

YAMAHA MOTOR NEWS

1990 No.6



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Two for the road! Yamaha doubles at 250cc/500cc

The 15-round '90 World Championship Road Race Series, which began with the Japanese GP in March came to a dramatic conclusion at the Australian GP on September 16. The coveted 500cc class crown went to Wayne Rainey (Marlboro Team Roberts Yamaha), who rode a Yamaha YZR500 to seven season victories on the way to his first World Championship. In the GP 250cc class, John Kocinski (Marlboro Team Roberts Yamaha) piloted his Yamaha YZR250 to an identical 7 wins to clinch the Championship. In the Manufacturers Championship competition Yamaha was the winner in both the 500cc and 250cc classes. This year's season began with a course record and pole-to-finish victory by Rainey at the Japanese GP followed by a 6-second runaway victory at the U.S. GP. As the competition moved to Europe with the Spanish GP on May 6, Rainey continued his pace, chalking up 4 wins, 5 seconds and one third to maintain his series lead. Going into the Czechoslovakian GP on August 26, Rainey led second-place Kevin Schwantz in series points 230 to 173. In this race, when Schwantz crashed and retired on lap 3, the Championship was Rainey's with two rounds remaining. This coveted prize came in his third season of full participation in the World GP 500cc class. In the same 500cc class series ranking, Team Ducados Yamaha's Juan Garriga, Marlboro Team Roberts Yamaha's Eddie Lawson, and the Sonauto Gauloises Yamaha combi of Jean-Philippe Ruggia and Christian Sarron finished 6th through 9th. This put 5 YZR500s in the top ten, and contributed to Yamaha's winning the Manufacturers Championship. In the 250cc class, Rainey's teammate John Kocinski climaxed his first full GP season by capturing the World Championship in the last round in Australia. Also in the battle for the 250cc crown right down to the wire was eventual 3rd place finisher Luca Cadalora of Marlboro Yamaha Team Agostini.



500cc class

1990 WORLD CHAMPIONSHIP ROAD RACE SERIES



250cc class

US DEALER MEETINGS

A Running Wind Into 1991

OUTBOARD/ STERN DRIVE

This year's U.S. Outboard/Stern Drive Dealer Meeting was held in two sessions over the 5 days from August 19 to 23, at the Stouffer Sea World Resort in Orlando, Florida.

Representatives from 310 dealerships from around the country were joined by Senior Managing Director, Mr. Arata and Director, Mr. Hasegawa, from YMC and from Sanshin Industries, its president, Mr. Yasukawa. Also in a guest appearance were 35 members of Sanshin Industries' vender group.

In the U.S. market, the OEM package sales program that YMUS introduced in cooperation with independent boat builders, is now in its second year. The pro-

duct quality of Yamaha's marine engines and Yamaha's positive sales policies have been well received by dealers everywhere. This year's meeting was enhanced by an exhibition of a total of 210 boats combining Yamaha outboards or stern drives with boats from the 35 manufacturers with which Yamaha has established OEM agreements.



WATER VEHICLE

Following the marine engine dealer meetings, the same Stouffer Sea World Resort was the site of the Water Vehicle Dealers Meeting, from August 24 to 26. This is the second year that an independent meeting has been held for Water Vehicle dealers, and its scale was impressively large, drawing some 1,200 people from 438 dealerships.

Three seasons have passed since Yamaha Water Vehicles were introduced to the U.S., and their market is growing steadily. It is clear to all that Yamaha's socially-conscious promotional activities like



"Club Wave" are building product acceptance and creating a solid base for this growth in sales. And the announcement that such consciousness-raising activities will be even more aggressively pursued in the future was greeted with approval and high expectations by the dealers in attendance.

On display along with the present model line-up at this year's meeting was the new model VXR, which drew special attention from everyone.

At both this and the outboard/sterndrive meetings, the new 1991 product was introduced live on the water in a show atmosphere at the Sea World Marine Stadium. This was followed by a Shamu whale show and a laser and fireworks display.



ATV dealers meetings held at 78 locations across the U.S.

Between the dates of June 28 and July 18, ATV Business Meetings were convened at 78 locations across the nation. In all, representatives from some 1,000 dealerships turned out for this year's meetings to hear presentations of Yamaha's sales policies for the coming season, introductions to the new models for '91, and explanations of the sales program for the '91 models by means of video tape recordings and other media. The high level of interest in ATVs here in the American market could be felt in the positive and charged atmosphere of these meetings everywhere, from coast to coast.



U.S.A.
Meetings large and small were held all across the nation. Shown in the photo is one of the eastern regional meetings.

100 year-old boater chooses a Yamaha



HOLLAND

As you probably know, Holland is a country blessed with an abundance of beautiful lakes and waterways, and people of all ages here love to take advantage of the wonderful boating opportunities.

Recently a local Yamaha dealer, Joop de Schiffart B. V., had the proud honor of registering the country's oldest Yamaha outboard owner — and perhaps the oldest in the world! On July 29, Mr. Riemersma of Roordahuizum in the northern province of Friesland celebrated his 100th birthday by picking up his boat with its new Yamaha F9.9 AE outboard and receiving a birthday bouquet of flowers from the dealer.

Mr. Riemersma chose the dependable 4-stroke F9.9 AE with electric starting, he says, because he wants to enjoy the rest of his boating days without any worries. We wish him many more years of carefree and happy boating!

SRI LANKA



Like father, like son: Two generations of YB models

Mr. M. D. Kumatharis clearly remembers the day, November 2nd, 1970, when he bought his Yamaha YB125E motorcycle. But who would have thought that 20 years later that same bike would still be running strong and in such an excellent condition! A proud Mr. Kumatharis says his YB125E has logged up over 280,000km in these twenty years and, he believes, still has a lot of good running years left.

He goes on to say that, besides the standard maintenance which any motorcycle requires, his bike has

had no major problems to date. The only major repair, if you can call it that, was the replacement of the piston due to normal wear and tear. The local Yamaha distributor, Associated Motorways Ltd., is equally proud of Mr. Kumatharis' 2-stroke YB125E for the statement it makes about the quality and reliability of Yamaha motorcycles.

Recently, Mr. Kumatharis further proved his devotion to the Yamaha brand by buying his son a YB100SD of his own.



SWEDEN
The first policeman picks up his new Yamaha XJ900 at the offices of Swedish importer Hallman & Enequist. The Swedish Police version of the XJ900 features a radio system, special lights, saddle bags and a unique "safety-look" color stripe.

XJ900 Police Bikes at work from north to south

After 25 years of using only one competitor brand of motorcycle, the Swedish Police have decided to try out Yamaha Police Bikes.

Swedish importer Hallman & Enequist Motor Co. prepared five new XJ900 bikes to police specifications and delivered them to the Swedish Police, who have put them to use in various parts of the country from

the cold North to the warmer South. The bikes will be tested in a variety of climates and conditions in this 2,000 km long country whose northern boundaries reach well into the arctic circle. No matter where they are used, however, we are sure the police will be more than satisfied with the XJ900's high performance and maneuverability.

26 Police Bikes for security use delivered

On July 5, one of the Yamaha dealers in Trinidad and Tobago, Laughlin & de Gannes Ltd., made delivery of 26 Police Bikes ordered last year by the Police Division of the Ministry of National Security. The addition of these bikes to the twelve Yamahas already in service, now makes Yamaha the majority brand employed by the Ministry.

Shown in the photo taken at the

handing-over ceremony are, (from left to right) Laughlin & de Gannes' Director, Mr. John de Gannes and Managing Director, Mr. Thomas B. Laughlin, the Permanent Secretary of the Ministry of National Security, Ms. Vicki Carrington, the Minister of National Security, the Honorable Mr. Selwyn Richardson, and the Commissioner of Police, Mr. Jules Bernard.

TRINIDAD AND TOBAGO



Tuning up for "Baja Mexico Tour"

As a follow-up to the highly praised test ride event held in Egypt this past March, called "The Spirit of Adventure", a second adventure test ride has been planned for the new '91 XTZ750 Ténérés that will take lucky participants to the famous Baja peninsula of Mexico. The 3,300km tour that has been planned will start in Los Angeles, travel through Palm Springs, cross the Mexican border at Tijuana and then south through the forbiddingly beautiful wilds of Baja California where it will take in sections of the famed Baja 1,000 Desert Race.

In preparation for this big event, Germany's Yamaha importer Mitsui Maschinen GmbH invited 10 candidates to Ohrdruf, ex-GDR, to compete for three spots on the upcoming Spirit of Adventure tour in Mexico. The competition was made up of practical tests of motorcycle skill and knowledge conducted in cooperation with the leading German motorcycle magazine, Motorrad. For most of the candidates — even if it didn't win them a ticket to Mexico — the competition offered a unique first opportunity to stay in a previously inaccessible part of ex-GDR.



GERMANY

7,000 km in search of the Ténéré's roots

The Ténéré Club Rhein-Neckar may be familiar to many of our readers as the club that has organized the highly successful annual Ténéré meeting in Worms, Germany. Over the past four years, the meeting has grown into an international event that draws devoted Ténéré owners from several European countries with the help of German Yamaha importer Mitsui Maschinen GmbH. Although the Worms meeting may be the best known event on their yearly calendar, it is by no means the only one organized by this active Club. Recently, in fact, they put together an event on a truly grand scale. In the spring of this year, some of the club's members set out on an ambitious and adventuresome trek in search of the roots of the name of their beloved bike, the Ténéré Desert of the Republic of the Niger. Crossing the Sahara into the Ténéré Desert, the group followed portions of the famed Paris-Dakar Rally route for a total of 7,000km. The entire group completed the gruelling



GERMANY

ing course with no problems, proving to themselves and their clubmates back home once again the endurance and performance potential of the XT600 Ténéré in the long haul.



CANADA

Fun and excitement at the races all across Canada

In Canada, a Fun Cup Race series using YSR motorcycles has been going on since April of this year. The racing categories in this series include a 50cc Lightweight Production class, a 50cc Heavyweight Production class, 50cc Heavyweight Modified class, 80cc Lightweight/Heavyweight Production classes and a Beginners class.

The 7th round of this popular series was organized by the Nifty 50 CC Club in Goodwood, Ontario, in cooperation with Yamaha Motor Canada. Now in its second year, this event featured some top competition and a lot of fun for everyone who attended. The competition for the Overall Championship ended up a draw between the Lightweight 80 champ Brent McDonald and the winner of the Heavyweight 80 class, Mario Risi, both of whom won all three of their class races.

In the 50cc Lightweight Production action, defending Canadian Superbike Champion Steve Crevier showed his versatility by powering his Reg Mader/Rolls

Research YSR into the lead in both of the 15-lap heats and never looking back. There was a lot of excitement in the Beginners class, too, where David Farano fought off close competition to win both heats.

Perhaps the most thrilling moments of all, however, came in the Heavyweight Modified class. Riding in his first competition ever, Randy Ellison ran his Cycle Improvement/Hurst Motosport modified bike to victory in the first heat after starting in 5th position. Then in the second heat he again worked up from 5th in a close battle with Mario Risi, Tom Stanaitis and two other machines to take the lead on corner three of the last lap. It looked like another win and the overall crown for Ellison when suddenly he tangled with a backmarker and when down, leaving Stanaitis to take the checkered. A courageous Ellison still managed to remount and finish 3rd.

This kind of fun and exciting racing will be going on across Canada until the series ends in October.

Prestigious awards honor the company and its products



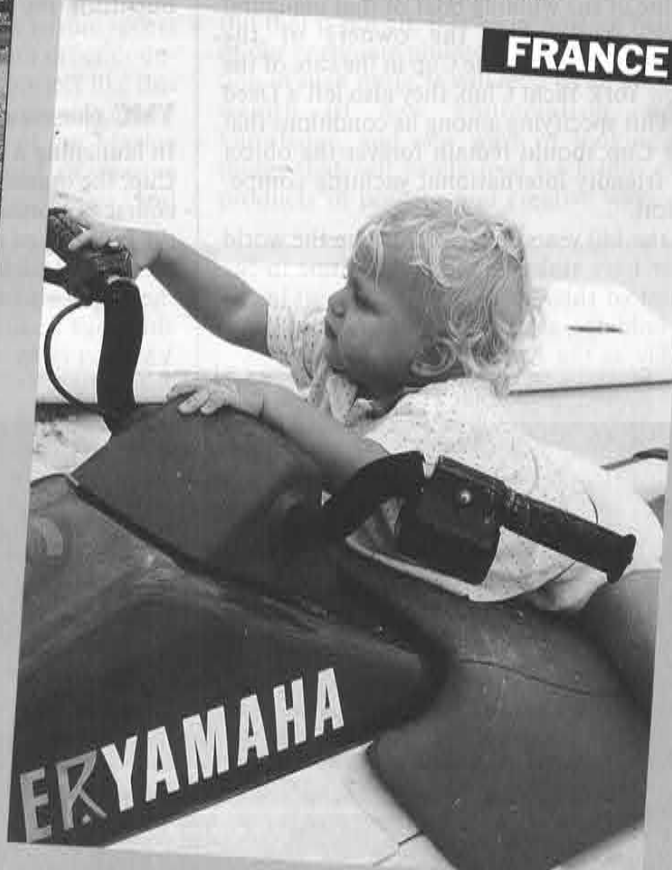
THAILAND

Thailand's Yamaha importer, Siam Yamaha Co., Ltd., recently received two prestigious prizes in succession.

The photo shows Siam Yamaha's president, Mr. Kasem Narongdej receiving the Honorable Certificate of "The Best Company of Thailand for 1989" from Thai Prime Minister, General Chatichai Choonhawan. This prestigious award is based on selections by Thammasart University. Meanwhile, Siam Yamaha's popular 100cc sports moped, Belle-R, was the recipient of an equally coveted award. The Minister of the Interior of Thailand presented the company with a plaque designating the Belle-R winner of the "Best Product of the Asia-Pacific for 1989" award. Congratulations to Siam Yamaha for these well-earned honors.

This baby knows what he likes!

FRANCE



We recently received a cute photo and letter from a Mr. Meuleman of Caen, France, that we would like to share with you. While on a trip to the Indian Ocean island of Mauritius he caught this precious moment of a very little boy's determined effort to sit himself on a very big Yamaha Water Vehicle. We are always glad to see people taking an interest in Yamaha products at an early age, but this little fellow still has a long wait before he can really enjoy the fun of water sports with a Yamaha. We want to thank Mr. Meuleman for kindly sending us this letter and photo.

FIRST HELP THEM DISCOVER THE FUN

Giving our full support to an America's Cup dream

When one speaks of the America's Cup, one speaks of the pinnacle of match race yachting. The very mention of its name stirs something deep in the hearts of yachtsmen in all corners of the world.

The next holding of this grand yachting spectacle, scheduled for 1992 in San Diego, California, will be an event of special significance for Yamaha, as well. Not only because YMC is an official sponsor of the Nippon Challenge America's Cup 1991 Committee (NCAC), one of the syndicates that will launch the first Japanese challenge for the Cup, but also for its important role as the official builder of the syndicate's challenge boat.

A grand yachting tradition

The America's Cup tradition traces back to the first World's Fair held in London in 1851. On this occasion the Royal Yacht Squadron of Britain organized a yacht race around the Isle of Wight off England's southern coast.

Although the race gathered the finest yachts from across Britain, the world's preeminent maritime power of the day, the winner of the race was a lone entry from an upstart industrializing nation, the United States of America. Hailing from the New York Yacht Club, the victorious boat was a 101-foot schooner named the "America". The victory cup, which had previously been referred to as the "100-Guinea Trophy", soon came to be called the "America's Cup", after the name of the winning boat of that inaugural race. And when the owners of the "America" placed the Cup in the care of the New York Yacht Club, they also left a Deed of Gift specifying among its conditions that the Cup should remain forever the object of friendly international yachting competition.

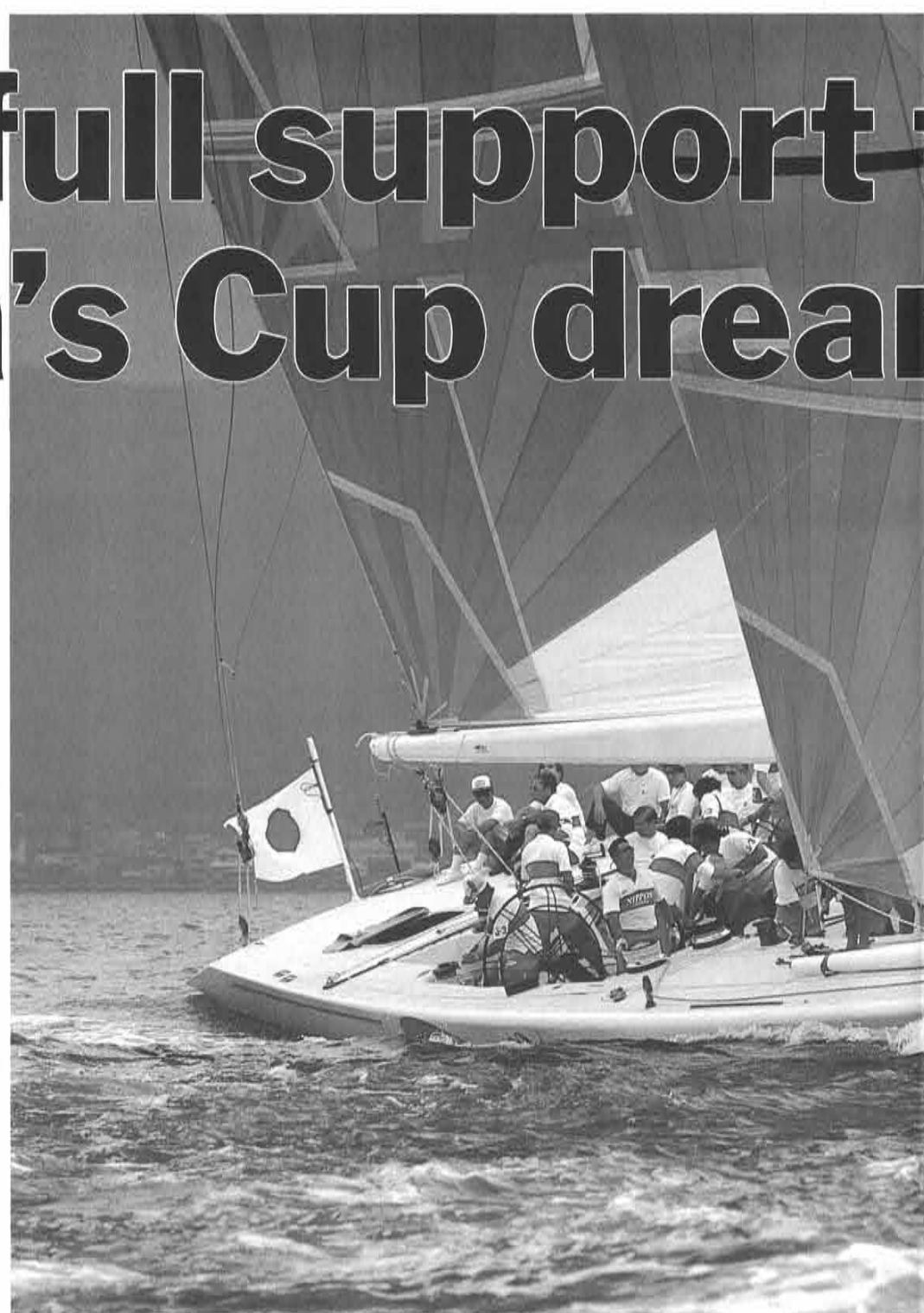
In the 140 years since, yachtsmen the world over have staked fame and fortune in the quest of this 70cm, solid silver cup in the 27 holdings, as of 1988, of the race we know today as the America's Cup.

Acting as an official sponsor

The NCAC, which will launch this first Japanese challenge for the prestigious America's Cup, registers as an entry from the Nippon Ocean Racing Club and consists of an Organizing Committee, a Management Team, a Technological Team, a sailing organization and numerous other supporting organizations. The supporting organizations include 30 corporations offering financial support, 33 official suppliers offering product support, as well as some 6,000 individual donors. YMC stands among such other prestigious companies as Japan Airlines, Fujitsu, Mazda, S & B Shokuhin, Sanyo Securities and Mitsui & Co. as one of the NCAC's official sponsors, as well as joining the ranks of suppliers by outfitting the team with racing wear.

YMC chosen as official builder

In launching a challenge for the America's Cup, the organization of the syndicate is of course important, but equally important is the building of the boat and training of the crew it will back. NCAC chose Yamaha for the vital role of official builder of the challenge boat. Having thus been chosen, YMC set right to work in September, 1989,



establishing an America's Cup Dept. to coordinate this special project, and building a whole new array of facilities in a section of its Arai Factory. The facilities include hull lamination and curing oven rooms, a fiber space, an equipment fitting and parts stock area, a freezing container, a satellite communications room, etc. Because it was a clear recognition of Yamaha's history of marine activities and its outstanding boat-building technology, YMC is extremely proud to have been chosen as the NCAC's official builder. And we are determined to do everything in our power to build the best boat we possibly can in the time that is left before the racing starts in 1992.

Tireless experimentation and the know-how of decades of marine experience

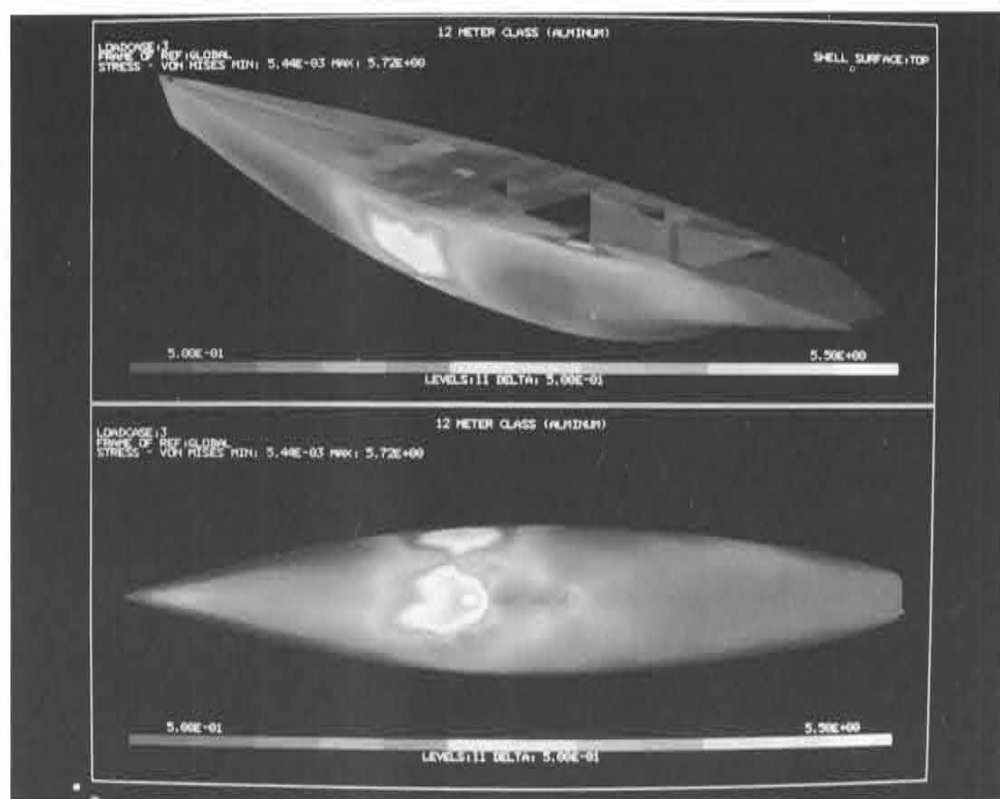
Work started on the first challenge boat "Nippon" in September of 1989, and it was launched in April of this year. Following boats from Italy and France, it was the third America's Cup challenger built according to the New America's Cup Class specifications to be launched. The reason this first Japanese challenge boat was gotten into the water so fast is, in part, because the primary level research was begun at an earlier stage than in most countries.

At the time of the 26th holding of the Cup races in Fremantle, Western Australia in 1987, a study team was already on the spot gathering information. Since then, work went on continuously, refining the basic design concepts that apply to 12-meter yachts and testing the concepts in the water tank. The experience gained in these repeated tank tests proved extremely valuable when the rules were changed to define the New

America's Cup Class.

Counting the models built on 12-meter specifications, no less than 30 design models have been put through a total of 700 tank test repetitions during the design process. Furthermore, over 150 hours of super-computer use has gone into the analysis of wave-making resistance and flow patterns around the keel, etc. Access to the water tank facilities and super-computer, by the way, were made possible through the cooperative efforts of the syndicate's official suppliers.

Then, based on all this accumulated data, the design team put together a design of the highest level that will make the challenge boat "Nippon" a racing yacht we can be proud of and enter in the America's Cup competition with confidence.



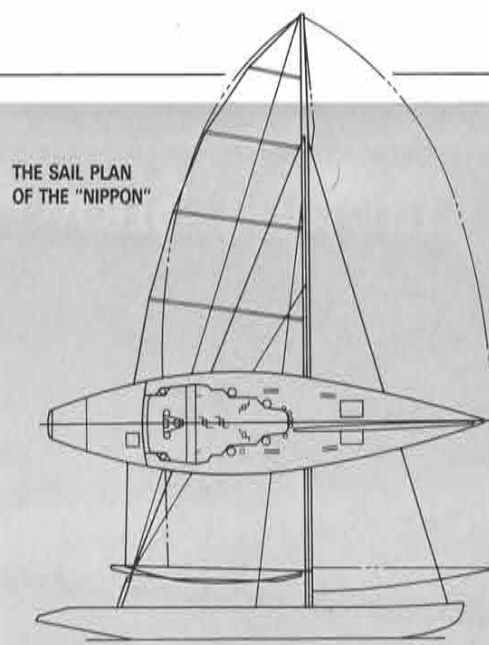
A supercomputer's calculating capabilities were used in the basic research for the Nippon's design.



Strength training is part of the crew's daily schedule.

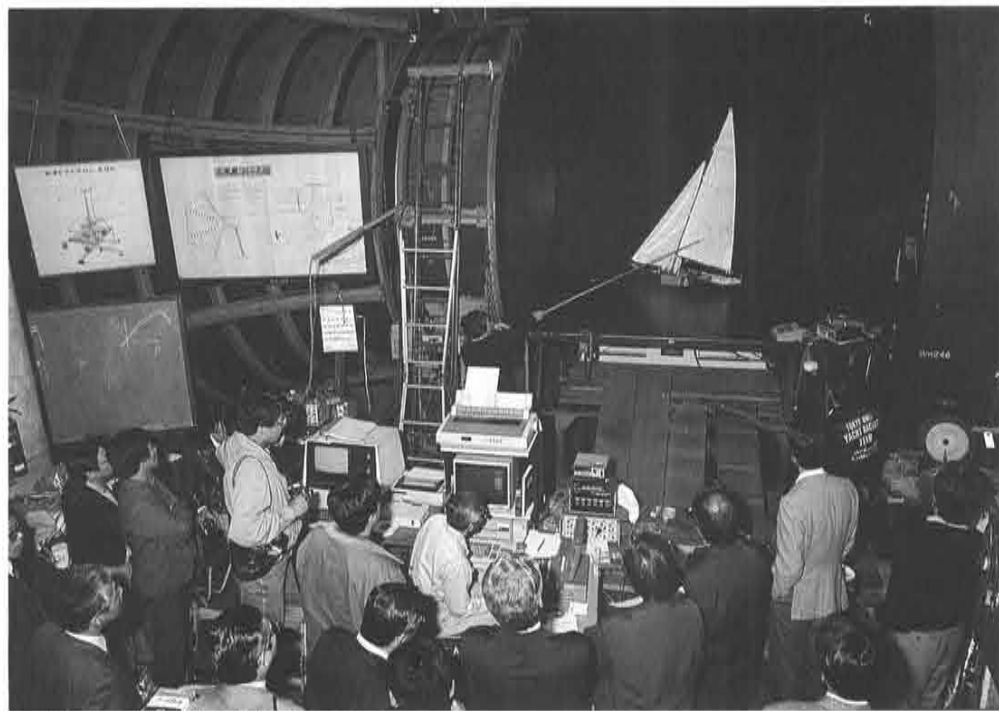


The "Nippon" under sail.



SPECIFICATIONS

Overall length:	24.00 m
Length of waterline:	21.70 m
Overall width:	5.50 m
Draft:	4.00 m
Mast height (f/water level):	35.00 m
Sail area : main:	212.6 m ²
: jib:	97.0 m ²
: spinnaker:	465.0 m ²
Displacement:	24.00 tons
Displacement (theoretical):	22.00 tons
Number of crew:	16
Speed (in 10 knot wind):	9.6 knots
Hull material:	Carbon fiber composite
Sail material:	Kebler
Batten material:	Carbon fiber composite



A wind tunnel is used for sail simulation experiments.



The characters "Nippon" on the transom were written for the NCAC by Prime Minister Kaifu, himself.

epoxy. This special hull and deck material is pressure-applied in a near-vacuum environment, after which the entire form is hardened in a huge oven at the high temperature of 70° C. This method enables the amount of pre-pregnating epoxy to be accurately controlled. The result, is the kind of stiff, light, distortion-free hull that makes for a fast yacht.

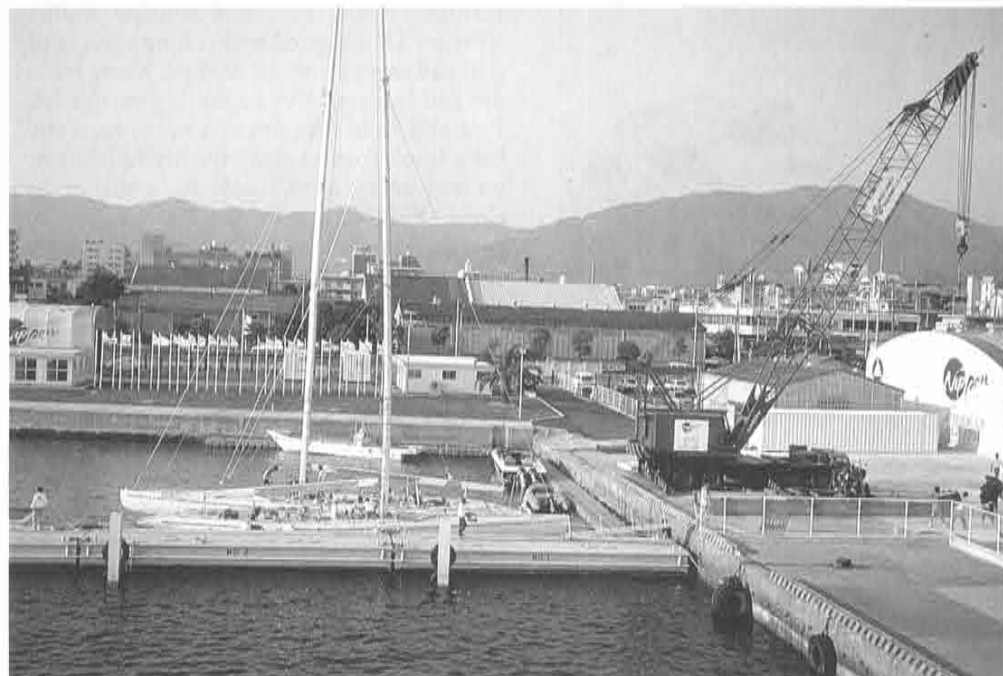
Expanding our horizons by taking on new challenges

The crew that will man the challenge boat "Nippon" are training at the NCAC base camp in Gamagori, Aichi Pref., on the central Pacific coast. From physical training to polishing of technical skills, and even

dietary supervision; all aspects of the crew's training are in full swing. Several Yamaha employees are among these devoted young men-in-training who will eventually be entrusted with the job of racing the "Nippon". Although Japan has a long and illustrious maritime tradition in the commercial sector, when it comes to marine leisure sports it still has much to learn from other countries. For Yamaha, a grand project like this not only gives us an opportunity to contribute fully from the strengths of our Marine Division with its wide range of marine products, development capabilities and

originality, but at the same time to learn much from people of other industries and other countries. By helping introduce such a prestigious sporting event as the America's Cup to a wider audience, we feel we are making a valuable contribution to the fostering of new marine culture in Japan. But that is not all. It is an important belief of our corporate philosophy that participation in such projects will reap us an untold wealth of new appreciation, new knowledge, and new ways of looking at things that will surely feed back into our products in positive and creative ways.

Both the hull and deck are constructed of reinforced plastics using carbon fiber. The carbon fiber that is used, however, is not common carbon fiber, but a specially prepared material that is pre-pregnated with



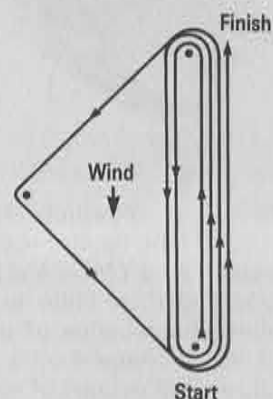
The base camp at Gamagori.

HOW THE RACES WILL BE RUN

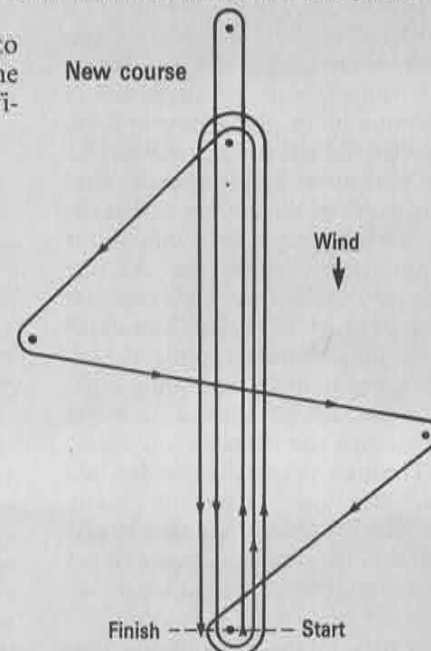
This next holding of the America's Cup will be contested by a new type of yacht based on a new formula, and there will be a number of other changes as well. One of these will be in the course layout. As you can see from the diagrams, the new course will be more complicated than previous ones. The new course also involves tighter turning angles at the buoys, a fact that should lead to many close and exciting duels at the markers. Spectators will also appreciate the fact that the new course will call for the boats to finish running downwind with their colorful spinnakers flying in full sail.

Plans call for the 27th America's Cup to commence in San Diego in 1992, with the preliminaries starting in January and the finals taking place sometime in May.

The course of 26th match



New course



Yamaha Snowmobile Business



Satisfying people, respecting the environment



The Venture, on the run.

Yamaha Motor released its first production snowmobile model, the SL350, in Japan back in 1968. And within several years, this initial model powered by a 2-stroke, 2-cylinder 350cc motorcycle engine, had made its debut in the U.S. and Europe, as well. Today, YMC is a company thoroughly dedicated to sound diversification of its corporate activities, and within the wide ranging businesses that Yamaha boasts today, its snowmobiles, along with its ATVs and Golfcars, is an example of a successful branch of business that got its start at a comparatively early stage.

Consciousness-raising activities take top priority

In the 70s, some 100 large and small manufacturers supplied 500,000 snowmobiles to the North American market. By 1979, however, the boom had passed and that year's sales slumped to nearly half of what they had been in the peak years. To these woes were added several years of poor snow and the two oil shocks. Eventually it was only a handful of manufacturers that survive these years, and YMC was one of them. This can perhaps be accredited to YMC's devotion to the philosophy of helping people discover the fun of snowmobiling as we worked to build products that truly fit the needs of the market and at the same time create the right environment for the snowmobile to flourish in. As one aspect of these efforts, YMUS got together with its dealers to establish the "Yamafest" program. Holding Yamafest events was envisioned as a way to involve not only existing snowmobile fans but also those as yet unacquainted with the pleasures of snowmobiling. Through games, demo rides, displays, etc., Yamafests served to greatly expand the base of snowmobile fans by giving more and more people a chance to get to know the joys of these unique winter vehicles.

In order to prevent the kind of use that offends others, and to build social accep-



Venture XL



Venture TF



Exciter II



Phazer ST

tance of their sport, snowmobilers in the U.S. in particular have banded together in a system of clubs. And YMUS and its dealers are supporting these clubs in several ways, including the donation of prizes to award clubs which compete on a nationwide basis through programs of social activities such as rescue service, winter trash collecting and many other imaginative so-

cial services.

The trend is toward family sports

In North America the snowmobile has mainly been a pleasure-use vehicle, while in Europe it has mainly served people as a utility vehicle among the Laplanders of Northernmost Scandinavia. Recently, however, there is an increasing amount of pleasure-

oriented snowmobile use in Europe, as well. Whereas once people sought the ultimate in fun and excitement from snowmobiles, the trend today is to enjoy snowmobile riding as a time to deepen friendships and family ties, or to commune with the natural beauties of the great winter outdoors. Today it is not enough just to have a snowmobile that runs. People now want models that are harmonious and trouble-free from a human and environmental standpoint, and they want models for long, comfortable winter touring.

Always trying to reflect market trends

For the 1991 season, YMC has developed four new models that we believe reflect the changing market trends. First comes the Venture XL, a two-seater designed with long family touring in mind. This sporty, easy to maneuver model has many helpful features including a reverse gear system. For Europe comes the grand touring model Venture TF designed with a long track and a useful rear carrier. In Europe, where trails are just beginning to be built, a carrier for fuel and food supplies is a must, as is the long track for handling freshly fallen, unpacked snow conditions. In addition to these, YMC will offer the Exciter for the North American and Japanese markets, and a longer track Phazer, built to handle both mountain and flatland runs, for the North American and European markets. Having cleared the hard years that bottomed out in 1984-85, the snowmobile market of today has recovered a sense of stability and vitality, and expectations are strong for a real growth in demand. From now on YMC's snowmobile division will continue its efforts to answer market needs and, at the same time, continue the equally important work of building the type of environment that will enable the snowmobile to serve and delight people whenever and wherever winter snows cover the land.

WORLD CHAMPIONSHIP ROAD RACING

Kocinski Cops World Crown in Last Round

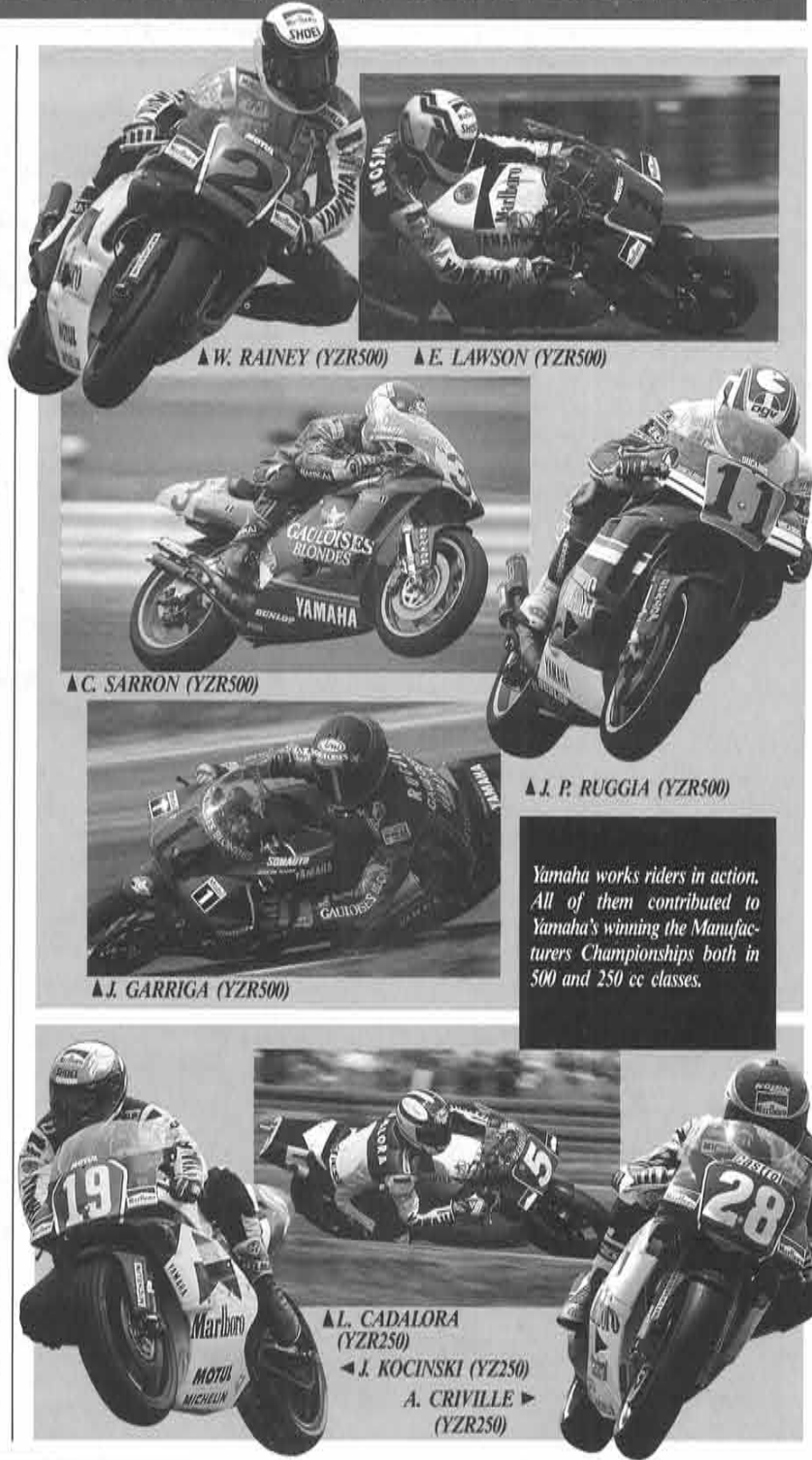
On September 2, at the 14th round of the 250cc World Championship series held in Hangaroring, Hungary, Marlboro Team Roberts Yamaha's John Kocinski scored a brilliant start-to-finish victory, building a 4-second lead over second-place Helmut Bradl (Honda). Series leader Carlos Cardus finished 3rd, allowing Kocinski to close within 5 points in the series standings and keep alive the possibility of a come-from-behind championship win for Kocinski in the last round. Marlboro Yamaha Team Agostini's Luca Cadalora out-distanced his teammate Alex Criville to finish 4th.

Meanwhile, in 500cc action Wayne Rainey, having already clinched the Championship in the previous round, took the lead at the start, followed closely by teammate Eddie

Lawson and rival Kevin Schwantz (Suzuki). The day would go, however, to pole position winner Michael Doohan (Honda), who battled up from a late start to catch and pass Rainey on lap 14. As Doohan maintained the lead in the later stages Rainey began to slow down with brake trouble and eventually fade from the competition. Doohan went on to claim his first GP win, with a big 26-sec. margin over second place Lawson. Ducados Yamaha's ace, Juan Garriga, finished 5th just ahead of Gauloises Yamaha's Jean-Philippe Ruggia, whose teammate Christian Sarron retired on lap 7 with tire problems.

The stage moved to Australia's Phillip Island for the last round of the 1990 series where 64,000 fans were on hand to see Kocinski win his first title in the 250cc class. Going into the race, Kocinski knew only a win would give him a chance at the title and he rose to the occasion with a clean getaway from his pole position. He led the opening lap with Wilco Zeelenberg (Honda), Didier De Radigues (Aprilia), Cadalora and Bradl, as point leader Cardus struggled in 8th after a bad start. As a two-way battle for the lead developed between Kocinski and Bradl, Cardus moved up to contend for 3rd with Cadalora and Zeelenberg. Bradl moved into the lead past Kocinski on lap 13 and held it until the 24th lap when the American rallied back, riding his YZR250 home to the win and his first Championship title. While this was going on Cardus was in the pit with a broken change pedal that kept him from finishing the race.

In the 500cc class race, a fierce 4-man dogfight raged between Doohan, Wayne Gardner, Rainey and Schwantz. The lead changed hands several times, with Rainey leading on laps 6 and 11. With 3 laps left in the race it was Gardner who made a break and raced on to the win, with Doohan finishing 2nd, Rainey 3rd and Schwantz crashing out. Lawson and Garriga crossed the line in 4th and 6th respectively.



Yamaha works riders in action. All of them contributed to Yamaha's winning the Manufacturers Championships both in 500 and 250 cc classes.



W. RAINEY

J. KOCINSKI

RESULTS

'90 WORLD CHAMPIONSHIP ROAD RACING

13th Round - Czechoslovakia - Aug. 26

- 500cc class**
1. W. Rainey Yamaha
 2. W. Gardner Honda
 3. E. Lawson Yamaha
 4. N. McKenzie Suzuki
 5. J. Garriga Yamaha
 6. C. Sarron Yamaha

- 250cc class**
1. C. Cardus Honda
 2. J. Kocinski Yamaha
 3. H. Bradl Honda
 4. L. Cadalora Yamaha
 5. D. Sarron Honda
 6. M. Wimmer Aprilia

14th Round - Hungary - Sept. 2

- 500cc class**
1. M. Doohan Honda
 2. E. Lawson Yamaha
 3. K. Schwantz Suzuki
 4. W. Gardner Honda
 5. J. Garriga Yamaha
 6. J. P. Ruggia Yamaha

- 250cc class**
1. J. Kocinski Yamaha
 2. H. Bradl Honda
 3. C. Cardus Honda
 4. L. Cadalora Yamaha
 5. A. Criville Yamaha
 6. D. Sarron Honda

15th Round - Australia - Sept. 16

- 500cc class**
1. W. Gardner Honda
 2. M. Doohan Honda
 3. W. Rainey Yamaha
 4. E. Lawson Yamaha
 5. N. McKenzie Suzuki
 6. J. Garriga Yamaha

- 250cc class**
1. J. Kocinski Yamaha
 2. H. Bradl Honda
 3. L. Cadalora Yamaha
 4. D. Beattie Honda
 5. W. Zeelenberg Honda
 6. A. Criville Yamaha

FINAL CHAMPIONSHIP POSITIONS

- 500cc class**
1. W. Rainey Yamaha ... 255 pts.
 2. K. Schwantz Suzuki ... 188 pts.
 3. M. Doohan Honda ... 179 pts.
 4. N. McKenzie Suzuki ... 140 pts.
 5. W. Gardner Honda ... 138 pts.
 6. J. Garriga Yamaha ... 121 pts.

- 250cc class**
1. J. Kocinski Yamaha ... 223 pts.
 2. C. Cardus Honda ... 208 pts.
 3. L. Cadalora Yamaha ... 184 pts.
 4. H. Bradl Honda ... 150 pts.
 5. W. Zeelenberg Honda ... 127 pts.
 6. M. Wimmer Aprilia ... 118 pts.

WORLD CHAMPIONSHIP MOTOCROSS

500cc class 7th Round - U.K. - July 8

- 1st race**
1. E. Geboers Honda
 2. J. Martens KTM
 3. D. Geukens Honda
 4. J. Leisk Honda
 5. D. Thorpe Kawasaki

- 2nd race**
1. E. Geboers Honda
 2. D. Geukens Honda
 3. J. Martens KTM
 4. K. Nicoll KTM
 5. K. Ljungqvist Honda

8th Round - Germany - July 15

- 1st race**
1. J. Martens KTM
 2. E. Geboers Honda
 3. P. Malin Kawasaki
 4. D. Lacher Honda
 5. K. Nicoll KTM

- 2nd race**
1. J. Martens KTM
 2. K. Nicoll KTM
 3. M. Anstie Honda
 4. E. Geboers Honda
 5. K. van der Ven KTM

9th round - San Marino - July 29

- 1st race**
1. E. Geboers Honda
 2. F. Rossi KTM
 3. D. Thoepe Kawasaki
 4. D. Geukens Honda
 5. G. Cavatorta Honda

- 2nd race**
1. E. Geboers Honda
 2. K. Nicoll KTM
 3. P. Malin Kawasaki
 4. D. Geukens Honda
 5. F. Rossi KTM

10th Round - Belgium - Aug. 5

- 1st race**
1. D. Thorpe Kawasaki
 2. P. Malin Kawasaki
 3. K. van der Ven KTM
 4. K. Nicoll KTM
 5. E. Geboers Honda

- 2nd race**
1. E. Geboers Honda
 2. K. Nicoll KTM
 3. K. van der Ven KTM
 4. P. Malin Kawasaki
 5. D. Geukens Honda

11th Round - Luxembourg - Aug. 12

- 1st race**
1. J. Martens KTM
 2. E. Geboers Honda
 3. D. Thorpe Kawasaki
 4. A. Pantilla Honda
 5. K. Nicoll KTM

- 2nd race**
1. D. Geukens Honda
 2. D. Thorpe Kawasaki
 3. K. Nicoll KTM
 4. J. Martens KTM
 5. R. Andrews Honda

12th Round - U.S.A. - Aug. 26

- 1st race**
1. E. Geboers Honda
 2. J. O'mara Kawasaki
 3. R. Johnson Honda
 4. J. Matiasovich Kawasaki
 5. K. Nicoll KTM

- 2nd race**
1. R. Johnson Honda
 2. E. Geboers Honda
 3. K. Nicoll KTM
 4. J. Matiasovich Kawasaki
 5. J. Leisk Honda

FINAL CHAMPIONSHIP POSITIONS

1. E. Geboers Honda ... 393 pts.
2. K. Nicoll KTM ... 294 pts.
3. D. Geukens Honda ... 247 pts.
4. J. Martens Kawasaki ... 240 pts.
5. D. Thorpe Kawasaki ... 233 pts.

250cc class 12th Round - Germany - Aug. 26

- 1st race**
1. A. Puzar Suzuki
 2. P. Johansson Yamaha
 3. M. Fanton Suzuki
 4. R. Herring Suzuki
 5. T. Parker KTM

- 2nd race**
1. A. Puzar Suzuki
 2. D. Stribbos Kawasaki
 3. P. Johansson Yamaha
 4. P. Vehkonen Yamaha
 5. P. Iven Suzuki

FINAL CHAMPIONSHIP POSITIONS

1. A. Puzar Suzuki ... 362 pts.
2. P. Vehkonen Yamaha ... 256 pts.
3. J. van den Berk Suzuki ... 246 pts.
4. M. Fanton Suzuki ... 194 pts.
5. D. Stribbos Kawasaki ... 179 pts.

125cc class 7th Round - Germany - June 17

- 1st race**
1. D. Schmit Suzuki
 2. B. Moore KTM
 3. A. Bartolini Honda
 4. B. Manneh KTM
 5. M. Healey KTM

- 2nd race**
1. B. Moore KTM
 2. T. Vohland Suzuki
 3. C. Sweebe Yamaha
 4. S. Everts Suzuki
 5. B. Manneh KTM

8th Round - U.K. - June 24

- 1st race**
1. A. Morrison Honda
 2. Y. Demaria Yamaha
 3. J. Belval Suzuki

4. C. Sweebe Yamaha
5. B. Moore KTM

- 2nd race**
1. D. Schmit Suzuki
 2. M. Healey KTM
 3. B. Moore KTM
 4. R. Hunt Honda
 5. A. Bartolini Honda

9th Round - Ireland - July 1

- 1st race**
1. D. Schmit Suzuki
 2. B. Moore KTM
 3. Y. Demaria Yamaha
 4. A. Morrison Honda
 5. S. Everts Suzuki

- 2nd race**
1. B. Moore KTM
 2. B. Manneh KTM
 3. A. Morrison Honda
 4. D. Schmit Suzuki
 5. S. Everts Suzuki

10th round - Switzerland - July 29

- 1st race**
1. D. Schmit Suzuki
 2. S. Everts Suzuki
 3. B. Moore KTM
 4. M. Healey KTM
 5. P. Beirer Suzuki

- 2nd race**
1. D. Schmit Suzuki
 2. S. Everts Suzuki
 3. P. Beirer Suzuki
 4. B. Moore KTM
 5. P. Tragter Suzuki

11th round - Portugal - Aug. 5

- Overall**
1. D. Schmit Suzuki
 2. T. Tragter Suzuki
 3. Y. Demaria Yamaha
 4. S. Everts Suzuki
 5. T. Vohland Suzuki

12th round (Spain) was cancelled

FINAL CHAMPIONSHIP POSITIONS

1. D. Schmit Suzuki ... 285 pts.
2. B. Moore KTM ... 214 pts.
3. S. Everts Suzuki ... 161 pts.
4. A. Bartolini Honda ... 155 pts.
5. M. Healey KTM ... 154 pts.

Solar power with lots of go!

HAMANA-KO SOLAR-POWERED BOAT RACES

Amidst the increasing worldwide campaigning for environmental protection in recent years, greater attention than ever before is being brought to focus on clean, natural sources of energy. Solar energy is one such source, and around the world today a number of events are being held that highlight the potential of harnessed energy from the sun. In July of this year, for example, a large cross-continent solar car race was held in the U.S., and in November the starting gun is scheduled to sound for the "World Solar Challenge" car race in Australia.

In a slightly different variation on the same theme, a solar boat event organized by the Hamana-ko Solar Boat Race Organizing Committee and co-sponsored by YMC was held this August 25 and 26 at the Yamaha Marina Hamana-ko. A total of 8 unique and varied solar boats took part in the contest. The 30°C heat was perfect for these solar-powered boats, as they competed in a 200 meter trial race and a one-hour endurance race on the second day of the meet, with 7 of the 8 competitors finishing. The winner of both races was the Moriyama Mfg. Co.,



Ltd. entry named "Taiyo ga Ippai (Bright Sunshine)". This converted Yamaha ocean scull was the winner of last year's race, as well. Next year the competition may be tougher, however, as plans call for the holding of an international competition here at Hamana-ko.



A big dragonfly takes to the sky

JAPANESE NATIONAL BIRDMAN CONTEST

On August 4, the 14th annual Birdman Contest was held on the shores of Lake Biwa near Kyoto, and among the contestants was the engineer team from YMC looking for its third win in this unique competition. This year's entry by the Yamaha "Team Aerocepsy", which was formed back in 1983, was a carbon fiber craft weighing 35kg and boasting a 24-meter main wing named the "Super Gokuraku Tombo (Super Happy Dragonfly) II". The craft is powered by



a single pilot pedalling in the cockpit to turn a propeller. The "Super Gokuraku Tombo II" reflects the recent trend in this competition toward lighter planes using high-tech materials and improved engineering. This year's contest gathered 67 entries from around Japan to compete for manpowered flight distance. The winning team, the "Birdman" from Nihon University managed to cover 1,810.5 meters. As for the 16-man Yamaha team, their "Gokuraku Tombo II" which took them roughly 2 years and numerous tests to design and build, finished a reputable 3rd with a record of 513.7 meters. The team is determined to be back next year with new ideas and a better craft.



World's top riders show how it's done at Sugo



At the start of the 250cc class race, Kocinski (01) leads the pack on his new TZ250.

Every year the TBC Big Road Race at Sportsland Sugo circuit gives Japanese race fans chance to see the world's top motorcycle stars in action. This year's event, now in its 18th running, attracted some 46,000 fans anxious to see the likes of newly crowned 250cc World Champ, John Kocinski (Marlboro Team Roberts Yamaha), second place finisher in the World 500cc championships, Kevin Schwantz (Suzuki) and French veteran,

Christian Sarron. From the start in the 500cc class, Kevin Schwantz and his Suzuki teammate Nial McKenzie set the early pace. Before soon, Schwantz was all alone and widening his gap over the field on his way to a runaway victory. Sonauto Yamaha star Christian Sarron held second, until machine trouble pulled him out of the race leaving McKenzie in the No. 2 spot. Japanese Yamaha riders, Norihiko Fujiwara and Shinji Katayama finished 3rd and 5th.

The 250cc race was significant for Yamaha fans not only because of the presence of recently crowned World Champ, John Kocinski, but also because this race marked the debut of the '91 TZ250 machines. Kocinski (Marlboro Team Roberts Yamaha) rose to the occasion, along with Japanese Yamaha star Tetsuya Harada (Nescafé Racing Team Yamaha) to give Yamaha a big 1-2 victory in the new TZ's debut race.

This year's TBC Big Road Race had another special significance for Yamaha people in the racing world, in that it marked the retirement race of a great Yamaha star, Frenchman Christian Sarron of the Sonauto Yamaha racing team. After a short career as an F750 rider, Sarron entered the World GP for the first time in 1976. When he won the World 250cc Championship in 1984, Sarron followed the course of many past champions by moving up to the 500cc class in 1985. In 1989 he turned in his best performance in this class by finishing 3rd in the season ranking behind Eddie Lawson and Wayne Rainey. After the TBC race Yamaha representatives from Japan and around the world got together at a party to bid a fond farewell to this beloved rider, who for 15



C. Sarron

years was a central figure on the European racing scene. Although many will miss the sight of Sarron's blue Gauloises uniform on the track, he will still be with us as manager of the Sonauto team starting next season. Thank you, Christian!

At the same party, Yamaha people had another star to pay tribute to, as well. John Kocinski received the hearty congratulations of all for winning his first World Championship.



C. Sarron (left) and J. Kocinski donning Samurai helmets at the party



From left: McKenzie, Schwantz and Fujiwara