

YAMAHA MOTOR NEWS 1990 No.5

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Taira/Lawson score record on YZF750 205-lap victory

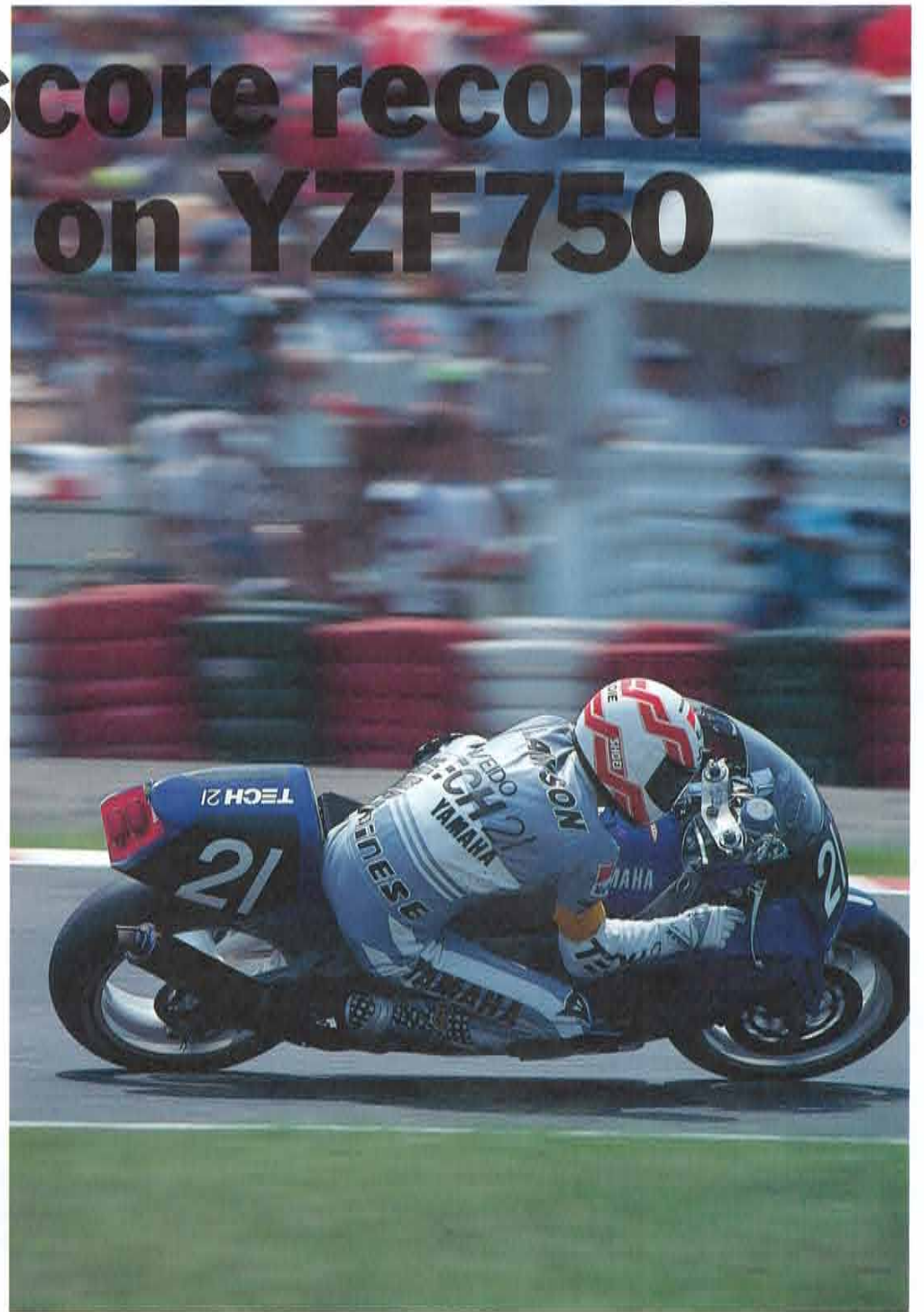
1990 Suzuka 8 hours ENDURANCE RACE

With an unbelievable race record of 205 laps, Tadahiko Taira and Eddie Lawson captured the coveted Suzuka 8-hour crown. For both riders it was their first triumph in several starts at Suzuka.

The '90 Suzuka 8-hour Endurance Race, the 2nd round of the '90 FIM Endurance Cup Series, took place from July 26 to 29 at the Suzuka Circuit. Some 300,000 fans gathered over the 4 days, with 160,000 turning out on the final day under clear skies and a burning sun to watch three Yamaha factory teams mounted on YZF750s prepared to go all out for the win. Leading the Yamaha challenge were the team of defending 500cc world champ Eddie Lawson and Tadahiko Taira, followed by two more strong Japanese teams of Kunio Machii/Norihiko Fujiwara (Nescafé Racing Team Yamaha) and Yasutomo Nagai/Shingo Kato (Yamaha Racing Team).

Starting from third position on the grid, the Taira/Lawson team took over lead position for the first time 90 minutes after the start. And from there on they were never challenged, showing the impeccable riding form that has made them winners and the competitive excellence of their YZF750, which scored its third win in 4 years.

The teams of Nagai/Kato and Machii/Fujiwara finished 4th and 5th respectively to round out an excellent showing for the three Yamaha factory teams. (See details on pages 4 and 5)



EUROPEAN IMPORTER MEETINGS

MOTOR-CYCLE

The 14th Annual Yamaha European Motorcycle Importers Meeting was held in the center of the city of London on July 12th and 13th, 1990.

YMC's President, Mr. Eguchi and Director, Mr. Nomura attended this year's meeting, along with fifty representatives from the sixteen European importers, and management and staff from Yamaha Motor Europe N.V.

At this year's meeting reports on the year's excellent sales results and presentations of proto-types of new models brought a great

response from everyone assembled. Considering the fine results of the existing Yamaha models on the European market and the excellence of the '91 models, expectations are running high for the coming year.

The meeting was followed by a dinner at which President Eguchi announced that Belgium will be the host-country for the 1991 importers meeting.

On the second day the participants enjoyed a tour of London on an open-top doubledecker bus ending at Westminster Bridge where they boarded a boat for a dinner/jazz cruise along the Thames.



MARINE

The annual European Marine Importers Meeting was held from June 7th to 10th, at one of the most beautiful resorts in Greece on Rhodes Island.

Among the representatives in attendance from YMC were Director, Mr. Hasegawa. In all, eighty people from the 15 different countries of Austria, Belgium, Denmark, Finland, France, Germany, Greece, Holland, Ireland, Italy, Norway, Spain, Sweden, Switzerland and UK, were present.

The conference opened with presentations of last season's market performances and detailed introductions of the 1991 outboard motors, Water Vehicles and Elec-

tric Drives, as well as a presentation of the sales policies for the coming season.

On the second day of the Meeting, the group moved from the old city of Rhodes to the sunny beach of Lindos Bay where they got the opportunity to test the new 1991 models themselves. One of the highlights of this day was the Water Vehicle event held with great help from the Greek distributor, Eliopoulos Brothers Ltd. All the participants got a chance to test their speed and skill with the new Super Jet and the existing MJ650 models. This impromptu competition was clearly dominated by the people from Yamaha Motor France, but many of the participants are looking forward to another try at next year's importers meeting in Sardinia, Italy.

Show and promotional events make successful combination PHILIPPINES

The first Philippine Motor Show was held at the Philippine Trade and Training Center (PTTC) in Manila from March 20 to 29 this year.

The Show proved to be a great venue for showing the latest Yamaha motorcycle models, and the Yamaha importer Norkis Trading Co. put together a booth displaying models like the FZR400, TDR250, YSR50, DT50, YZ125 and the Champ, that easily became the favorite among the many motorcycle displays to be seen.

Among the 40 to 45 thousand people who visited PTTC during the Show's run, more than half paused for an average of 20 minutes at the Norkis Yamaha booth. And more than half of these showed their interest by asking about prices or actually placing orders.

Encouraged by the success of this first Philippine Motor Show, Norkis Trading Co. decided to take a display of the latest Yamaha models on a nationwide tour. As one of the main events of his tour, Norkis Trading co-sponsored a concert by the widely popular singer Martin Nievera, on April 14 in the summer capital, Baguio City. Being the Easter holiday season when many people are on the roads to visit Baguio, a motorcade of Yamaha motorcycles like the Virago and FZR400 was made from Manila to Baguio. Then, on the day of the concert, displays of the latest Yamaha bikes were set up at two motorcycle events, a Motocross Rally and a fun run, each of which attracted several thousands of spectators, as well as at the concert site itself. Everywhere they were displayed, models like the FZR400, TDR250, YZ125/250, V80, YSR50 and the scooter Jog drew admiring looks as well as a considerable number of inquiries and orders. As you probably know,



Philippine Motor Show in Manila

shortly after this, Baguio was visited by a devastating earthquake. We wish to send our prayers and condolences to everyone who endured this tragedy.

Yamaha bikes win "Good Design" award TAIWAN

Two motorcycles produced by Yamaha Motor Taiwan, the scooter CR50Z and the FZR150, were recipients of the "G mark", or Good Design award presented by the Taiwanese Government for domestically manufactured products which exhibit excellent design qualities. These two bikes were the only motorcycles nominated for this year's awards. In Taiwan today, design and patent have become the focus of major government efforts to raise product quality. And, especially in the field of design, a backup system has been established, of which this coveted "G Mark" award is one aspect. For a product to receive this award means that it has won the government's stamp of approval for excellence in design and function. In recent years, Yamaha Motor Taiwan has put special efforts into building its capacity to respond quickly and accurately to new trends in market needs with appropriate changes in the coloring, trim and styling of its products. And, now, having two products born of these efforts win the prestigious "G Mark" award has filled its staff with both



Mr. Hsiao Chi Hua, one of the YMT design staff.

gratification and the kind of confidence that will surely lead to more new successes in the future.

Big Bear stands tall at agricultural show

The Agricultural Fielddays is a major agricultural industry show held every June on New Zealand's North Island. This year it included a special World Agricultural Expo that attracted some 130,000 people from all over the world, mak-

ing it the largest show of its kind in Australasia. New Zealand Yamaha importer Moller Yamaha enlisted the assistance of its dealers from all over the North Island to put together an impressive booth in this, one of their biggest promotional events of the year.

As you can see from the photo, the facade of the Yamaha booth was decorated with a huge painting of the top-of-the-line Yamaha ATV, called the Big Bear, which could be seen from all over the show grounds. Reliable Yamaha workhorses like the Big Bear help generate a lot of business for the Yamaha dealers who gathered here from around New Zealand. And for Moller Yamaha, a show like this also gives them a great opportunity to build closer ties with their dealers, as well as their customers.



NEW ZEALAND



BELGIUM

Adventuresome 60 year-old conquers Australian continent on a Ténéré

Mr. Emile Geurden of Belgium is an avid motorcyclist whose love of bikes and the open road has not faded over the years. He became a touring enthusiast while living in Ivory Coast, and after returning to Belgium bought a Yamaha and continued his hobby. Shortly after turning 60 recently, Mr. Geurden decided to undertake one of the greatest adventures of his biking career, a trip around the Australian continent. To start with he enlisted the full backing of the Belgian Yamaha importer, D'leteren Sports, and Yamaha Motor Australia.

Reaching Australia in January of this year, Mr. Geurden started his journey from Melbourne. Crossing the Nullabor to Perth he traveled up the coast and through the interior, passing over the beautiful Kimberleys and the towns of Darwin and Kakadu.

A cyclone in March prevented him from visiting Cape York, so he turned his course from Townsville toward the Great Barrier Reef coast and Brisbane. In Western Queensland he ran into the heavy rains that brought history-making floods to the region. From Sydney he set a course for Canberra and Melbourne across the Blue Mountains and the famed gumtree forests of Victoria to complete his journey.

In all his Ténéré carried him 24,000 kilometers, with more than 4,000km of it on dirt tracks. And through it all he had no problems more serious than a couple of flat tires and a few broken lights. Now, back in Belgium Mr. Geurden has a bundle of memories of the beauties and the trials of his journey through the Down Under.

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.

Kenyan Yamaha importer opens

On May 30, 1990, Kenya's new Yamaha importer, a division of the Motor Mart Group Ltd. was formed. Kenya's Minister for Transport and Communications, Mr. Joseph J. Kamotho performed the launch ceremony at the impressively decorated showroom of the new company on Koinange Street, Nairobi, to the accompaniment of dancing girls and a synchronized multi-screen video show. Among the ceremony guests were Assistant Minister for Regional Development, Mr. J. Mutwiria, and senior executives from Yamaha Motor Company in Japan, including the company's Senior General Manager, Marine Operations, Mr. H. Sawada. The Motor Mart Group has served the motor industry during the past 65 years, and with the launch of the new importer in Kenya, it will be expanding its services even further, not only for commercial and farming purposes but also for sports and



KENYA

leisure activities. These efforts will also supplement the efforts of the government in promoting industrial growth, farming and tourism. In his address at the opening ceremony, Mr. Kamotho commended: "The launching of a new importer is yet another step in this direction. It is my sincere hope that Kenyans will also start considering motorcycles and outboard motors as alternative modes of transport, and not only for leisure and sports." The Managing Director and Chief Executive of the Motor Mart Group, Mr. Kevin Gilks also stressed the wide variety of uses to which

Yamaha products can be put and said: "We intend to increase the demand for Yamaha products in Kenya, particularly in the transport sector where motorcycles and marine engines can help to provide quicker transport by road and water for a large section of the community which at present cannot afford more sophisticated forms of transport. By increasing the demand for these particular products we can contribute substantially not only to the expansion of the motor industry and the growth of the country's transportation services, but also towards the economic prosperity of the nation."

First YSTS course of the season

The Yamaha Service Training School (YSTS) program, which invites representatives from overseas importers to Japan to study at YMC, is now in its 6th year. The first YSTS in 1990 was a course for eight instructors from five countries of Indonesia, Thailand, the Philippines, Singapore and India, and it took place from June 12 to 19. With most of the importers having taken the basic training course, the focus of courses from now on has shifted to achieving a still higher level of teaching skills, aimed particularly at improving service based on the YBS (Yamaha Before-Service) program. To help strengthen the teaching skills of the participants of this first 1990 YSTS, all of whom

are in charge of service education in their own countries, the curriculum centered around:

- (1) acquiring a higher level of teaching proficiency
- (2) strengthening knowledge of 2-stroke service tech-



JAPAN

nology

- (3) studies on how to treat customers and YBS programs, factory tours, etc.

The 2-stroke educational text which has been in the works since last year is nearly complete, and it was used for the first time as an educational tool in this course. From now on, the participants in this course will be advised to use the text to make sure that whenever and wherever local educational activities are carried out, they always achieve the same high level of educational content.

Letters from readers

GERMANY

My XT550 carries me 40km to work every day

My Yamaha XT550 has already run 100,000 kilometers. I have been riding it since 1982, when I got it after two years of riding an XT500. Every day my bike takes me to work, which is a 40km ride from my home. Even during trips to other European countries, I have had no mechanical problems at all with my Yamaha. I would like to convey my greatest thanks to you for the excellent quality of your motorcycles. I hope my bike will continue to serve me as wonderfully as it has until now.

with best regards,
Josef Göttner

PS: I would also like to convey thanks to my dealer, Mr. Johann Seidl of Osterhofen, for the extremely good service he has given to my bike. (We only wish we had a photo of Mr. Göttner commuting on his bike. - Editorial room)



AUSTRALIA

Motorcycle touring keeps these doctors on the go

The motorcyclists pictured here at the Haus Pröbsting castle, are not just any group of touring enthusiasts. All of them belong to a group of one-hundred doctors who happen at the same time to be great motorcycling fans. In daily life these doctors care for the health of the people of their communities. And when it comes to their own hobby, they choose the refreshing sport of motorcycle riding. This mutual avocation led them to form a club 3 years ago.

To their third annual meeting this year, the doctors invited representatives of the German Yamaha importer, Mitsui Machinen GmbH. In answer to this invitation, the company prepared a special presentation about Mitsui Machinen and the products it sells. They also made available a full line-up of the top-of-the-line Yamaha models for all the doctors to test ride, including the XT600E, XT600Z, XTZ750 Super Ténéré, FZR600, FZR1000, FJ1200 and the XV1100. The test rides that this prestigious group of motorcycle lovers enjoyed at Haus Pröbsting are sure to have a far-reaching promotional effect here in Germany.



GERMANY

Yamahas generate retail sales

YAMUS will now be supplying Yamaha generators to America's largest retailer of recreational vehicle parts, accessories and camping supplies, Camping World. In explaining why the company has chosen to sell Yamahas exclusively in its 17 stores and mail order catalogue, Camping World's division buyer Ron Ray says; "We think Yamaha is probably the finest generator on the market today. They have many features that are not available on other generators and are extremely quiet and reliable."

This means that in addition to the existing Lawn & Garden stores, motorcycle dealers and marine shops, Yamaha will now have another major outlet in its sales network that will bring a boost to its power product business.

According to Mr. Ray, Yamaha OHV (Overhead Valve) portable generators have a wide variety of applications for the recreational vehicle owner. Smaller models can provide power for light bulbs, a TV or VCR, and keep a 12-volt battery charged, while larger models generate enough electricity for a small refrigerator, a microwave oven, an electric range, power tools or even a full-size air conditioner. He goes on to say; "We believe the Yamaha name is synonymous with good quality... they are well known and respected." In the U.S., Yamaha generators have built a reputation for their quiet operation, dependability and low maintenance.



U.S.A.

Apprentice recognized for pursuit of excellence

"The Pursuit of Excellence" has always been a motto at the Victorian Yamaha dealership, Eltham Yamaha. So when a diligent young man named Jeremy Snowden began working part-time for the dealership 5 years ago, they decided to encourage his training through an apprenticeship program. These efforts on the part of Eltham Yamaha and Jeremy's own persistence in the pursuit of technical excellence were rewarded recently when he was chosen for the honor of being named "Victorian Apprentice of the Year 1989" at the end of his 4th year of apprenticeship. Shown by Jeremy (in overalls) is the proud representative of Eltham Yamaha, Mr. Stephen Lele.

1990 Suzuka 8 hours ENDURANCE RACE

YZF750, a lot

Yamaha scored a tough but brilliant win at the 1990 Suzuka 8 Hours Endurance Race, in what was Yamaha's most convincing and complete win yet. Here is an hour-by-hour account of the race from the viewpoint of the victorious Shiseido TECH 21 Racing Team (Eddie Lawson/Tadahiko Taira) and the two other Yamaha factory teams, Nescafé Racing Team Yamaha (Norihiro Fujiwara/Kunio Machii) and the Yamaha Racing Team (Yasutomo Nagai/Shingo Katoh), interjected with comments by the riders themselves.

START →

Starting position	RIDERS	#plate	Lap 1	Lap10	1st hour
1	Wayne Gardner/Michael Doohan	11	31	11	11
2	Kenichiro Iwahashi/Jun Maeda	46	17	17	21
3	Tadahiko Taira/Eddie Lawson	21	14	21	17
4	Takahiro Sohwa/Shouichi Tsukamoto	10	11	16	16
5	Dominique Sarron/Alex Vieira	1	16	31	1
6	Yasutomo Nagai/Shingo Katoh	17	12	1	31
7	Shohji Miyazaki/Tadashi Ohshima	16	6	14	12
8	Doug Polen/Miguel Duhamel	12	10	10	6
9	Kunio Machii/Norihiro Fujiwara	31	21	12	32
10	Michael Dowson/Robert Phillis	6	1	32	14

PRACTICE

JULY 26TH

On July 26, the Shiseido TECH 21 Racing Team tries out their machine, Taira turning in a 2 minutes 17 seconds flat and Lawson a 16"20. For Lawson, this was his first ride on a 4-stroke machine since his '86 Daytona win on an FZ750. What is more, this day is the first time he has gotten on the YZF put together for this year's 8-Hour racing. His partner, Taira, is every bit as busy as Lawson trying to get the machine settings just right.

TAIRA SPEAKS:

With the official practice coming up I definitely feel pressure. But feeling pressure helps me get up for the race. It's necessary. Lawson is the greatest rider I could ever have for a partner. He was my personal choice, and the one that the team requested, too. Thursday's practice was his first time on the YZF750, but he knew what he had to do. He was aware of his role as a pairs rider and took plenty of time to talk with me about the optimum machine settings to fit us both. This year's machine has a higher top speed. Of all the endurance machines I've ridden, this one seems to have most the bugs ironed out ... it's a very well finished machine. In Friday's preliminaries I plan to get my time down under 16 seconds and continue to work on perfecting the machine settings.



11:30~12:30

At 11:30 the long-awaited start of the final race gets underway from a Le Mans-style start. Sohwa (Kawasaki) and Polen (Suzuki) get away from the line first, but by the hair-pin turn Fujiwara has caught them and taken over the lead. Following him on another YZF750 is Nagai. Taira is back in 9th position. During the first hour, Doohan (Honda) sets a blistering pace after grabbing the lead on lap 2. He stretches his lead over 2nd to 40 seconds. Meanwhile Fujiwara has dropped back to 6th and Katoh is in 2nd after taking over from Nagai. Taira has moved up to 3rd when he changes to let Lawson take over. In 4th position is Honda's Shoji Miyazaki.

FUJIWARA SPEAKS:

I didn't really intend to be in the lead when we came back at the end of lap one. Everyone else seemed to be holding back so I just slipped into the front position. The course and the machine are both in top condition. I want to keep up this pace. When I get my second turn on the bike I'll just concentrate on riding consistently. (Comment at 1:10 after his first turn on the bike)



JULY 27TH

On the 27th, two practice rounds are held, one in the morning and one in the afternoon. The temperature and humidity are high. Lawson turns in a great lap time of 2'13"520 and Taira marks 2'15"819, but the Honda team of Michael Doohan and Wayne Gardner are fast, too, with a 2'13"427 and a 2'14"151, respectively.

LAWSON SPEAKS:

Including yesterday's free practice, this is only my second day on the YZF ... I've been starting from scratch. The times got better and better from 16 seconds to 15, but I never expected a time like the 13.5. The machine is working very well, very fast. There are still a few setting changes Taira and I are working on, but all in all the machine has come together well. My ankle injuries suffered in the GP are getting better. Taira is the best kind of rider for a partner, very reliable, dependable. He really knows what he is doing with the settings, and is being helpful about setting up the YZF so it will be easy for me to ride, too. We're going over everything; suspension, front fork settings, tires, etc.



12:30~1:30

Shortly after taking over from Taira, Lawson passes Kato to move into second position. In the meantime, Doohan has handed over the lead Honda to teammate Gardner. About one hour and 30 minutes after the start Gardner goes down on the chicane and pulls into the pit soon after to repair the damage. Time is lost replacing a broken right step and brake lever. Gardner rejoins the race in 14th position but recovers to 8th in the next 30 minutes. By this time Lawson is running well with a full minute over 2nd-place Katoh. Machii has taken over from Fujiwara and is holding on to 6th position. The next rider in 7th is already a lap behind. Last year's winning team of Dominique Sarron/Alex Vieira (Honda) have moved up steadily to stand in 4th position.



KATOH SPEAKS:

A lot of machines have gone down but there are no oil spots on the course, so conditions are good! The machine is running well and I don't feel tired yet. When I'm out on the course I'm thinking mainly about avoiding a crash. When I get on the bike next time, too, that's all I'll be thinking about. (Comment at 2:00 after end of first ride)

JULY 28TH

The schedule on the 28th includes only the morning time trials. With this, all the Yamaha teams have completed their practice sessions on schedule. Taira/Lawson have recorded the second best practice time of 2'14"433. The starting grid for the final race is set up not by best times but by alternation of the leaders from the two separate practice groups. This puts Taira/Lawson 3rd on the grid, Nagai/Kato 6th and Machii/Fujiwara 9th.

YAMAHA'S TEAM MANAGER, MR. KURODA, SPEAKS:

During the practice sessions we focused primarily on getting the machine settings just right, and I think we have been successful. All the riders recorded personal bests, and we are in good position on the starting grid for the final. We were especially pleased to see Lawson turn in such fine times after so long a blank. In the final, the 2nd and 3rd hours should be the toughest with the heat and all. And we'll concentrate on getting through this part with no problems. Basically, if each rider keeps to his own pace and doesn't push too hard, we should see some good results.



1:30~2:30

Front and rear tires are changed, machine refueled and Taira takes over from Lawson. Back on the Honda again, Doohan has worked his way up to 3rd position. Taira holds a 1'30" lead over 2nd-place Miyazaki.

TAIRA SPEAKS:

I still feel strong. It's tough out there with the heat, but there is even more to worry about from the unusual number of lapped riders this year. Half of my job is over now, but I'm not relaxing yet. I'm going to work to keep up my pace over the second half. (Comment at 2:00 after second turn on the bike)



ng, hot run to victory

ORDER PROGRESSION FOR THE 8-HOUR RACE

➔ FINISH

2nd h.	3rd h.	4th h.	5th h.	6th h.	7th h.	Finish	Final results	RIDERS	Laps
21	21	21	21	21	21	21	1	Taira/Lawson (Yamaha)	205
16	16	16	16	16	16	16	2	Miyazaki/Ohshima (Honda)	203
17	11	1	1	1	1	1	3	Sarron/Vieira (Honda)	203
1	17	17	17	31	17	17	4	Nagai/Kato (Yamaha)	202
31	1	31	31	17	31	31	5	Machii/Fujiwara (Yamaha)	202
6	31	6	12	12	12	12	6	Polen/Duhamel (Suzuki)	202
12	6	12	14	46	14	14	7	Matori/Mertens (Honda)	200
11	12	14	32	14	46	46	8	Iwahashi/Maeda (Honda)	200
32	14	11	3	47	3	10	9	Sohwa/Tsukamoto (Kawasaki)	200
47	32	3	46	3	10	3	10	Moineau/Igoa (Suzuki)	199

JULY 29TH FINAL



2:30~3:30

Turning in fast laps in the 2'15" range, Gardner is chasing Ohshima who has taken over from Miyazaki in 2nd and Lawson on the Yamaha far ahead. Then, suddenly at 3:27, Gardner's machine stops dead and the Honda team retires from the race. Lawson continues to ride strong in the 2'16" range. The experienced Sarron/Vieira team has moved into third.



LAWSON SPEAKS:

The pace is fast and it is tough going out there. Some of the pressure is off knowing that Gardner has dropped out. From here on I'm going to run with more attention to what's going on around me. I think I'll be able to ride more relaxed over the second half. (Comment at 4:05 after second turn on the bike)

3:30~4:30

Taira takes over the lead Yamaha again, and holds a full lap over 2nd place Miyazaki. Nagai is running in 4th position. Fujiwara, who has been holding 6th gradually moves up and past 5th-position Duhamel.

NAGAI SPEAKS:

The swelling in my leg is down to a level where I can bear it now. The last turn on the bike tired me out some. During my next ride I'm just going to concentrate on not falling, no matter how slow I have to go. Kato has been on the winners stand here before, so I'm just going to leave things up to him. (Comment at 5:10 before his 4th turn on the bike)



4:30~5:30

Front and rear tires are changed, the machine refueled and Lawson takes over as the Yamaha enters its 128th lap. The lead over second place Ohshima stands at about 3 minutes. Polen is in 3rd, Kato 4th and Machii in 5th. Two laps separate 1st and 4th position.

5:30~6:30

Pit-in for change of tires and refueling. One after another the machines turn on headlights. The gap between leader Taira and second-place Miyazaki has grown to almost 4 minutes. Nagai and Fujiwara hold on to 4th and 5th.



6:30~7:30

With its yellow light shining, Lawson's YZF750 continues its charge to the finish. The 2nd through 4th place machines hold their positions. Passed by Polen in the last 30 minutes of the race, Machii rallies back to recover 5th again. After taking the lead on lap 41, the Shiseido TECH 21 Racing Team of Tadahiko Taira and Eddie Lawson went on to run 205 laps in 7:57'35"859 for the victory. For both riders it is their first Suzuka 8-Hour win. For the Shiseido TECH 21 Team it is the second Suzuka crown, and for the Yamaha YZF750 this is its 3rd win in 4 years. Nagai/Kato finish 4th and Machii/Fujiwara are 5th.

TAIRA SPEAKS:

I can't say anything but how happy I am. The last 15 minutes or so on the bike I was so worried something might happen. All the things I've been through in the last 6 years were racing through my mind. I just want to thank all our staff and all the fans.

LAWSON SPEAKS:

I've won a lot of GP races, but this is my first 8-hour endurance win and it really feels good. You ask if I helped Taira to this win? No, he did everything himself. He knew what the machine could do and he rode it beautifully. I'm very happy about our win. During the race what I had to be careful about most was the lapped riders.

TEAM MANAGER MR. KURODA SPEAKS:



The last 30 minutes seemed to last forever ... I was pacing back and forth. I was so happy when we finally won. Both Taira and Lawson maintained their pace and were in control all the time. This was the key to the great results, I think. The pit work went well and all aspects of the team effort functioned smoothly. Fourth and fifth places also went to Yamaha teams, so we are really pleased.

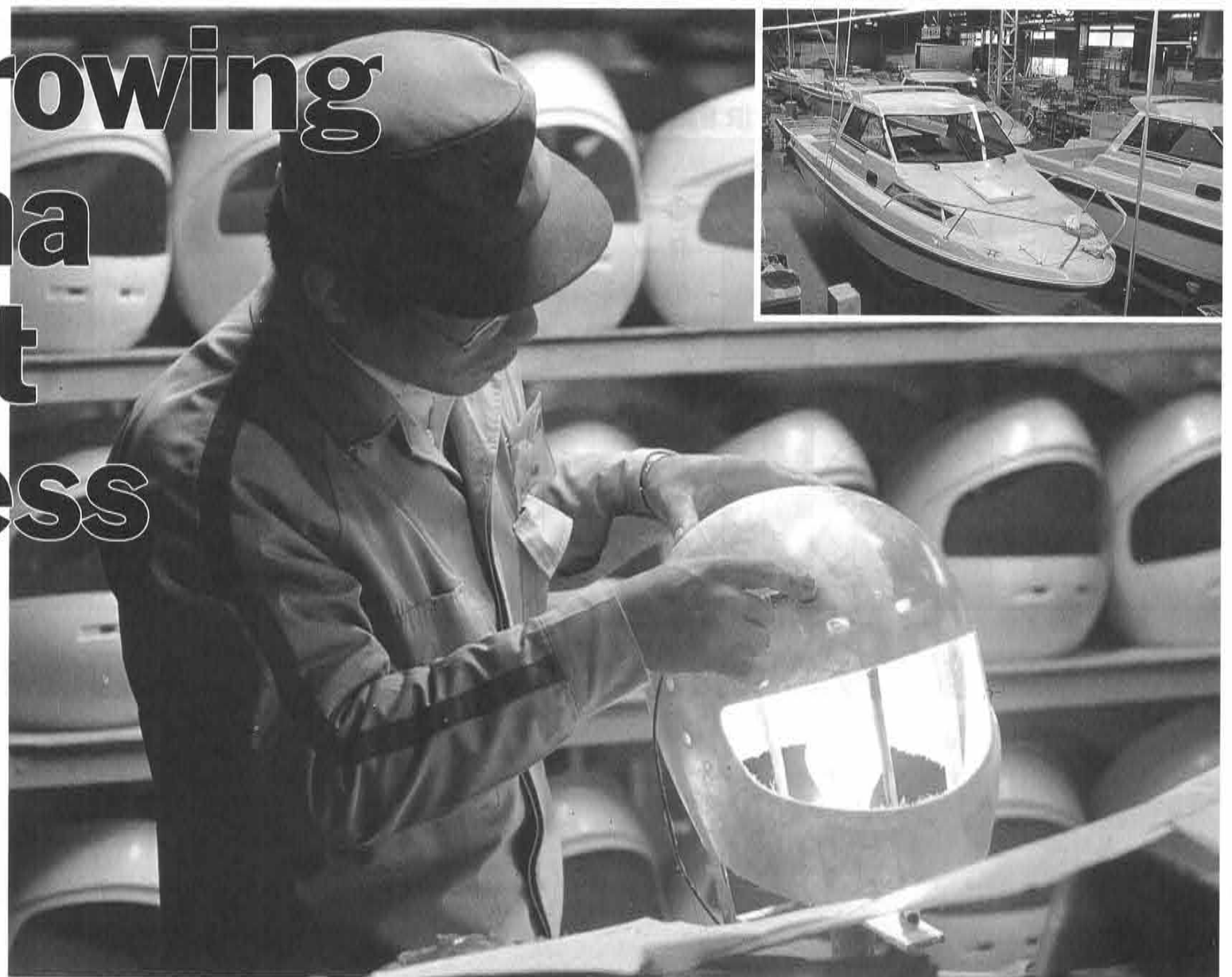


The Growing Yamaha Helmet Business

The major aim of YMC's Parts Operations is to provide swift supply of the spare parts that enable our users to enjoy their Yamaha products in the best possible condition, and also to supply accessories that increase the fun and comfort these products can afford. In short, it is the important role of heightening customer satisfaction. YMC has always poured its efforts into parts supply and, for more than ten years now, we have been actively pursuing a domestic business in accessories like apparel and helmets.

Bringing together expertise from the Marine and Motorcycle fields

After years of research and development, Yamaha began manufacturing a line of helmets at its Ofunato Works Co., Ltd. that were introduced for sale in 1983. Throughout the development process from planning to production, all Yamaha helmets are the product of know-how from both the motorcycle and marine fields. One of the critical elements in building a helmet is the shell structure itself. A light and strong shell structure is the primary aim of helmet-making. This is where the FRP technology that Yamaha has nurtured over the past 20 years comes into play. Born under the harsh conditions of the sea and forced to satisfy the often opposing demands for both lightness and dependability, marine FRP technology can be said to be the true pinnacle of FRP technology. However, material quality and strength of structure alone do not make for a superior product. At YMC, we believe that if it isn't comfortable to wear in actual riding conditions, then it isn't all that a helmet should be. For this reason we bring all of our resources as a motorcycle manufacturer to

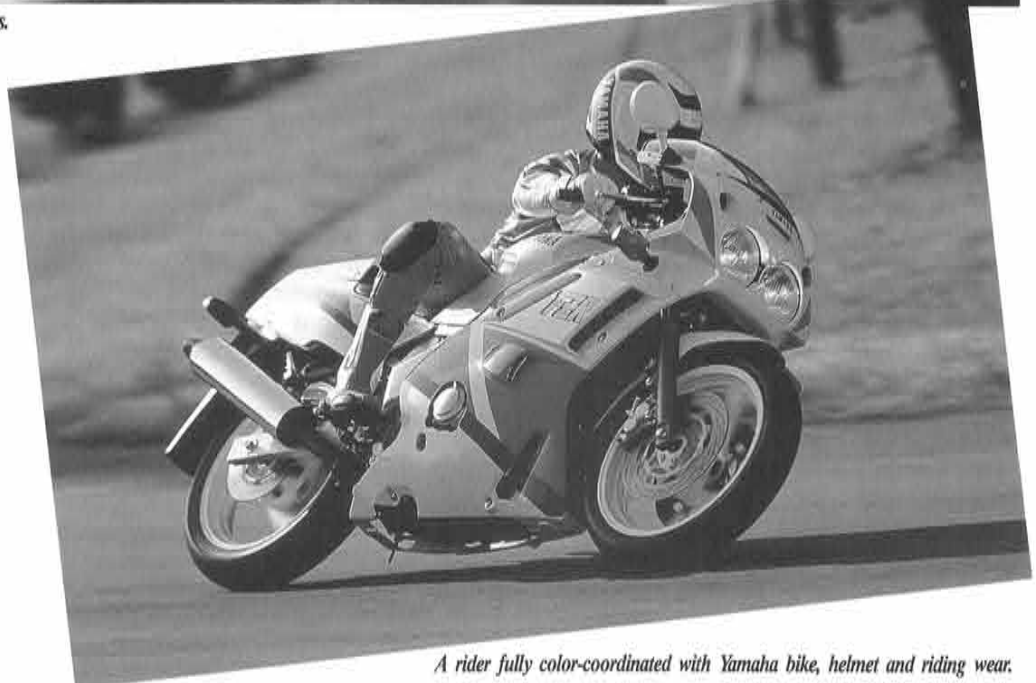


Yamaha helmets are made with care and pride at Ofunato Works. This factory also manufactures quality Yamaha FRP boats.

the job of testing our products under many different types of conditions and feeding the acquired know-how back into the development of ever more refined helmets. In other words, Yamaha helmets are born from the marriage of material expertise from our Marine Division and expertise in form, performance and feel perfected by our Motorcycle Division staff.

Expanding the market with a wide variety of helmets

YMC builds a rich assortment of motorcycles ranging from scooters and commercial use models to sports bikes for on or off the road. Yamaha Motor's line-up of helmets is just as varied, meeting the needs of different types of bikes and riders with a range of helmet types that includes semi-open-face, open-face, full-face and system helmets. What sets Yamaha helmets apart from other makes is our concern for those special qualities that don't meet the eye. When Yamaha designs a helmet we are concerned about things like a system that allows the lining to be taken out and washed, lightening the materials we use, effective



A rider fully color-coordinated with Yamaha bike, helmet and riding wear.

ventilation and true aerodynamics; the kinds of things that make a helmet really comfortable when you are out on the road. As of 1988, Yamaha began selling its proud line of helmets overseas, and at present their sales are growing in some 20 countries, primarily in Europe, and also Central

America and the Carribean.

In this field dominated by specialized makers with established presence in the market, YMC is focusing its efforts on building a higher brand image through products that display true originality and added value the customer can appreciate.



System Helmet "SA" developed under a motto of building "the most comfortable helmet you can have on your head when you're out on the road"; Yamaha's System Helmets boast such features as an interior system that enables washing, lighter materials, a ventilation system and true aerodynamics.



A display of Yamaha parts and accessories at last year's Paris Show.

WORLD CHAMPIONSHIP ROAD RACING

Running strong through the GP season

Through the long hot summer, Wayne Rainey continued his winning ways. And finally, at the Czechoslovakian GP he clinched the World Championship. Scoring a valiant and aggressive win at the rainy Belgian GP on July 7, and finishing a strong and steady 2nd at both the French GP on the 22nd and the British GP on Aug. 5, Rainey maintained his series-leading pace. As of the Swedish GP on Aug. 12, his point total stood at 220, putting him 47 points ahead of 2nd-ranked Kevin Schwantz (Suzuki).

Meanwhile, the ranking leader in the 250cc class through round 10, John Kocinski, lost his series lead when he no-pointed at round 11, the British GP, due to a fall in treacherously windy conditions. This moved 2nd-place Carlos Cardus (Honda) ahead of Kocinski in the standing by 4 points.

The Marlboro Team Roberts Yamaha's owner, Mr. Kenny Roberts, had taken time out on his visit to see the Suzuka 8 Hours Endurance Race to talk about this year's GP season.



"Right now, my team is the ideal team. But just like in the races, you never know what will happen. Situations are always changing and we have to



keep adjusting to them. I'm very satisfied with the results so far. But we are very busy with both the 250 and 500 now, so we don't get much time to think about the results.

Over the remainder of the season, we would like to be a little more competitive. The last couple of races will be speed races. We need to maintain the confidence we have going for us now. If we can keep the confidence level up and keep the bikes on 2 wheels, we can hopefully win the championship."

Following Sweden, Rainey scored the biggest win of his career at the 13th round, the Czechoslovakian GP on Aug. 26, moving him 67 points ahead of rival Schwantz and clinching the championship crown. Meanwhile, in close 250 cc competition, Kocinski placed second in

both these rounds to keep himself within 10 points of leader Cardus and his championship hopes alive. (For more details see our next issue.)

WORLD CHAMPIONSHIP MOTOCROSS 250cc

In the Motocross 250cc class, Suzuki's P. Puzar had already clinched the season crown by round 10, the U.S. GP. But Yamaha star Pekka Vehkonen had overcome his early season slump and was racing in top form again. Says Vehkonen: "The Championship is out of reach now, but I'm going to go all out for second place." As of the Venezuela GP on July 22, he stands just 2 points behind 2nd-ranked Van Den Berk (Suzuki).

12th round - Sweden - Aug. 12

500cc class

1. W. Rainey Yamaha
2. E. Lawson Yamaha
3. W. Gardner Honda
4. M. Doohan Honda
5. N. McKenzie Suzuki
6. C. Fogarty Honda

250cc class

1. C. Cardus Honda
2. J. Kocinski Yamaha
3. M. Shimizu Honda
4. L. Cadalora Yamaha
5. H. Bradl Honda
6. J. Cornu Honda

CHAMPIONSHIP POSITIONS AFTER 12 ROUNDS

500cc class

1. W. Rainey Yamaha .. 220 pts.
2. K. Schwantz Suzuki .. 173 pts.
3. M. Doohan Honda .. 135 pts.
4. N. McKenzie Suzuki .. 107 pts.
5. J.P. Ruggia Yamaha .. 92 pts.
6. J. Garriga Yamaha .. 89 pts.

250cc class

1. C. Cardus Honda .. 173 pts.
2. J. Kocinski Yamaha .. 166 pts.
3. L. Cadalora Yamaha .. 143 pts.
4. W. Zeelenberg Honda .. 101 pts.
4. H. Bradl Honda .. 101 pts.
6. M. Wimmer Aprilia .. 100 pts.

WORLD CHAMPIONSHIP MOTOCROSS

5th Round - Finland - June 10

1st race

1. E. Geboers Honda
2. D. Geukens Honda
3. B. Liles Kawasaki
4. Jacky Martens KTM
5. F. Rossi KTM

2nd race

1. E. Geboers Honda
2. B. Liles Kawasaki
3. D. Geukens Honda
4. K. Van Der Ven KTM
5. K. Nicoll Kawasaki

6th Round - Italy - June 24

1st race

1. E. Geboers Honda
2. K. Nicoll KTM
3. D. Thorpe Kawasaki
4. J. Martens KTM
5. D. Geukens Honda

2nd race

1. E. Geboers Honda
2. K. Nicoll KTM
3. D. Thorpe Kawasaki
4. D. Geukens Honda
5. F. Rossi KTM

CHAMPIONSHIP POSITIONS AFTER 6 ROUNDS

1. E. Geboers Honda .. 189 pts.
2. B. Liles Kawasaki .. 156 pts.
3. D. Thorpe Kawasaki .. 136 pts.
3. D. Geukens Honda .. 136 pts.
5. K. Nicoll KTM .. 135 pts.

250cc class 4th Round - Finland - May 20

1st race

1. A. Puzar Suzuki
2. J. Van Den Berk Suzuki
3. D. Stribbos Kawasaki
4. G. Van Doorn KTM
5. J. Dobb Honda

2nd race

1. A. Puzar Suzuki
2. D. Stribbos Kawasaki
3. G. Van Doorn KTM
4. P. Dirx Honda
5. P. Vehkonen Yamaha

5th Round - Czechoslovakia - May 27

1st race

1. D. Stribbos Kawasaki
2. A. Puzar Suzuki
3. P. Vehkonen Yamaha
4. J. Van Den Berk Suzuki
5. R. Diepold Kawasaki

2nd race was cancelled

6th Round - Holland - June 10

1st race

1. A. Puzar Suzuki
2. P. Dirx Honda
3. D. Stribbos Kawasaki
4. P. Vehkonen Yamaha
5. I. Vehkonen Suzuki

2nd race

1. A. Puzar Suzuki
2. P. Dirx Honda
3. J. Van Den Berk Suzuki
4. P. Vehkonen Suzuki
5. M. Bervoets Kawasaki

7th Round - France - June 17

1st race

1. A. Puzar Suzuki
2. J. Diepold Kawasaki
3. P. Vehkonen Yamaha
4. J. Dobb Honda
5. J. Van Den Berk Suzuki

2nd race

1. A. Puzar Suzuki
2. M. Fanton Suzuki
3. J. Dobb Honda
4. R. Herring Suzuki
5. P. Vehkonen Yamaha

8th Round - Belgium - June 24

1st race

1. P. Vehkonen Yamaha
2. P. Dirx Honda
3. A. Van Asten Kawasaki
4. A. Puzar Suzuki
5. M. Hansson Kawasaki

2nd race

1. P. Vehkonen Yamaha
2. D. Stribbos Kawasaki
3. J. Dobb Honda
4. J. Van Den Berk Suzuki
5. P. Dirx Honda

9th Round - Switzerland - July 1

1st race

1. J. Dobb Honda
2. J. Van Den Berk Suzuki
3. T. Parker KTM
4. M. Fanton Suzuki
5. A. Puzar Suzuki

2nd race

1. T. Parker KTM
2. R. Herring Suzuki
3. M. Bervoets Kawasaki
4. P. Vehkonen Yamaha
5. M. Fanton Suzuki

10th Round - U.S.A. - July 15

1st race

1. J. Stanton Honda
2. M. LaRocco Suzuki
3. L. Ward Suzuki
4. J. Van Den Berk Suzuki
5. P. Vehkonen Yamaha

2nd race

1. J. Stanton Honda
2. R. Herring Suzuki
3. P. Vehkonen Yamaha
4. J. Van Den Berk Suzuki
5. A. Puzar Suzuki

11th Round - Venezuela - July 22

1st race

1. P. Vehkonen Yamaha
2. J. Van Den Berk Suzuki
3. M. Bervoets Kawasaki
4. P. Dirx Honda
5. M. Fanton Suzuki

2nd race

1. P. Vehkonen Yamaha
2. A. Puzar Suzuki
3. M. Bervoets Kawasaki
4. J. Van Den Berk Suzuki
5. M. Fanton Suzuki

CHAMPIONSHIP POSITIONS AFTER 11 ROUNDS

1. A. Puzar Suzuki .. 322 pts.
2. J. Van Den Berk Suzuki .. 240 pts.
3. P. Vehkonen Yamaha .. 238 pts.
4. M. Fanton Suzuki .. 179 pts.
5. D. Stribbos Kawasaki .. 152 pts.

125cc class 5th Round - Germany - May 20

1st race

1. B. Moore KTM
2. A. Bartolini Honda
3. Y. Demaria Yamaha
4. E. Machtlinger Honda
5. T. Vohland Suzuki

2nd race

1. A. Bartolini Honda
2. M. Healey KTM
3. M. Contini Honda
4. D. Schmit Suzuki
5. E. Machtlinger Honda

6th Round - France - June 10

1st race

1. D. Schmit Suzuki
2. B. Moore KTM
3. M. Healey KTM
4. T. Vohland Suzuki
5. P. Tragter Suzuki

2nd race

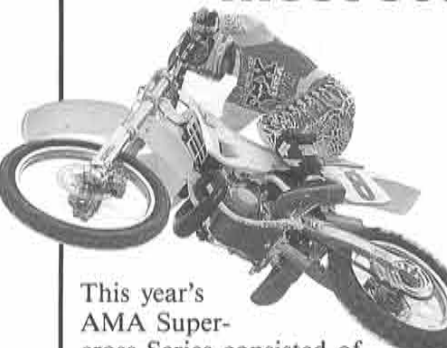
1. D. Schmit Suzuki
2. M. Healey KTM
3. T. Vohland Suzuki
4. A. Bartolini Honda
5. B. Moore KTM

CHAMPIONSHIP POSITIONS AFTER 6 ROUNDS

1. D. Schmit Suzuki .. 172 pts.
2. B. Moore KTM .. 159 pts.
3. M. Healey KTM .. 126 pts.
4. A. Bartolini Honda .. 117 pts.
5. T. Vohland Suzuki .. 109 pts.
5. P. Tragter Suzuki .. 109 pts.

1990 AMA SUPERCROSS SERIES

Bradshaw scores most season wins



This year's AMA Supercross Series consisted of 18 rounds, the last of which was held on June 23 at the Los Angeles Olympic Stadium.

Winner of the first two rounds of the series, Damon Bradshaw, riding on a modified YZ250, was hot again in Los Angeles. On lap 6, Bradshaw stole the lead from this season's series leader Jeff Stanton. In the latter stages of the race, J. M. Bayle moved up

to challenge Bradshaw, even stealing his lead once on the final lap. But in a tight machine-banging battle Bradshaw reclaimed the lead and looked to be home free when suddenly he lost his balance just before the checkered flag. Quickly recovering, however, he crossed the finish line a hair's breadth ahead of Bayle, to score his 5th victory of the season.

This win tied him for most series wins with Bayle, both of whom scored more wins this year than the eventual series point leader, Stanton. This fine showing despite the injuries that plagued him late in the series has expectations high for next season, when the talented Bradshaw will be riding for the championship once again.

250cc class

1. J. Kocinski Yamaha
2. C. Cardus Honda
3. W. Zeelenberg Honda
4. M. Shimizu Honda
5. A. Preining Honda
6. J. Schmid Honda

9th Round - Belgium - July 7

500cc class

1. W. Rainey Yamaha
2. J.P. Ruggia Yamaha
3. E. Lawson Yamaha
4. C. Sarron Yamaha
5. A. Barros Cagiva
6. M. Doohan Honda

250cc class

1. J. Kocinski Yamaha
2. D. De Radigues Aprilia
3. C. Cardus Honda
4. C. Lavado Aprilia
5. J. Cornu Honda
6. L. Reggiani Aprilia

10th Round - France - July 22

500cc class

1. K. Schwantz Suzuki
2. W. Gardner Honda
3. W. Rainey Yamaha
4. M. Doohan Honda
5. E. Lawson Yamaha
6. N. McKenzie Suzuki

250cc class

1. C. Cardus Honda
2. L. Cadalora Yamaha
3. L. Reggiani Aprilia
4. M. Shimizu Honda
5. J. Cornu Honda
6. M. Wimmer Aprilia

11th round - U.K. - Aug. 5

500cc class

1. K. Schwantz Suzuki
2. W. Rainey Yamaha
3. E. Lawson Yamaha
4. M. Doohan Honda
5. N. McKenzie Suzuki
6. R. Mamola Cagiva

250cc class

1. L. Cadalora Yamaha
2. M. Shimizu Honda
3. H. Bradl Honda
4. D. Sarron Honda
5. C. Cardus Honda
6. J. Cornu Honda

2. J. Kocinski Yamaha
3. M. Wimmer Aprilia
4. L. Cadalora Yamaha
5. H. Bradl Honda
6. R. Roth Honda

8th Round - Holland - June 30

500cc class

1. K. Schwantz Suzuki
2. W. Rainey Yamaha
3. E. Lawson Yamaha
4. M. Doohan Honda
5. N. McKenzie Suzuki
6. J. Garriga Yamaha

'90 WORLD CHAMPIONSHIP ROAD RACING

7th Round - Yugoslavia - June 17

500cc class

1. W. Rainey Yamaha
2. K. Schwantz Suzuki
3. N. McKenzie Suzuki
4. M. Doohan Honda
5. J.P. Ruggia Yamaha
6. M. Papa Honda

250cc class

1. C. Cardus Honda

Cheers for the largest catch ever!



The 12th Japan International Billfish Tournament took place over three days from July 26 to 28 at Shimoda in Shizuoka Prefecture. YMC supported this event organized by the Japan Game Fishing Association, acting as special co-sponsor. Reflecting the growing domestic popularity of game fishing, 79 local teams gathered to compete along with an international contingent of 6 teams, including 2 from New Zealand and one each from Guam, Hong Kong, the Philippines and Thailand. At the 8:00 a.m. start, the sight of 85



boats setting out for their chosen fishing spots at full speed was a glorious one. Using intricate lures and the lightest-weight line possible, game fishing is truly a battle of wits and strength between man and fish. In the end, the catches matched the big expectations of the contestants, with 9 swordfish being landed on the first day, 12 on the 2nd and 11 on the last day. Among these, one team landed an impressive 190.8kg blue marlin on the first day. Not only was it the biggest this year, but it broke the past tournament record. Some 500 people, including the domestic and foreign participants, family and friends, attended the awards ceremony and party, sharing small talk and fish stories in a congenial atmosphere of fun and companionship.

XS1 owners gather at YMC

20TH ANNIVERSARY HOMECOMING

Over the two days of June 30 and July 1, members of the "Tokyo XS Club", made up of owners of Yamaha's first 4-stroke models, the XS1 and its successor the TX650, made a tour to Iwata to visit the Yamaha factory and Home Offices.

The 19 club members arrived at YMC at 2:00 on June 30, and, after a brief meeting, went straight off on a tour of the 5th Iwata Factory. During the tour everyone got a big laugh from one member's request: "I'd love to see this assembly line turning out XS engines again, even just for 10 minutes!" After this, the group toured on their vintage Yamahas to the Yamaha Marina Hamana-ko, drawing many a double-take from passers-by. At Hamana-ko the club members savored a conference with the men who were in charge of the XS's development two decades ago, General Manager Mr. Mizutani of the First Development Division and Manager Mr. Fujimori of the 12th Development Section, talking about the XS to their hearts' content. "To see the engine that we worked on 20 years ago still running



in such beautiful condition really makes me happy," said Mr. Mizutani with obvious emotion. The club's representative commented; "Having a chance to talk with the men who gave birth to the XS has really made this a meaningful tour for all of us!"



IN SEARCH OF THE INVENTION

The roots of robotics and industrial machinery

The origin of the word "robot" traces back to about 1920, when the Czech playwright Karel Capek released his satirical play "R.U.R.". An abbreviation of "Rossum's Universal Robots", the play depicted robots manufactured to perform "forced labor" (in Czech, "robotá"). This play can be called one of the pioneering classics of the Science Fiction genre. Looking back in history, however, we see that man's

dream of constructing machines to perform work for him goes far back to ancient times. The Greek philosopher Aristotle wrote of a "mechanical man", while the prodigious Renaissance thinker Leonardo da Vinci actually drew sketches of mechanical robots. Even as far back as the first century B.C., the same Heron of Alexandria we mentioned in our last issue in relation to windmills designed various mechanisms including one to automatically open and close the doors of a shrine.

Heron's ideas were to contribute much later to the birth of watchmaking technology and related automata in Renaissance Europe. In 1738 the ingenious Frenchman, Jacques de Vaucanson, delighted the world with his mechanical duck which could drink water, peck at food, quack, splash water, swim and even urinate. Later on, about 1773, the Swiss father and son, Pierre and Henry-Louis Jaquet-Droz, produced a series of spring and gear driven dolls which could write, draw or play an organ. At about the same time in Japan, Nobuchika Wakai built an automatic "tea waiter". This doll held a tray in its hands and when a cup full of tea was placed on the tray it would move forward until the guest removed the tea, at which the doll would stop, reverse directions and return to its original position. These are just a few examples of the many kinds of mechanical dolls that man has built over the ages. Entering the 20th century, in addition to such fanciful inventions, man's robotic endeavours also began to grow increasingly practical in nature. Some inventors no longer saw a need for robots to look human, as long as they showed they could perform



The Japanese "Tea Waiter" doll and its mechanism. (Photos courtesy of the National Museum of Science, Japan)



some function of an arm or legs or even the mind. When this idea was combined with man's accumulated knowledge of mechanics and modern electronics the result was a rapidly developing world of mechatronics bringing a wealth of innovative robotics to serve man in an ever-growing number of fields.

Yamaha's Industrial Machinery, such as SCARA Robots and Surface Mounter series, which we have introduced several times in the pages of Yamaha Motor News, are also steps along this long and glorious road of invention. In this issue let us introduce some photos that illustrate some of the mechanical dolls and devices of the past that helped point the way for today's sophisticated industrial robotic machinery.



A letter-writing doll and its inner mechanism, built by Swiss inventor Jaquet-Droz. (Photos courtesy of the Swiss National Tourist Office, Japan)