

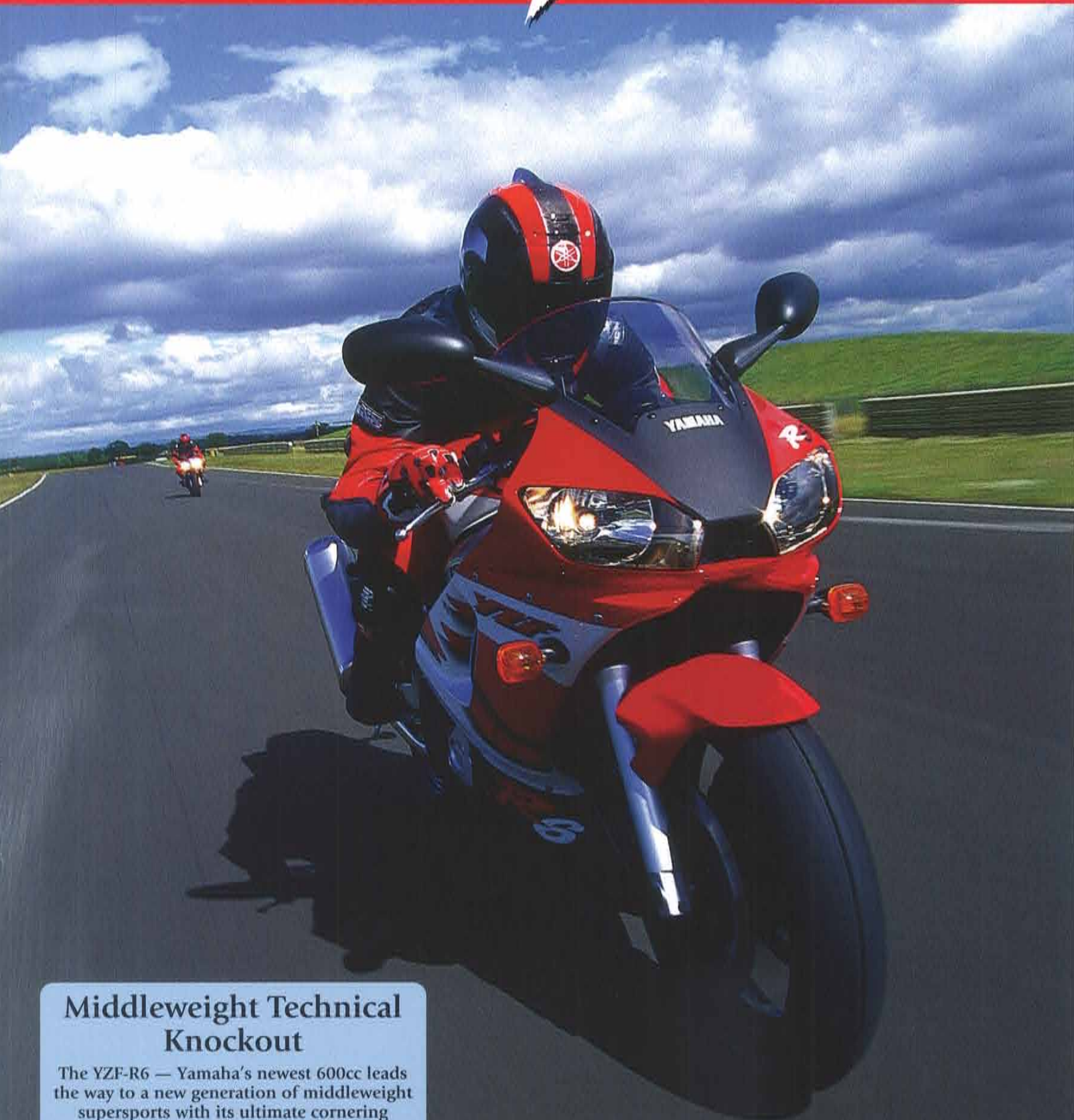
YAMAHA MOTOR CO., LTD.

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# Yamaha News

No. 5

BIMONTHLY



## Middleweight Technical Knockout

The YZF-R6 — Yamaha's newest 600cc leads the way to a new generation of middleweight supersports with its ultimate cornering performance and impressive R-looks.

# The future on two wheels



The newly-introduced YZF-R6 is a 600cc pure supersport that achieves a power output equivalent to 200hp/liter from a DOHC liquid-cooled 4-cylinder engine

Yamaha's new motorcycle models for 1999, the next-generation 600cc supersport YZF-R6, the ultimate superbike model YZF-R7 and the XVS1100, the new big-end model for the popular Drag Star series, were rolled out in grand style amidst the backdrop of an expanding European market at the first Intermot show held in Munich from September 16 to 20.

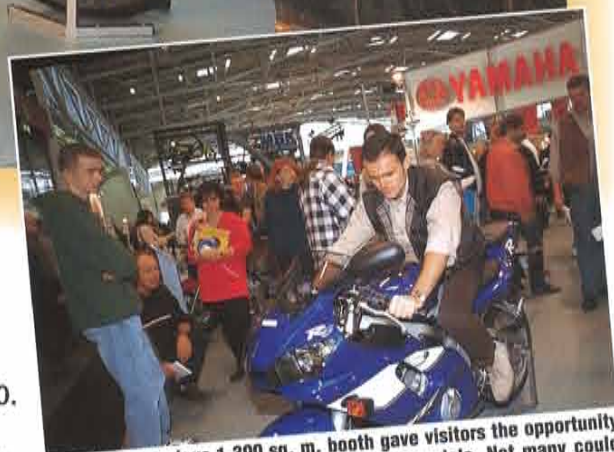
Germany's Bavarian capital Munich, less than a week away from its famous Oktoberfest, played host to the first holding of the Intermot, an international trade fair for the motorcycle and scooter industry. Organized by Messe München GmbH and the Motorcycle Industry Association of Germany (IVM), the fair attracted some 800 exhibitors from 30 countries and gathered more than 140,000 visitors from around the world to a newly opened Munich Trade Fair Centre over its five-day run.

The success of the show was strong evidence of the momentum behind the recent two-wheeler boom in Europe. Thanks to factors like the new driving license regulations and continued econo-

my stability, motorcycle registrations grew by more than 22.1% in 1997 compared to the previous year.

## *The hardware dreams are made of*

After the sensational debut of the R1 in the European market last year, expectations have been extremely high for Yamaha's '99 models. So, it was no surprise when over 600 members of the press, distributors and other guests showed up for the Yamaha press preview held on the evening before the official Intermot press day, anxious to be witness to what's new from Yamaha for '99. Those expectations were not let down, as Yamaha Motor Europe N.V. spectacular-



Yamaha's spacious 1,300 sq. m. booth gave visitors the opportunity to get an up-close look at almost all the models. Not many could resist sitting astride the R6 and getting a feel for this revolutionary middleweight supersport model

ly introduced another 'uncompromising' new supersport model, the middleweight YZF-R6. Appearing before the audience on a large screen was the unmistakable face of the R1 asking, "Do you remember me?" After that he proceeded to lead the audience into the an entrancing world of image, dance and music.

"We wanted to demonstrate the spirit behind the R6 through the media of dance, lighting and music," explained Mr. Jim Gilroy of YMENV's Communication Division. "In the performance, the R6 as a white angel is accepted into heaven only after he earns his wings, rep-



The star of the Yamaha cruiser category for '99 is the large-capacity V-twin XVS1100 Drag Star, boasting a powerful 1,063cc engine and new high-rigidity double-cradle tubular steel frame

resented by the traits of Power, Lightness, Speed and Competitiveness. It is an expression of the Yamaha 'R' series philosophy, which seeks to translate emotion into reality." The message seemed to strike a positive chord with the journalists. The editor of Finland's Tekniikka Maailma in, called the presentation simply 'extra ordinary!' He continued, "There was a lot to see and now we understand the concept on which the bikes of the R series have been built."

### Taking stock of the R6

But what exactly are the technical attributes of the vaunted new middleweight contender YZF-R6? This 600cc model achieves a class-leading 120hp with the unbelievably light weight of 169kg, all in a compact body with an ultra-short 1380mm wheelbase. Yamaha Motor Company's Project Leader for the R series, Mr. Kunihiro Miwa, describes the R-series machines as products born of a thorough questioning of what the fundamental joy of a supersport bike is: the full and uncompromised enjoyment of cornering. To translate this concept into reality, his team of engineers pursued the ultimate in cornering performance, while at the same time developing engines with the right power-delivery characteristics to match the performance aims.

Unlike the R1, which is characterized by its sharp handling performance while cornering, the R6 is designed to enable a very deep lean angle to maintain speed through a corner with a feeling of consummate rider control.

As for its styling, a greater accent has been placed on straighter lines to give the bike an even sharper, sportier image. Also, placing the air-induction inlet between the two upward-slanting headlights gives an even more imposing expression to the 'face' of the R6. The biggest surprise awaiting the guests that day was the unexpected unveiling of the YZF-R7, Yamaha's newest ultimate superbike, combining the advanced engine technology featured on the R1 with a GP-specification chassis design. World Superbike rider Noriyuki Haga rode out onto the stage on the bike to a seemingly endless barrage of camera flashes.

### Showing the new face of Yamaha

On the first day Intermot opened to the public, the Yamaha booth was crowded with dealers, customers and also many of journalists anxious for a firsthand look at the '99 Yamahas. In the 1,300-square-meter Yamaha booth, more than 100 bikes were displayed in category-specific areas. The Supersport section was highlighted by race-concept versions of the R-series models R6, R7 and R1. A silver colored R6 in the center and its stripped-down version on the far right drew an endless flow of visitors eager to inspect the model in detail.

Being a long-time Yamaha fan himself, the editor of Biker magazine of the U.K.



The YZF-R7 is introduced by Noriyuki Haga at the press preview evening



The first Intermot show occupies seven exhibition halls at the Munich Trade Fair Center

said he hopes Yamaha will continue this trend and always be there pushing at the front as the industry's 'per-

formance' manufacturer.

The journalists from Motorrad Reisen & Sport had no doubts about the success of the new R6 considering the strong recent growth in the 600cc class in the German market thanks to features like its easy handling and attractiveness to both younger and older users.

In the Cruiser section to the left side, the new XVS1100 Drag Star was placed prominently on the large center table surrounded by the XVS650 Drag Star and the Royal Star and Virago series.

Yamaha Motor Deutschland's Vice President of Marketing Mr. Manfred Weihe, who also serves as Vice President for the IVM, explained the concept of the Yamaha booth.

"There were two priorities for the booth, the first to introduce customers to our new models for '99, which include the R6, R7 and XVS1100. The second aim was to introduce our new corporate colors of red and silver and the reinstated tuning fork logo."

With impressive displays of Yamaha engineering at the Intermot, the energy of the new models and the Yamaha staff, plus the expressions of corporate policy aimed at communicating that special sense *Kando*, the Yamaha booth gave visitors an exciting glimpse into the Yamaha world for '99.

# Making it a Yamaha continent

■ Yamaha Motor Australia Pty., Ltd. ■ Sydney, Australia  
 ■ Founded: 1983 ■ Employees: 100

Australia, the world's only continent-nation, is a land of great diversity, not only in natural environment, which ranges from the deserts of Western Australia to the lush forests of Tasmania, but also in its peoples. Besides the continent's indigenous Aborigines and the original immigrants from Britain and Ireland whose descendants make up 80% of Australia's population today, people have come to the big "Down Under" from all over the world seeking a better life.

One has only to walk down the streets of its major cities and see the array of ethnic restaurants to get the picture. And the world is sure to get a vivid picture of big-

hearted Australian hospitality when our largest city, Sydney, hosts the Olympic Games in the year 2000.

Few people in the world love the great outdoors and have more of it to enjoy than we Aussies. And for 15 years since its founding in 1983, the people of Yamaha Motor Australia (YMA), with its head offices in Sydney and branches in New South Wales, Queensland, Victoria, South Australia and Western Australia, have been supplying Australians with a full range of quality Yamaha products.

The lineup ranges from motorcycles, ATVs, golf cars and power products to outboard motors, Water Vehicles and boats manufactured under the

Southwind brand name for the big marine market. The products we sell come not only from Japan and Australia but also include popular models from other Yamaha manufacturing bases like the TT600R motorcycle from Italy's Belgarda, CW50 scooters from France's MBK, and golf cars from YMMC in the USA.

The Yamaha brand name is known and respected throughout Australia today and our products command top share in nearly every category. Wherever you go you will see people at work and play with their Yamahas. The scene may be bikers touring the "outback," boaters on Sydney



The YMA Head Office



YMA President Yoshino (2nd from left) with five staff members who recently received awards for 15 years of service

In Australia, rugged ATVs like this Yamaha "Grizzly" are the workhorses of farmers and graziers everywhere



Sleek Southwind SR655s powered by Yamaha's Saltwater Series outboards are becoming a popular choice amongst discerning Sydney Harbour boaters



Yamaha power products on display at Australia's oldest agricultural show

## Web link to our customers

Harbour, farmers and graziers herding sheep on ATVs or golfers enjoying a round with golf cars on the Gold Coast.

But we know that quality products alone are not enough to keep Yamaha the brand of choice across Australia. That's why we are constantly pursuing innovative promotions. A good example is our support of the Craig Dack Racing Team, which has dominated off-road competition this year with the YZ250 and the 4-stroke YZ400F. We are also title sponsors of the 1998 International Six Days Enduro, which will be held at Traralgon, Victoria in November. This big event attracts thousands of international guests and competitors to some of the world's finest enduro racing. As for user-oriented events, we have teamed up with the popular motorcycle magazine SideTrack to sponsor the Yamaha Bridge to Bridge Imperative, a 5-day navigation run that covers 1,800 km of mostly dirt roads from Sydney to Brisbane.

Innovative finance programs are another area where YMA seeks to lead the market. Just access our YMA Web site and you will find out all you need to know about our highly competitive and user-friendly financing and parts ordering services.

As hosts of the millennial Olympics, everyone in Australia is looking to the future. For the more than 100 employees of YMA, that future is now, as we work to bring quality products and service to every corner of the Australian continent.

*From Toshihiko Shimizu, Company Secretary of YMA*

YMA's Internet site is now in its second incarnation. When we first went onto the Web, a little over 18 months ago, all we had on the site was product and dealer information. Now there's lots more. There's hot news, links to all the other Yamaha sites as well as to other relevant motorcycle sites, lots of model pictures and information, quick time movies of our television ads, and a response page.

This popular response page has proven to be a valuable source of information for us. Not only do we get a chance to communicate directly with our customers, but it's also a great gauge of how Yamaha is perceived in the market.

All good sites must be interactive. Recently, we put a story on our site of an attempt to ride across Australia (5,400km) in 4 days on the WR400F. This story was linked to other Yamaha sites around the world giving all the lead-up information to the attempt, and we quickly saw the power of the Web when we received dozens of messages of encouragement for the team. The page then went "live" during the period of the ride from Sept. 5 to 9, 1998.

To our current Motorcycle and Golf Car info we are now adding Marine and Power Products, so visit us soon at [www.yamaha-motor.com.au](http://www.yamaha-motor.com.au).

*From Steven Cotterell, National Sales and Marketing Manager of YMA*



## 4-stroke YZ400F a strong winner

Yamaha's 4-stroke motocrosser YZ400F is enjoying incredible success with the Craig Dack Racing (CDR) Team in local competitions here in Australia.

Team rider and defending series champion Craig Anderson has totally dominated the first four rounds of the Thumpernats four-stroke motocross championship, taking eleven moto wins from twelve starts!

Anderson's machine has a factory-built cylinder and piston designed to make the bike eligible for competition in the premier Thumpernats class, for 401cc to 650cc machines, and has proven competitive in a field of open-class four-stroke machines. These four rounds at Geelong, Kempsey, Conondale and Nowra have seen the 20-year-old Newcastle resident establish a huge 65 point lead.

As Australian 250cc motocross and Supercross champion, Anderson mostly races a YZ250, but greatly enjoys his opportunities to ride and race the YZ400F. "It's an excellent bike to ride," says Anderson. "I have one as a practice bike, and I ride it every day."

What's more, with Anderson and Darryl Hurley, who replaced Danny Ham retiring from the season for a leg operation, the Craig Dack Racing Team is dominating all other MX championships, including national SX, both 125/250 cc class national MX and national SX Masters in Australia this year.

*From Barbara Murphy, Marketing Dept. of YMA*



Craig Anderson, winning here at Round 3 of Thumpernats in Conondale, Queensland, is well on his way to the title



# WORLD TOPICS

## MOTORCYCLES

### CHINA

## First made-for-China model

Chongqing Jianshe Yamaha Motor Co. Ltd. (JYM) has released the first Yamaha motorcycle model developed specifically for the Chinese market. The Jin Long JYM250 was launched at a combined press introduction and dealer meeting at a popular resort in Guangzhou on July 3 and 4 this year.

This is the fourth model to be manufactured locally by JYM, and has the largest displacement. It is the first American-style bike to be developed for the Chinese market. Interestingly, the catch phrase "Here comes a new lifestyle" is being used in TV commercials.

As part of the press introduction on the first day, the first full-fledged test ride ever for the press in China was held. Around 20 guests from the local press, from TV stations to motorcycle industry magazines, participated. A magazine writer praised the bike after riding it: "Overall, the beautiful finish is impressive. And the price is reasonable. The engine features are amazing, and it's so quick off the mark when you open the throttle."

On the second day, the dealer meeting was attended by around 50 dealers and



The JYM250 was developed with Chinese tastes in mind, incorporating a gold coloring scheme and the traditional Chinese image of a dragon

service personnel who digested a satisfying menu of product descriptions, sales strategy presentations, service instruction, and test rides. The event was flavoured throughout the day with the expectation of new business.

China has become the world's largest manufacturer of motorcycles, and over these two days, the eyes of the Chinese media and dealers alike were fixed on the JYM250.

*From Masaaki Suzuki of YMC, Japan*

### FRANCE

## MBK assists F1



McLaren F1 pilot Mika Hakkinen with the MBK scooter Nitro

MBK France has for six years been assisting the major F1 racing teams by lending them MBK scooters. The scooters are provided for the official F1 pilots during the season. In 1998, the F1 teams who have been equipped with the Nitro model include McLaren, Arrows, Tyrrell and Stewart. Bridgestone and the French TV channel TF1 also took part in the MBK initiative.

*From Claude Alombert of MBK, France*

### MEXICO

## Winning combination

YMMEX (Yamaha Motor de Mexico) introduced the new YZF-R1 on June 30 at a well-known venue for young peo-

ple in Mexico City. Omar Isaak was the one to mount the R1, and it was a winning combination!

Omar has had his share of racing already during his still young life, with 20 years on Yamaha motorcycles in different categories in Mexico like motocross, supercross and superbike.

In 1978, he reached the pinnacle of Mexican motocross on a YZ-80. This title was the first of a large string of successes. From '89 to '92, he took his skills to the international arena, taking part in races like the CMC Golden State Nationals, GNC Texas series, AMA Supercross, and racing in countries like Guatemala, Costa Rica and Venezuela.

The FMM (Mexican Motorcycle Federation) '98 Championship is Omar's target and to get this, he'll be running the YZF-R1, his new partner on the track.

YMMEX will continue supporting Omar Isaak, as we have for the numerous successes he has achieved to date. In competitions from now on, Omar will be accompanied by a strong partner that will stand by him on his way to the 1st podium.

*From Tatiana Angeles of YMMEX, Mexico*



The YZF-R1 made its Mexican debut in June at a trendy spot in Mexico City

### ITALY

## Lone biker traverses South America

If you want to do a solo tour of South America, we have it on good authority that a secondhand 1983 Yamaha XJ650 is a good option.

Earlier this year, Alberto Zavatta, from Modena, Italy made a spectacular solo journey through Peru, Chile, Argentina and Uruguay on a secondhand XJ650



Alberto maintains there's nothing difficult about planning a trip like his in South America. "Do what I did - just buy a guide book, and get maps from the embassies of the countries you'll ride through so you can research the most suitable roads to take."

he'd bought especially for the trip. After a basic mechanical check, he shipped the bike to Lima, Peru, a process that was a lot less trouble than he'd expected. He got the bike back in one day, and headed south. Following the coast, he went to the southern-most tip of Chile, over the border at charming Bariloche into Argentina, to Ushuaia, up to Buenos Aires, then to Montevideo, Uruguay. The scenery in this part of the world is breathtaking, and the silver mines and ravines made a particular impression on the seasoned adventurer. In Montevideo, he tried to donate his bike to some of the Mission kids, but they wouldn't accept it, so he sold it to a Yamaha dealer. "The owner said he

would keep it for me, and if I ever came back to Uruguay, I could use it any time." He must have made a good impression on the locals!

Alberto took along his own spare parts and tools, but in 16 days, he didn't have to do one mechanical repair. "I rode 10,000 km of desert, 4,000 km of gravel road, as well as mountain roads, but the machine kept going strong," he said.

*From Alberto Zavatta, Italy*

## PORTUGAL

### "Metamorphoses" for a competitive era

On July 6 and 7 this year, 160 people from 23 countries gathered for the annual meeting of Yamaha motorcycle and scooter distributors from all over Europe. In this its 23rd year, which coincided with the 1998 Lisbon World Exposition, the meeting was held at the Caesar Park Penha Longa Hotel in Sintra, Portugal. This year's host and Managing Director of Yamaha Motor Portugal (YMPL), Mr. João Pissarra, welcomed participants, and gave a presentation on Portugal via a computer graphics video,

which portrayed Portugal's rich history as a link between East and West.

Representatives from Japan included YMC President Mr. Hasegawa and Managing Director Mr. Nagayasu. Mr. Hasegawa gave a speech on the age of mega-competition and the rise of expectations in the European market.

Yamaha Motor Europe N.V. (YMENV) stressed the necessity of change in response to changing influences in a highly competitive era, making "Metamorphoses" the theme for this year. The Meeting registered a positive response to the '99 season's new models, the YZF-R6 and the XVS1100, which join this year's YZF-R1 and FAZER 600 in the Yamaha lineup in Europe.

*From Hidetomo Tanaka of YMC, Japan*



Mr. João Pissarra, Managing Director of YMPL, welcomes all the participants in the Distributor Meeting

## Henry and the YZ400F do it

### U.S.A.

On August 30, Doug Henry claimed his first 250cc season title in the AMA National Motocross championship on his YZ400F 4-stroke. This is the first 250 title for Yamaha since Rick Johnson in 1984.

In the third lap of the first heat of round 11, Suzuki's Mickael Pichon edged ahead of holeshot starter Henry, but Henry followed Pichon closely and took back the lead in the 10th lap to leave Pichon in 2nd and Greg Albertyn, also on a Suzuki, in 3rd.

And in the second heat, Henry again grabbed the holeshot, and led until the fourth lap, when Larry Ward on a Suzuki and Mike LaRocco on a Honda closed in, followed by Albertyn. Henry slipped to 4th, but did not need to win the heat to stay ahead, and still finished with a big 63 point lead.

In the 12th and final round held in Delmont, Pennsylvania on September 6, Henry came 2nd and 1st in two heats to finish 1st overall. He rounded off the series nicely with a total of 493 points.



Doug Henry's victory run at Binghamton, New York

On his 2-stroke YZ125, another YMUS factory rider John Dowd took second place in the 125cc class. He wrapped up the final round with two 3rd places in both heats to take his total up to 477 points. Both the '98 Supercross Champion Jeremy McGrath and last year's 125cc



Henry (left) wins his first 250cc Championship, and the first 250 title in AMA National for Yamaha in 14 years

Supercross champion Kevin Windham were out due to injury, and ended up 14th and 8th respectively while

Jim Button finished 6th in the 125cc class. These remarkable overall results brought Yamaha the honor of being number one manufacturer in this year's AMA National and Supercross championships with a point total of 1406, followed by Kawasaki and Honda.

# WORLD TOPICS

## MEXICO

### More instructors certified

A second round of the EMY riding school producing Yamaha instructors, run by YMMEX in Mexico City, has brought the number of instructors certified to teach motorcycle riding skills throughout Mexico to 40. For 4 days from June 22 this year, the riding school was conducted with the support of YMC instructor Hidenobu Toh, who is in charge of training and who is authorized to certify instructors.

The role of the instructors is very important, and they carry a major responsibility within EMY. The course trains participants to not only provide beginners with riding instruction and teach the correct techniques for motorcycle riding, but also to promote a positive image for motorcycles and for Yamaha. Upon receiving their certification, the instructors are obliged to teach at riding schools for customers in their respective cities. The sooner they start instructing, the more quickly they can review what they have learned, the more confident they will be, and the better their performance will be.

Currently, YMMEX and Mr. Toh are working on a project to develop riding



Trainees in Mexico, on their way to becoming certified Yamaha instructors, are enthusiastic about their training

instruction to a higher level, so that it can be provided to police departments, motorcycle fleets, and enduro customers, for example. As well as customers, the public are invited to attend the riding schools through direct mail, with a view to increasing customer demand and promoting motorcycle use. Ultimately, we believe the riding school will help us achieve what we have found all the Yamaha family is interested in — satisfying customers!

*From Tatiana Angeles of YMMEX, Mexico*

## MALAYSIA

### Asia's first moped with catalyzer



The 125Z was unveiled in Malaysia as a new-generation moped that offers a high-level combination of sportiness and utility

On August 18, Malaysian government dignitaries including Minister of Science, Technology and Environment, Mr. Datuk Law Hieng Ding, and industry guests joined representatives of Yamaha's Malaysian partner Hong Leong Yamaha Distributors Sdn. Bhd. to celebrate the launch of the new "Yamaha 125Z." This new 2-stroke moped with an air-cooled single cylinder engine mounted on a twin-tube frame is the first Asian market model to feature an exhaust-scrubbing catalytic inverter function.

With environmental consciousness an increasingly prominent theme in Malaysia these days, the launch of the new 125Z with its high-level integration of sporty performance and practicality with environment-friendly catalyzer function has already drawn much attention in the TV and newspaper media. Following the official launch, dealers

got a chance to see this new-generation model and experience its sports-class performance at dealers meetings held at five locations around Malaysia. Needless to say expectations are high in the marketplace for the new Yamaha 125Z.

*From Hiroto Fujii of YMC, Japan*

## TURKEY

### Big achievement with R1

Turkey's first international motorcycle track race event was held on August 2 this year, and lots of people from all over Turkey gathered for this second leg of the Balcanic Motorcycle Cup in Izmir, at the Pinarbasi Track.

Sixteen riders from Balcanic countries and nine Turkish riders came for the 80cc, 125cc and Open Supersport Class races. Castrol-Yamaha rider Süleyman Memnun was also there for the Open Supersport Class on his YZF-R1, which was almost in its original form.

Although Memnun took pole position with a track record time during seeding on Saturday, he didn't start the race well and was in third place after the first six laps. But in the seventh lap he was ahead, racing with Popovic Predran from Yugoslavia who took second place on a Yamaha TZ250. Mid-way through the race, Memnun started pushing hard as he exhibited the dominating power of the R1. He pulled away from the other riders and finished in first place with a big gap. After the race, everybody agreed that the R1 is the best supersport bike ever built, and that Turkish riders can be successful in this sport as well.

*From Osman Lav of Beldeyama, Turkey*



Memnun's victory with a big lead in the Motorcycle Cup in Turkey has consolidated him as a role model for Turkish riders



## Media treated to '99 preview



Century was one of 27 boats available for product testing at YMUS's annual Press Introduction event

Each year, the Yamaha Marine Group hosts a Press Introduction event to which the press is invited to view and test new product, with the appropriate Yamaha personnel on hand for interviews and information. To launch the '99 Yamaha marine product line for the American market, the 1999 Press Introduction was held from June 6 to 8 at the Marriott Bay Point Resort in Panama City, Florida.

Members of the media tested the new F100, SX150 and SX200 outboard engines. As many as 27 boats were available for testing at the Bay Point Marina, including Century, Cobia, Carolina Skiff, Sea Pro, Scout, Hewes/Maverick, Regulator, Contender, Stamas,

Pathfinder, Parker, Skeeter and Gill.

The event began with a day of boat testing followed by a product presentation at which the press were given a first-hand look at what's new for '99. The second day featured product testing, followed by the First Annual Yamaha Press Meeting Rally at the Super Speed Fun Park, and dinner and an awards ceremony at a local restaurant.

The event concluded with a guided tour of the C & C Manufacturing plant in Panama City, where the press were able to see for themselves how Cobia and Century boats are made.

*From Carolyn LaPierre of YMUS, USA*

## POWER PRODUCTS

### CHINA

## FK-9s take off in China

Leisure karts have recently taken off among young people in China, and more than 10 kart tracks have been opened in Beijing and Shanghai.

A new 1.5km long kart track in Shajin, on the outskirts of Shanghai is all set with 60 Yamaha FK-9 karts. The track is part of a sizeable resort development incorporating a hotel, pool, condominiums and a marina.

The FK-9, mounted with a 90cc scooter engine, is an increasingly popular

We are always looking for interesting stories. Write to Chief Editor T. Omura of the PR Division. Yamaha Motor Co., Ltd. 2500 Shingai, Iwata, Shizuoka 438-8501 Japan.



Recipients of technical service lectures in China inspect an FK-9 kart

leisure choice. It promises a swift ride, and starts easily with its electric starter. To coincide with the delivery of the FK-9s in early August, a Yamaha technical staff member visited the kart track to give lectures in kart service to 10 Chinese maintenance personnel. A whole day of lectures covered FK-9 set up, repair overhauls, the rental kart business, and customer service methods. The participants took plenty of notes and asked plenty of questions, and motivation for the race track's FK-9 debut in October is high.

*From Yosei Sugimura of YMC, Japan*

## LETTER

### To the XT600 staff,

#### ITALY

I have owned a YAMAHA XT600 since 1988. It was 'love at first sight' and no words can explain how happy I am about my motorbike, which I now call an extension of my legs. I feel like I'm walking when I ride my motorbike; that I can do anything and go anywhere. I've traveled a lot on it, from Morocco to Spain, from France to Switzerland, Austria and Germany. I've been to Greece, the Greek Islands, and, of course, I've ridden up and down Italy many times. My motorbike has done about 99,000 km up to today, and I'm very glad that I chose it. I still believe it's the best I could buy. Though I've traveled so much, I have never had to have it



Marco is mad about the XT600 he has had for over 10 years, and calls it "an extension of my legs."

repaired - this fact still strikes me! I feel as enthusiastic as I was when I bought it. When I go down to the garage and turn it on, it always starts on the first try. I think I'll go over 120,000 km, on and on till I have to change the engine.

My ex-girlfriend used to say that I loved my bike more than her - maybe she was right! I hope this letter will get to everyone involved in XT, to thank each and every one of them for having made my partner in freedom.

*From Marco Fornassari, Reggio Emilia, Italy*

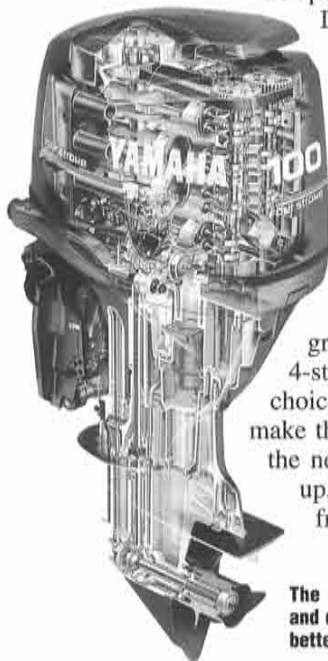
## Outboard line gets 4-stroke flagship

Early this autumn Yamaha Motor is releasing the new F100A, a 100 hp outboard to top Yamaha's increasingly popular line of 4-stroke outboards. Bringing together the latest in Yamaha's marine engine technologies plus the world's first 16-valve DOHC engine ever on an outboard, this long-awaited flagship model sets a new standard for the industry.

The development concept behind the new F100A was to create a new-generation 4-stroke outboard that offered the environment-friendly performance, quietness and fuel economy today's customers expect in a 4-stroke while also eliminating its traditional weak point — a lack of power and torque. This was achieved by adopting a high-performance 16-valve

DOHC engine along with a compact direct-action in-line 4 cylinder configuration and state-of-the-art features like micro-computer ignition mapping to ensure optimum combustion across the entire rpm range and a torque-boosting long-tubed silencer. All of this has given the F100A the highest performance in its class, equivalent to that of a 2-stroke.

As more and more customers in a growing number of markets are choosing 4-stroke outboards as the marine power of choice, Yamaha dealers will now be able to make the customer's choice a better one with the newly expanded Yamaha 4-stroke lineup, now featuring seven models ranging from 4 hp up to the new 100 hp F100A.



The new Yamaha F100A 4-stroke boasts high power and quick acceleration as well as low idling noise and better fuel economy

## Consecutive stage victories for Júbilo Iwata

For soccer fans in Yamaha Motor's hometown of Iwata, the excitement hasn't stopped since last December when the Yamaha-sponsored professional team, Júbilo Iwata, won its first J. League season championship. The jubilation had barely subsided before Júbilo began racking up victories again as the '98 season got under way in March.

During the month before he left to join the Japanese national team in France for the World Cup, Júbilo's ace striker Masashi Nakayama made J. League history by scoring hat tricks in four consecutive games. And despite also losing its two top midfielders to the Cup — Hiroshi Nanami and the Brazilian national team captain Dunga — the Júbilo momentum continued, as young players came up to fill the gap.

Thanks to Nakayama's "goal rush" earlier in the season, Júbilo had a big surplus in its season points scored vs. points given up, which determines the winner in case of a tie. That is exactly what happened, as Júbilo finished the 1st stage in a tie with Shimizu Espulse. Júbilo now has the right to battle for its second straight season title in December.

## Serious talk about environmental consciousness

On July 24, some 200 representatives, including officers in charge of environmental measures from throughout the international Yamaha group, gathered at the Large Hall of the head office's new Communication Plaza for the Yamaha's 6th Global Environment Conference.

A report was made on last year's environmental programs and plans for the coming year as well as new decisions concerning CO<sup>2</sup> reduction goals and regulatory developments like recycling laws from Director in charge of Environmental Affairs Division, Mr. Okamura. Then the floor was turned over to reports from the various divisions and special presentation from one of Yamaha's subsidiaries, IIC Taiwan Ltd., about the programs that recently won it ISO14001 certification.

At the end of the conference YMC's President, Mr. Hasegawa expressed his desire to make the very strongest commitment and "make environmental issues an essential part of Yamaha's management strategy toward the year 2010."



The 6th Global Environment Conference held in Communication Plaza



The jubilant team members after the game that won them the 1st Stage championship



After captaining Brazil in the World Cup, Dunga is back to help Iwata chase its second consecutive J. League championship

# Some Like it Cold

**D**espite its reputation as the most forbidding place on the planet, Antarctica has long had a strange and powerful allure for many brave and curious souls. For some, the "frozen continent" is one of the earth's last frontiers for exploration and adventure, while for others it represents the last pristine domain of nature, largely untouched by human hands. For still others it represents a vast storehouse of information about the history of the earth, both in the ancient strata of rock beneath the continent's icecap and also in the ice itself, which constitutes a frozen record of tens of thousands of years of the earth's weather.

As scientists search for evidence of changing weather patterns and global warming, the Antarctic continent has become an increasingly important site of scientific observation and expeditions. At the same time it is also a place of cooperation between nations, as the world's only international domain with no national affiliation.

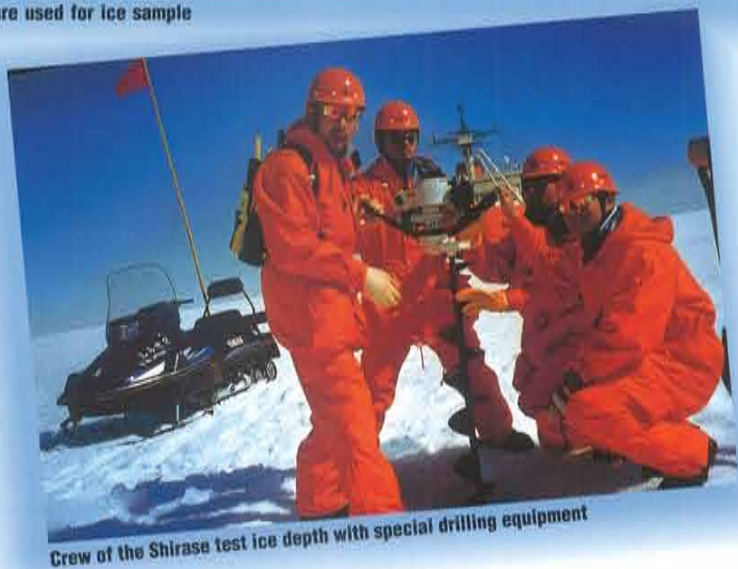
Among the numerous bases on the continent now functioning year-round is Japan's Showa Base. The job of keeping this scientific research station supplied through the long Antarctic winters falls on the icebreaker Shirase. To reach the base with its vital cargo, the Shirase must often break its way through ocean ice cover up to two meters thick using a technique called "charging." This is no easy task even for a specially built icebreaker like the Shirase, and it often involves sending out teams to scout the ice cover ahead in order to find the best course.

That is one of the times the three reliable Yamaha VK540E2 snowmobiles on board the Shirase go to work. They carry crews with large ice-drilling equipment over the ice and snow to test its depth and density, often in some of the coldest temperatures recorded anywhere on earth. At times like these, the crews can be literally entrusting their lives to the reliability of the Yamaha snowmobiles.

Another time they play a vital role is in anchoring the Shirase. In Antarctica ships often aren't anchored to the ocean floor like in other parts of the world but literally "tied" to the ice by means of huge cables that are threaded through holes drilled in the ice. Hauling the heavy 200-meter cable that anchors the Shirase is



Yamaha VK540E2 snowmobiles like this are used for ice sample collection and personnel transport



Crew of the Shirase test ice depth with special drilling equipment

often a job that only the hard-working Yamaha snowmobiles can handle in places where other larger vehicles can't go. And, of course, once the ship is anchored it is often the unbeatable mobility of the snowmobiles that makes them the transportation of choice for shuttling people and supplies back and forth between the ship and the base.

Scientific expeditions and observation are sure to continue on Antarctica in the future on an expanded scale. And it is certain that snowmobiles like the Yamahas serving on the Shirase will be playing an indispensable role on the forbidding but exciting frozen continent.

# High-tech wings sail to big record

Mother Nature never intended the human body for flight. But try to tell that to the unlikely assortment of bespectacled techy types and sportsman types with overdeveloped thighs who gather every summer on the shores of Japan's largest lake, Biwa-ko. They come from all parts of the country and all walks of life — college freshmen brushing shoulders with veteran engineers from some of Japan's largest corporations. And they all share one dream: to fly like birds with no power other than that of the human body. Needless to say, the wings these modern-day Icaruses



The *Gokuraku Tombo* (super happy dragonfly), its high-tech carbon fiber wings bent in flight, on the way to a Japanese distance record



The triumphant Team Aerocepsy

bring to the annual Japan International Birdman Rally are not made of wax and feathers. They are artfully fashioned from the latest wonder materials of the aeronautics industry; structured of super-light carbon fiber and plastics and covered with virtually weightless membranes of transparent polypropylene film as thin as 12 microns.

Among those who gathered at Matsubara Beach in Hikone City on the east shore of Lake Biwa on August 1 to compete in the 22nd Japan International Birdman Rally, were the members of the Yamaha employee club Team Aerocepsy. Led by Mr. Masato Suzuki, a motorcycle engine design engineer, the team has been competing in the Birdman

Tombo, to an amazing 32 meters without increasing the craft's overall weight, a mere 32 kg.

On the morning of August 1, when Team Aerocepsy's pilot and 3-time Birdman champion, Hironori Nakayama of YMC's PAS Development Dept., climbed into the *Gokuraku Tombo* as the eighth starter in the propeller-driven category, flight conditions couldn't have been better. Pedaling strongly, he lifted his craft off the start platform, climbing slowly into the air above Lake Biwa into a 1 to 2 m/sec. northwesterly headwind. For 20 minutes Nakayama pedaled straight out over the lake in a northwest direction. For years, reaching the far shore of the lake, some 18 km from Mat-

subara Beach, had been the dream of all the Birdman competitors, and as the *Gokuraku Tombo* glided steadily on it looked like this might be the day that dream was realized. Then a shift in the wind direction soon forced Nakayama to change course to the north, lengthening the distance to the far shore in the process.

The additional wingspan of the *Gokuraku Tombo* had made the 38-year-old Nakayama's job easier than in past years, however, and he continued making steady progress with his eyes still on the lake's northwest shore. It was just over 23 km and 54 minutes into the flight that Nakayama reached that long-sought goal and gently lowered the *Gokuraku Tombo* into the water about 20 meters from shore near Nishi Azamachi.

The official flight distance of 23,688.24 meters demolished the previous Japanese record of 9,761.56 m set at last year's Birdman Rally and gave Yamaha's Team Aerocepsy its most rewarding day in its 15 years of ongoing challenge in pursuit of one of humankind's oldest and loftiest dreams.