ..... 20 pts.
5. J. Garriga ..... Yamaha ..... 19 pts.
6. J. Cornu ..... Honda ..... 17 pts.

Entering the middle stages of the race, Falappa and Pirovano clashed machines in a fierce battle for the lead, with Burnett and Rymer close on their heels. Meanwhile, Merkel dropped to 5th position. On the 22nd lap Falappa took a fall that dropped him immediately back to 19th position, leaving him to finish in 17th place.

### Another Paris-Dakar story, starring two adventurous French brothers



Photo by Nobuko Nagashima

At this year's Paris-Dakar start, there were 155 motorcycles of all description, from big displacement to small. But only 60 survived the trials of North Africa to start the last stage to Dakar. Even the largest displacement bikes dropped out one after another from this brutal survival race. But among the valiant finishers on that last day came a dynamic duo of French brothers on a pair of 125cc bikes to claim first and second places in the 100cc to 125cc class.

On January 13, 1989, Eric and Philippe Auribault crossed the finish line of the 11th Paris-Dakar aboard their Yamaha 125DTR's. The group of on-lookers welcoming the finishers of the most rugged rally in the world were astonished by the sight before them; two identically prepared 125cc dual-purpose motorcycles breezing along the beach at Dakar, looking as fresh as the day they started this arduous journey. The quest for Paris-Dakar success began for these two

At the end, it was Pirovano who took the checkered flag three seconds ahead of Burnett. TT-FI champion, C. Fogarty worked up from a 22nd position start to finish 7th.

#### The 2nd heat

As in the first heat, Merkel jumped out into the lead at the start and was overtaken by T. Crine at the first corner. The race took shape with Pirovano, Merkel, Rymer, Falappa and Fogarty giving chase to the leader.

Near mid-race, McElnea slipped on an oil spot and went down. During this accident Pirovano moved into the lead followed by Rymer, Falappa and Burnett.

The middle stages of the race then evolved into a head-on-head battle between Pirovano and Falappa for the lead, with Rymer and Burnett fighting it out for 3rd position.

In the final stages it looked as if Pirovano had consolidated his hold on first, until he crashed on the hairpin turn with two laps to go. That left Falappa to take the checkered flag just ahead of Rymer for his first Superbike victory. Pirovano managed to reenter the race but finished far back in 18th position.

#### RESULTS

##### The 1st heat

1. F. Pirovano ..... Yamaha OW01
2. R. Burnett ..... Honda
3. T. Rymer ..... Yamaha OW01
4. F. Merkel ..... Honda
5. T. Crine ..... Suzuki
6. A. Andersson ..... Yamaha OW01

##### 2nd heat

1. G. Falappa ..... Bimota YB4
2. T. Rymer ..... Yamaha OW01
3. R. Burnett ..... Honda
4. S. Hislop ..... Honda
5. A. Andersson ..... Yamaha OW01
6. F. Merkel ..... Honda

### BLUE LIGHT RALLY IN AUSTRALIA

#### 1208 participants enjoy 120km off-road run

The 13th annual Blue Light Rally was held at the end of last year. This popular Australian event is an enduro race organized by the Victoria Police Motor Sports Club. Sergeant Klaus Mueller, a top enduro rider, has been organizing this event with members of the Victoria Police Motor Sports Club since 1976, when it drew no more than 120 riders.

In recent years this rally has attracted an increasingly large number of off-road bike lovers. But, last year the organizers were surprised when 1208 participants turned up. A reliable bike and a little skill were enough for over 1000 of these starters to finish the 120km course on beautiful forest trails. The high finishing

rate is what counts for the organizers, because it means a lot of people have had a good time.

Over time the thrust of the event



has changed in answer to rider needs from a pure competitor's event to a general participant's one in which the better riders are encouraged to help their friends finish the course.

As for the event's success, figures speak best. Participation has risen steadily from 280 riders in 1983 to 540 in '84, 720 in '85, 860 in '86 1106 riders in '87 and then 1208 in '88.

With attendance like this, it goes without saying that this is a great public relations event for its sponsors like Yamaha, the Police and of course for the riders. The Victoria Police Motor Sports Club's annual Blue Light Rally has been called "Australia's most successful motorcycling happening ever" by a local motorcycle magazine. Of course, once again this year we can expect to see the off-road enthusiasts of Victoria gathering for the next fun-filled edition of the Blue Light Rally.

# Serving on ferry route to Expo

YAMAHA CATAMARAN-TYPE HIGH-SPEED FRP PASSENGER BOAT

A pair of 230-passenger catamaran-type high-speed ferry boats built by Yamaha Motor on an order from the Nisshin Steamship Co., Ltd. were completed recently at the Yamaha Gamagori Mfg. Co., Ltd. The first was christened on February 12, and the second on the 16th.

Another product of Yamaha's respected high-quality, high-performance FRP boat-building technology, in terms of tonnage, these are the largest high-speed two-hulled FRP passenger boats ever built in Japan. These passenger boats went into service right away for Tokyo Blue Line Cruises Ltd., a joint operation of Nisshin Steamship and Japan Line Ltd., carrying passengers to the country's largest regional Exposition this year, the Yokohama Exot-

ic Showcase '89, that opened on March 25 on Tokyo Bay. After the Expo closes, plans call for these boats to be used for night cruising and charter cruises.

The boats have an overall length of 29.1 meters, a width of 8.1 meters, height of 2.4 meters and an average draft of 1.3 meters. A slender catamaran (twin hull) format was chosen for its qualities of high cruising speed and reduced wave shock characteristics on rough waters that make for comfortable cruising, and for its hull shape features a round bottom type.

The interior has been given a deluxe finish on the order of a jet airliner. In particular, the upper level has been handsomely appointed and laid out to make a suitable space for on-board parties.



## '89 International Women's 470 class Yacht Race

# 19 teams converge from 10 countries



Japan's only international yacht race for women, the Shiseido Cup '89 International Women's 470 Yacht Race, was held in the Pacific Ocean off the Sajima Marina in Kanagawa Prefecture from March 3 to 8.

The women's 470 class was designated as an official Olympic event for the first time at the recent Seoul Olympics. And the 470 class teams that gathered in Japan this time represented, in part, a rematch of the top-finishing Olympians from last year. In all, 19 teams converged on the still wintry Sagami Bay from Australia, Finland, France, Sweden, the U.S.A., U.S.S.R., Ireland, Spain, West Germany and Japan to test their skills against one another. Race rules call for the race committee



The winning team

to choose a combination of short course, long course and match races depending on weather and sea conditions. This time, due to a lack of wind, a set of 5 short course and 2 long course races were held. The winners were the American team of Allison Jolly and Lynne Jewell, with Susanne Meyer and Katrin Adlkofer (Germany) in 2nd and Marit Soderstram and Birgitta Bengtsson (Sweden) in 3rd.

## A lively portrayal of Yamaha as a creative international corporation

As a follow-up on the well received corporate introduction film "We Love Yamaha", work has recently been completed on a new, expanded introductory film entitled "People to People - YAMAHA". This film uses lively images of Yamaha people and Yamaha customers at work and at play to introduce Yamaha Motor as a truly global corporation in which members of the worldwide Yamaha group join hands and minds to create and market a wide range of products for the active sporting life and for the home or workplace.

The film runs for 23 minutes and comes in English, Spanish, French and Chinese versions as well as the original Japanese. It is available either in 16mm film or video form.

We hope you will make use of it at events, user meetings and the like.

Filming was done on location in Europe, America, Australia and Southeast Asia.

In the film you will see portrayals of the R & D activities and the production bases around the world working to realize the Yamaha corporate goal of "Providing new fulfillment and enrichment to the lives of people all over the world".

You will also see introduced such outgrowths of YMC's extensive base of engine and FRP technologies as Water Vehicles, automobile engines, Gas Heat Pump Air Conditioners and industrial robots, and how they were born of Yamaha's ongoing spirit of challenge and creativity in opening up new markets.

The film also explores the fruits of Yamaha's efforts to be not just a builder and seller of products but a creator of ways to enjoy the products and a promoter of events that benefit the user.

Throughout the film you will feel the continuity of Yamaha as a company in pursuit of a grand vision of human recreation for the 21st century.

## NEW MOVIE INTRODUCING YAMAHA MOTOR "People to People - YAMAHA" film completed



**PLANNED RELEASE**  
 Japanese version: April 5  
 English version: End of April  
 French version: Beginning of May  
 Spanish version: Beginning of May  
 Chinese version: Beginning of May  
 Type: VHS and BETA are available.  
 Price will be announced later.

