

# YAMAHA MOTOR NEWS

1990 No.7

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## Meeting reflects Yamaha's Commitment

### U.S. MOTORCYCLE DEALER MEETING

On September 23, 24 and 25, the '91 motorcycle dealer meeting was held at the Bally's Hotel of Las Vegas, Nevada. This year's meeting gathered 2,400 people representing 850 dealerships from across the country and, as special guests, hosted YMC's president, Mr. Eguchi, Director, Mr. Nomura and Motorcycle Division Manager, Mr. Shibuya. As with last year, the '91 meeting was one that strongly demonstrated Yamaha's commitment to

the U.S. market. Here are some excerpts from President Eguchi's speech: "In the 1990s we will introduce models making practical use of our "Morpho" concept, the concept of a machine that molds itself to the rider. At the same time, we will continue to introduce new models with technological feed-backs nurtured on our World GP machine proving ground.



President Eguchi speaks to the dealers with this year's theme, "Taking Care of Business", in the background.



All eyes are on the new model WR500Z

The Brazilian-built RT180 that was introduced this past season has found a market among beginners, and is selling well. We want to continue to introduce street models and ATVs based on this

same kind of concept in the future. In the ATV business, Yamaha has now become the market leader, a fact for which we wish to express our deep appreciation to the dealers."

Then YMUS Senior Vice President, Mr. Jim Gentz got up to announce the coming year's main business policies, which included a strengthened dealer network support program to upgrade the dealerships, a new retail finance program and an innovative insurance program for customers.

The dealers greeted these speeches with a high degree of approval, and they clearly contributed to an atmosphere of expectation for the coming season.

In the display area, the new models of the WR200R, WR500Z series and the FZR600, FZR1000, were the center of attention. The exhibit also provided a venue for the dealers to offer their opinions and requests for future motorcycles and ATVs. Since it offered them a chance to see their ideas reflected in future product strategy, this was extremely well received.

Another event at the meeting which drew a rousing response from the participants was the introduction of the Yamaha stars that dominated this year's World GP action, W. Rainey, J. Kocinski and the manager of the Marlboro Team Roberts Yamaha, Kenny Roberts, and one of the stars of this year's AMA Supercross, D. Bradshaw.

## Debuting 1991 models in the spotlight

Just weeks before the long-awaited reunification of the two Germanys, the world's largest-scale cycle show, the "IFMA", opened for five days in Cologne, beginning on September 19.

The IFMA is a biannual show that brings together exhibits of motorcycles, bicycles and their related accessories and parts from makers around the world. The fact that it also offers the very first opportunity to see the new models for the coming season, makes this show the center of attention for an extremely large and discriminating audience of both industry representatives and users alike.

The positive thrust of the European market over the past several years has prompted manufacturers from Europe and around the world to focus special efforts on new products and concept models for display at IMFA.

Up front at this year's Yamaha display was the new concept model

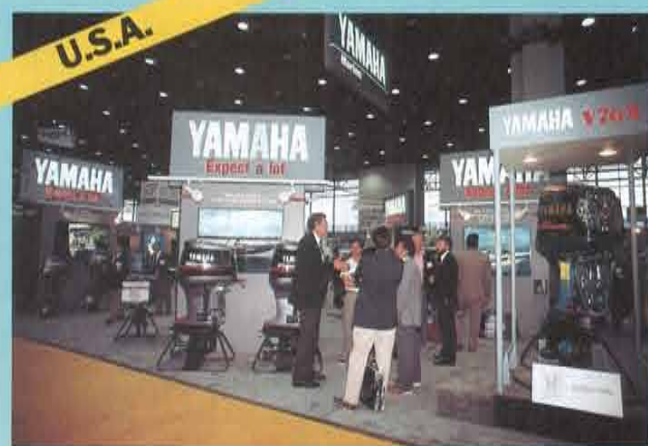
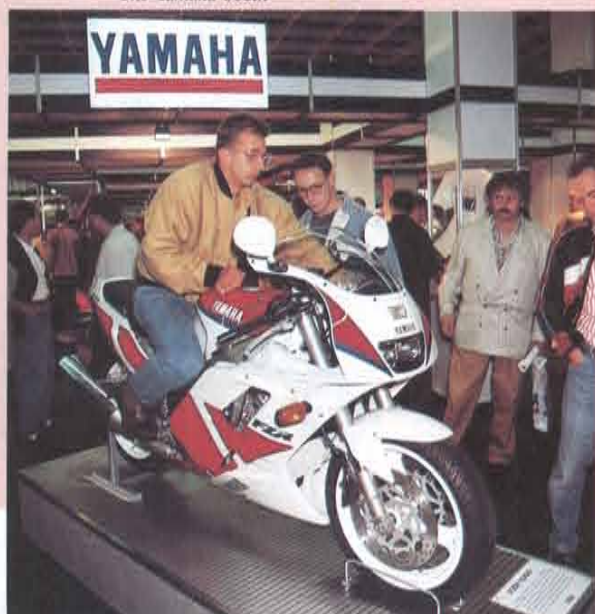
"Morpho" that stole the spotlight when it was unveiled for the first time at last year's Tokyo Motor Show, its top-of-the-line road models FJ1200/1200A (with ABS), FZR1000 and FZR600, and its new off-road model XTZ660 Ténéré.

Minor change models for next season on display included the XVZ13-TD, FZ750, XV535, SR500, XT350 and others. The Yamaha booth was filled out

with other displays like the YZR500 and YZR250 machines that won Yamaha both the riders and manufacturer championships in this year's World GP, displays of riding wear and helmets, etc. All in all, the Yamaha corner painted a striking picture of Yamaha as the company that listens to the voices from the market. (For details see pages 4 and 5)

## IFMA Show in Cologne

The Yamaha booth



## Full outboard line on display

The International Marine Trades Exhibition and Convention was held this September 27 to 30, in Chicago. One of the largest and most important marine trade shows in the world, this year's event boasted a floor space of nearly 50,000 m<sup>2</sup> and displays of boats, engines, trailers and accessories from more than 1,000 manufacturers from all around the world.

At this year's IMTEC show, YMUS made a big appeal for the Yamaha brand in 1991 by displaying its full line of outboard motors, highlighted by the new Water Vehicle model, VXR, as well as its impressive line of stern drives. The U.S. marine market has been showing a steady upward trend over recent years, and this fact was reflected in the seriousness of some 50,000 buyers from about 60 nations as they made their rounds of the exhibition.

# YMC and Brabham sign agreement

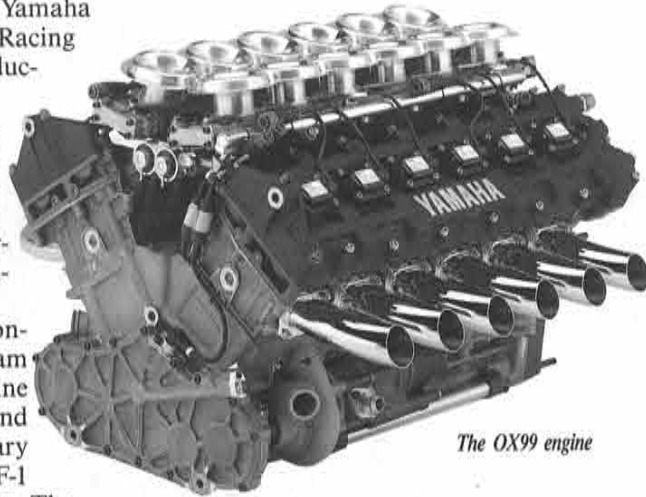
**JAPAN**

For participation in F-1 World Championship Series

**O**n September 17, Yamaha Motor and Motor Racing Developments Production Ltd., the parent company of the Brabham racing team of England, put their signatures on a formal agreement that will make them partners in Formula One (F-1) Championship racing.

Under this new 3-year contract, YMC and Brabham will jointly undertake engine and chassis development and all other activities necessary to field a machine in the F-1 World Championship Series. The agreement also calls for the formulation of a new "Brabham-Yamaha Formula One Team" that will enter the 1991 series with a machine powered by the compact and lightweight new V-12, 5-valve "OX99" engine, developed by Yamaha.

The new engine features 12 cylinders in a 70° "V" configuration with 5 valves and a displacement of 3,498 cc that delivers a power output of over 600 hp. To provide the optimum in F-1 engine maintenance delivery for the new team, YMC is setting up a base of operations



The OX99 engine

in Britain, the home of F-1 racing, at Milton Keynes.

As its first driver for the Brabham-Yamaha Formula One Team, the new organization signed the 1988 World Sports Prototype Championship winner, Martin Brundle on October 9. As an F-1 driver since 1984, Brundle has competed in 69 F-1 events, and has to his credit an 11th place finish in the 1986 series. Most recently he won the '90 Le Mans 24 Hours as the ace driver of the Jaguar team competing in the '90 WSPC series.

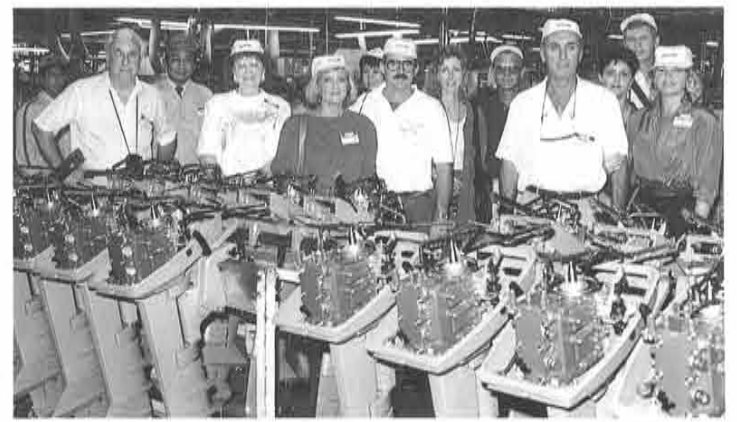
## Lawn and Garden products popular in Cologne show



**GERMANY**

**T**he 18th Cologne Garden Fair, "GAFA", was held this year from September 2 to 4. The status of "GAFA" as the largest gardening show for retailers and the press in Europe, and one of the largest in the world, is clear evidence of the popularity of this pastime here in Germany and its importance as a market.

For an audience of some 30,000 visitors from 32 countries, Yamaha importer, Mitsui Maschinen GmbH, displayed a range of lawn mowers, snow throwers, generators, water pumps and more. Among these, the highlight models were the new 42 cm class lawnmowers, including the YLE242 and YLM342, with both electric and gasoline engines.



## Deepening friendships on Japan Trip

**JAPAN**

**F**rom October 1 to 10, the 6th Japan Trip for U.S. Marine Dealers carried 96 people from 48 outstanding dealerships and 7 YMUS staff across the Pacific for an unforgettable tour of the Japanese isles. This year's trip was also enlivened by the presence of people representing independent U.S. boat builders that brought the total to 125.

Between the welcome party at Tsumagoi and the farewell party at the Yamaha Recreation-managed Haimurubushi resort on Japan's sub-tropical island paradise, Okinawa, the tour visited Sanshin Industries and YMC's Home Factory. Here they showed great interest in the manufacturing processes for Yamaha outboards and motorcycles. There was also time for taking in the sights in Tokyo and Kyoto.

These ten enjoyable days gave the dealers a chance to deepen friendships and understanding not only among each other but also with the boat builders who participated this year for the first time.

After their fruitful visit to Japan, the tour made an extra stop in Hong Kong to conclude their oriental holidays.

## Police choose quality Yamaha outboards

**CANADA**



**W**hen the Peel Regional Police, near Toronto, were looking for the right motors to power the 29' Proline offshore boat they recently acquired as a patrol and rescue boat for the waters of Lake Ontario, they chose a pair of counter-rotating 250 horsepower (V76X) Yamaha outboards.

With the tremendous growth of leisure boating on the Lake in recent years, the Peel Police, the Royal Canadian Mounted Police and the Customs Bureau decided they needed a new high-performance patrol boat. Yamaha's top-of-the-line outboard was their choice to power the new launch because of its quality, quiet operation, low maintenance and perhaps most of all, because of the reputation of Yamaha marine products for unequalled reliability.

With big boating events like the Toronto Salmon Hunt on the calendar, the Police expect to put about 800 hours of use on the new outboards this season alone. But that is the kind of heavy usage these Yamaha outboards are built to handle.

## 1,000 km in two days on a 50cc Yamaha

**SRI LANKA**

**F**ifty year-old Mr. S. D. S. De Costa, a former soldier in the Sri Lankan Army, recently completed a 1,000 km tour around the country. What was amazing about the tour, however, was that he made it on a 14 year-old Yamaha YB50 motorcycle owned by Sri Lanka's Yamaha importer, Associated Motorways Ltd. It is also impressive that he covered the entire distance in just two days of endurance riding. Starting in front of the AMW showroom at 6:00 in the morning, Mr. De Costa rode for up to 12 hours that day and the next, returning to his starting point at 7:35 on the fol-

lowing evening.

Previously, Mr. De Costa had made the same kind of ride on a 4-stroke 50 cc motorcycle of another brand. But he claims that this ride on the little Yamaha YB50 was a much more enjoyable and memorable one. What is more, he was able to cover 60 km more on the Yamaha and still arrive back three hours earlier than on his previous run. Mr. De Costa was very grateful to have AMW sponsor the tour and give him all the assistance necessary to make it a success. And for its part, AMW was very proud of the performance of the reliable little Yamaha YB50.

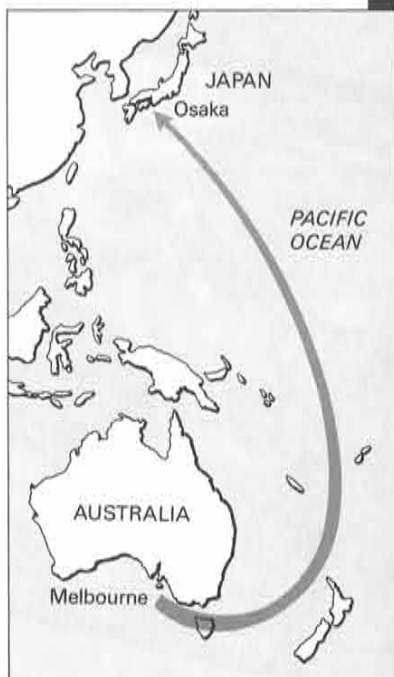


Thanks for all your letters. We're receiving wonderful letters with interesting topics for Yamaha Motor News from all over the world and every letter we get helps us bring you a more informative and more useful Yamaha Motor News.

So, please keep the letters coming.

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# YMC-built boat leaves for Melbourne to participate in YOC Yacht Race



**O**n November 8, the Yamaha-built boat "Lucky and Luppy" left the port of Shimizu bound for Australia to take part in the Yamaha Osaka Cup Melbourne/Osaka Double-Handed Yacht Race 1991, a longitudinal cross-Pacific yacht race for crews of two, that covers 10,200 km from Melbourne to Osaka. The brand new racing yacht "Lucky & Luppy" was built on an order from the Kankaku Securities Co., Ltd., which will take part in the race to commemorate their company's change of name. Entry in the YOC, says the company, is consistent with their policy of building an image as a lively, forward looking corporation. Using carbon and kevlar materials and featuring a honeycomb sandwich construction for the hull, "Lucky & Luppy" incorporates much of the state-of-the-art boatbuilding technology now going into YMC's America's Cup challenge boats.

**JAPAN**



It has been built with no goal short of first finisher and winner of the Class A Racer Division in next year's YOC race. As in 1987, YMC will once again serve as title sponsor for the upcoming Yamaha Osaka Cup race, which is being planned by the Municipality of Osaka and organized by the Nippon Ocean Racing Club with cooperation from the city of Melbourne.

## Key of friendship for GP rider



**AUSTRALIA**

**A**ustralians love motorcycle sports like people all over the world. And when the Australian round of the road race World GP was held this past September 16, Australian fans flocked to Phillip Island to see the international stars in live, exciting action. The Phillip Island Tourism Association took the opportunity of this event to present to symbolic "Key to Phillip Island" to one of the Yamaha stars that the fans come to see. In the photo we can see Japanese GP rider Tadahiko Taira (left), receiving the Key from the PITA president, Mr. John Mathews.

**A** grand "1st Annual Z BEST Fishing Derby" was held this July 7 to 9, on the southwestern Pacific island of Guam. Yamaha's Guam distributor of marine products, Atkins Kroll Inc. entered its own "AK Team Yamaha" as one of the 130 contestants competing for over \$46,000 in prize money in this, the largest fishing contest in the history of the island. In the competition, the Yamaha team landed a magnificent 292 lb. marlin that was good for 3rd place and a prize

of \$2,500. Atkins Kroll promptly donated this money to a local charity to help find a cure for Lydigo, a disease common among the elder indigenous residents of Guam.

## First International Motorcycle Technical Exhibition Opens

**CHINA**

**O**ver the five days from October 17 to 21, the first International Motorcycle Technical Exhibition was held in Beijing. The exhibition aimed at introducing the Chinese public to the status of development of the world motorcycle industry by means of displays of the latest achievements in motorcycles by both the domestic and foreign industries. It also sought to promote technical exchanges and trade contacts between foreign and domestic manufacturers and related industries. More than 100 Chinese and foreign companies participated in the Exhibition, displaying motorcycles, parts and accessories. The Yamaha's display of the CT50S scooter and the DT125, TZR125 and FZR400 sports models drew the attention of visitors gathered from all parts of the country. Among the visitors were people involved in motorcycle production and design, and often they could be heard making inquiries concerning materials and processing techniques.



**THE PHILIPPINES**

Photo from "Newstime", Sept. 10, 1990

## Handing over the keys for peace and order

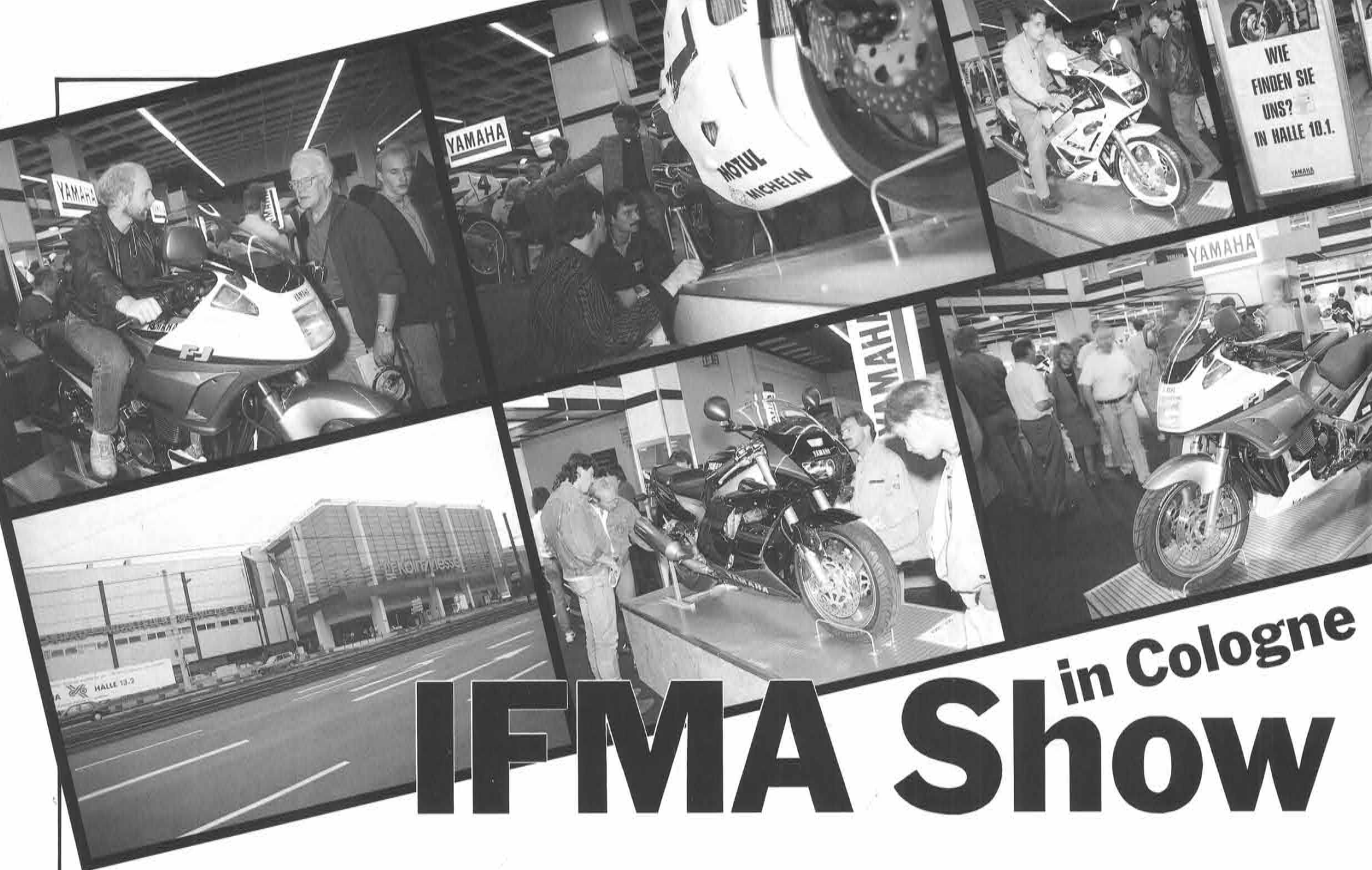
**T**his September, Philippine Yamaha importer, Norkis Trading Company, had the honor of turning over the keys to 15 brand new XJ750P Yamaha Police Bikes to the the Philippine National Police Force (PC-INP). These high-performance police bikes will be put to use by the PC-INP in their work for peace and order. Seen here receiving the keys for the 15 new units from NTC's president, Mr. Luis B. Quisumbing (wearing barong) at Camp Crame, is Brig. General E. K. Enriquez Jr., deputy director general of the PC-INP. Looking on at the ceremony are Col. Roger Martin, Brig. General Gerry Flores, PC chief of staff, Col. Custodio, and NTC's vice president for marketing, Mr. Manuel Albos.

## Yamaha distributor donates fishing prize to charity



**GUAM**

AK Yamaha Manager, Mr. Tom Mazzei (right) is shown receiving the check for 3rd place from Derby Coordinator, Mr. William Weiner.



# IFMA Show in Cologne

The European motorcycle market has been showing steady growth over the past several years. And this growth is no mere reflection of the trendy sales of a few limited models, but rather proof that people are once again discovering the essential qualities of the motorcycle — the freedom it brings for commuting and travel, its versatility in sports and leisure. Male and female, young and old; motorcycle riders today come from a wider range of the population than ever before.

At Yamaha we are not simply upgrading existing models in line with our technological advances. We intend to develop innovative products to keep pace with the changing and broadening needs of our customers and society. We are equally devoted to the task of developing models that reflect the growing and changing needs of the users as well as entirely new products to invite would-be users into the wonderful world of two wheels.

YMC is a company that got its start as a builder of motorcycles. And, we believe that the motorcycle is the product which allows us to express our corporate philosophy and ideals best. Ever since the day our engineers took the very first Yamaha motorcycle to a race course and pitted it against the best competitors of the day, the race circuit has been the birthplace of generation after generation of new technology. The motorcycle field is where Yamaha's technological leadership has always been. And this heritage of technological excellence is now

being fed back to an ever-growing family of diverse Yamaha products.

Meanwhile, everywhere around the world today, people are more conscious than ever before about environmental imperatives like the greenhouse effect and other social problems. As a company on the leading edge of technological development, we see it as our duty to commit our resources to the technological revolution required by the dramatic changes in our world and in our societies. And certainly it will often be the European market models which first adopt such technologies.

This year's IFMA show introduces a line of models that clearly reflect a new set of values. A joint team of product planners from Yamaha's European headquarters, Yamaha Motor Europe NV, and YMC have worked together to pinpoint the user needs here in Europe through extensive market research. And they have now turned this knowledge into timely products. Let us give you a glimpse of the feature models displayed at the Yamaha booth and those of other makers at this year's IFMA Show. We hope the overview will be of some use for our readers.

## YAMAHA BOOTH

### FJ1200/FJ1200A

Since its introduction in 1984, the FJ1100 has enjoyed continued popularity as an all-round sports tourer here in Europe, based

on its reputation for power, torque, smoothness and stability at high speeds. Maintaining the basic spirit of this proud FJ tradition, the FJ1200 makes its debut as a finely-tuned revised edition of its predecessor. With the first orthogonal engine mount ever on a 4-stroke for reduced vibration and a new aero-screen designed for improved wind protection, the FJ1200 offers superior riding comfort.

Also joining the line-up this year is the much talked about FJ1200A, featuring as standard equipment the ABS (Anti-lock Brake System), offering a new level of braking accuracy and operational smoothness.



### FZR1000

Introduced in 1987 and released again with full model changes in 1989, the FZR1000 for 1991 makes its appearance with across-the-board detail changes. The EXUP (Exhaust Ultimate Power Valve) system-equipped power unit now features a new liquid-type oil cooler. An upside down front fork gives improved top performance and handling stability, while a new slant fairing offers a new level of aerodynamic performance.



### FZR600

For 1991, the existing merits of the FZR600 are supplemented by the addition of a liquid-cooled oil cooler, front and rear radial tires, a delta-box rear arm and slant fairing.



### XTZ660 Ténéré

By taking a water-cooled, SOHC, 5-valve single cylinder engine and mounting it on a high-rigidity diamond frame, this new model paves the way for the next generation of "Single Ténérés."

Ténéré's characteristic 20-liter fuel tank, slim fairing and compact instruments accent the "adventure touring" image of this model. Throughout the new Ténéré you will find technology proven on the factory machines that take on the Paris-Dakar.

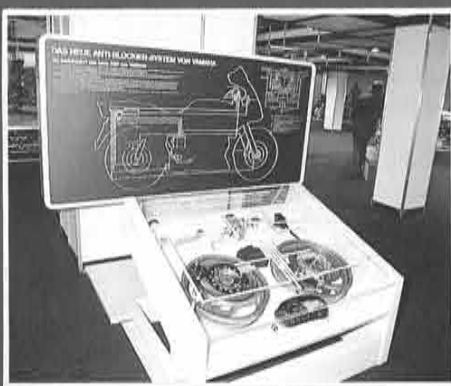


### XTZ750 Super Ténéré

This model features a number of small but welcome changes for '91. A new pass-light switch on the handlebar cluster to enable quick, one-touch operation of the high

## Yamaha ABS (Anti-lock Brake System)

The Yamaha Anti-lock Brake System is an electronically controlled unit consisting of two independent control systems; one for the front wheel and one for the rear wheel. During emergency braking the Yamaha ABS controls wheel lock-up on changing road surfaces and under varying weather conditions. This enables the tires to perform up to their full potential. The system features an electronic control unit using a double-microcomputer design plus self-diagnosis functions for very high reliability under all conditions.



WE  
TODAY  
DO  
NOT  
WANT  
TO  
LIVE  
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A  
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L.I.



**Morpho**

Yamaha's concept model "Morpho", which made its sensational first appearance at the Tokyo Motor Show last year, now comes to Europe for the IFMA Show. This revolutionary concept model turns conventional thinking upside-down. It proposes not an ideal machine for the rider to conform to, but a machine with the ability to conform to the rider. In a whole new approach to the relationship between man and machine,

the Morpho is adjustable to suit different body types. And the riding position also adjusts to fit a wide range of riding tastes. The handlebars are adjustable for height, width and angle of slant. The seat adjusts for height as well as being fore/aft adjustable. Each rider can adjust this machine to suit his body size and type as well as his riding style. Named after a large Central American butterfly whose brilliant blue wings change their shading with increasing sunlight, Morpho represents a whole new approach to motorcycle development.

beam for passing situations. And, for easier tying down of luggage, the rear rack is now fitted with tie-hooks.



**XT600K**

For the French and German markets among others, this year sees a new kick-start model join the electric-start version.



XVZ13TD Venture Royale



The 1000 production racer for F-1



The parts and accessories corner

**The queens of the IFMA Show**

At the Yamaha booth of this year's IFMA Show, it was not only the Ténéré and FZR models that caught the visitors' eyes. These attractive young ladies who interviewed the users were also a big hit. Over 1,000 users were interviewed by these smiling hostesses in Yamaha red and white. The results of this survey will certainly prove valuable in ongoing market research.



**OTHER BOOTHS**



Following the NR750 unveiled at last year's Tokyo Motor Show, the '91 CBR600 was exhibited as Honda's main model at IFMA. Along with its display of existing models, the line-up concept was clearly one of "super sports".



Kawasaki's IFMA presentation was based on the maintenance and strengthening of its existing line-up. A water-cooled 2-cylinder on/off model, the KLE500, seems to be based on the same concept as the Ténéré. Also introduced were 550cc and 750cc versions of the "Zephyr", a hit model on the Japanese market.



With its sport touring "TROPHY" series and its racy "DAYTONA" series, Triumph gives notice of its bid for a new role in the sports model field.



Drawing attention at this year's Moto Guzzi booth were a model with its mind on the Daytona racing tradition, the 1000 DAYTONA I.E., and a big enduro machine, the "QUOTA".



The K1 with its new basic black metallic coloring and the new version of the GS series, the R100GS, were the main models at the BMW booth this year.



The 50cc/125cc sports bike FUTURA, an on/off model in 600cc 4-stroke and 125cc 2-stroke versions, the PEGASO, and the off-road bike RX50 graced this year's booth.



With the shaft-drive touring model GSX1100 as its main model, the Suzuki booth was filled out by models like the RGV 1 and BANDIT already introduced in Japan.



The "hub steering system" has, until now, only been used on racers or show models. At IFMA, Bimota attracted attention with the release of its TESI 1D model featuring a "hub" design in which a swingarm-type system fits to the front hub in place of the conventional front fork. Also on display was the "DEICI" model powered by a Yamaha FZR1000 engine.



The Ducati booth displayed a line of sports models including a replica of its works Superbike Ducati 888, the 851 Strada Limited, the 900SS and 907 I.E.



A racy contender in the 125cc class, the "Mito" makes its appearance with full cowling. Also on display was a machine that looks to be the heir to the 900 Elephant of Paris-Dakar fame, the new "900 I.E."

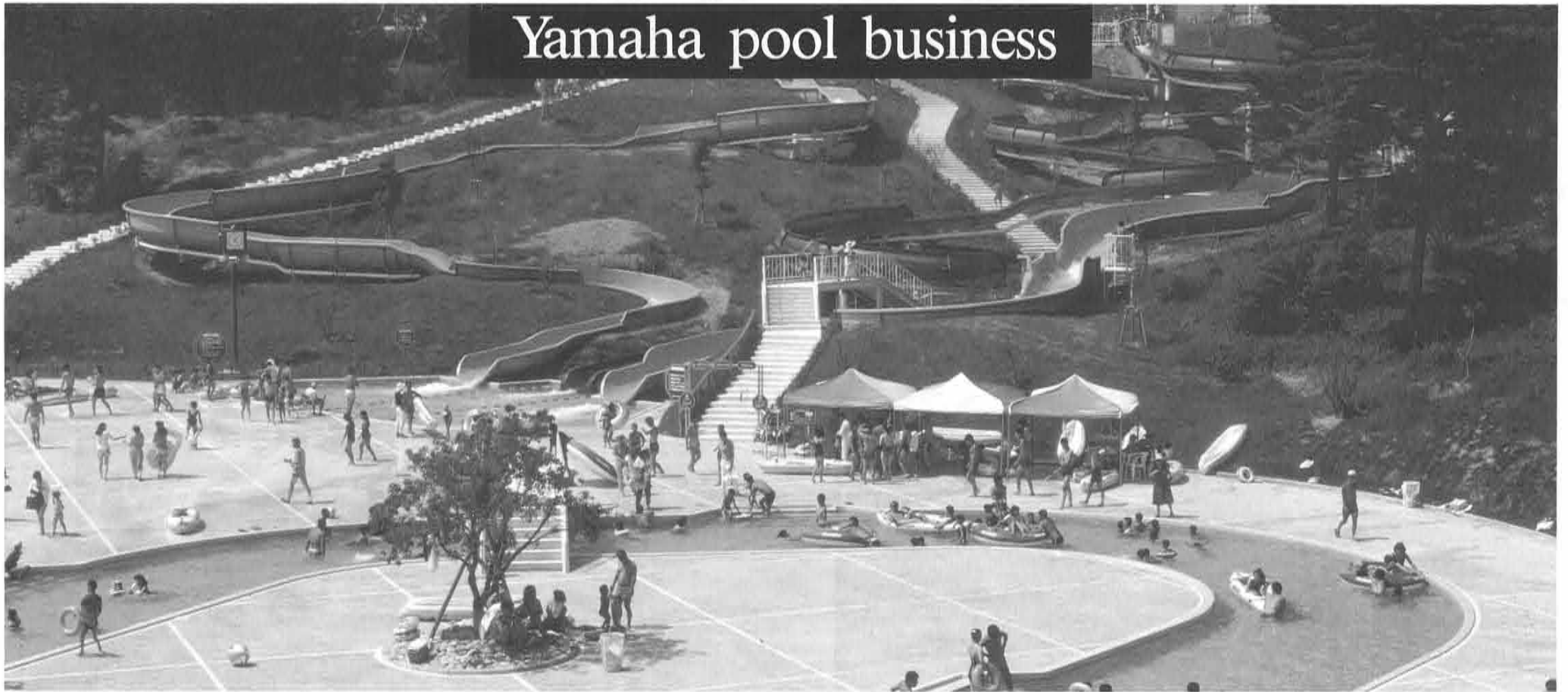


Attention focused on the RC600, a production model of the enduro racer that participated in the last Paris-Dakar.



The Piaggio booth featured some bold new eye-catching models like the single-passenger commuter scooter, Piaggio FUTURO, and the 4-wheel show model BEWEGT.

## Yamaha pool business



Nemu-no-Sato Aqua Park

# Growing into a comprehensive aquatic industry

Swimming, like running, has been one of the most fundamental forms of athletic competition since the beginning of man's history. Apart from competition, as well, water-related facilities have been loved by people in their pursuit of health since olden times.

For example, while serving as a pleasure venue for some people, the public bath of the Greek/Roman era, which can be called the ancestor of today's pool, is said to have been considered a public health facility for the citizenry.



A school-use pool

### FRP technology for the production of school pools

Although it may be a little known among many of our readers, for the past 20 years we at YMC have been producing and marketing FRP pools mainly for school use here in Japan that feature our boat-proven FRP laminating layer technology. These products lead the domestic FRP pool market, ranging from a collapsible unit type for kindergartens, to family types and 25 m/50 m school-use types, and even custom pools.

### Establishment of YMC's Pool Business

In 1988, at a time when changing lifestyles here in Japan led to a growing demand for aquatic facilities in the sports, leisure and health industries, YMC established a Pool Business Department to add impetus to its newly born pool venture. Presently, in addition to conventional type school-use pools, YMC offers custom-made pools and a variety of designs for aquatic recreation parks. Water slides, which are now an indispensable feature at major water parks, are also imported by

YMC from Canada for sale in Japan. Included in the Yamaha line are several types of flow pools for training, as well as jacuzzi-type pools for health and beauty culture.

### Demand-creating efforts stimulate market expansion

The FRP pool, unlike a conventional concrete pool, is rustless, incorrodible and crack-free, as well as being more agreeable to the touch. With these superior product qualities, the FRP pool has a bright future as a new facility with the potential to bring added enjoyment and health to people's lives. Looking into the near future, we intend to promote demand-creating activities that will help establish a comprehensive



A unit pool for kindergartens

aquatic industry that contributes to society in the fields of sports, leisure and health.

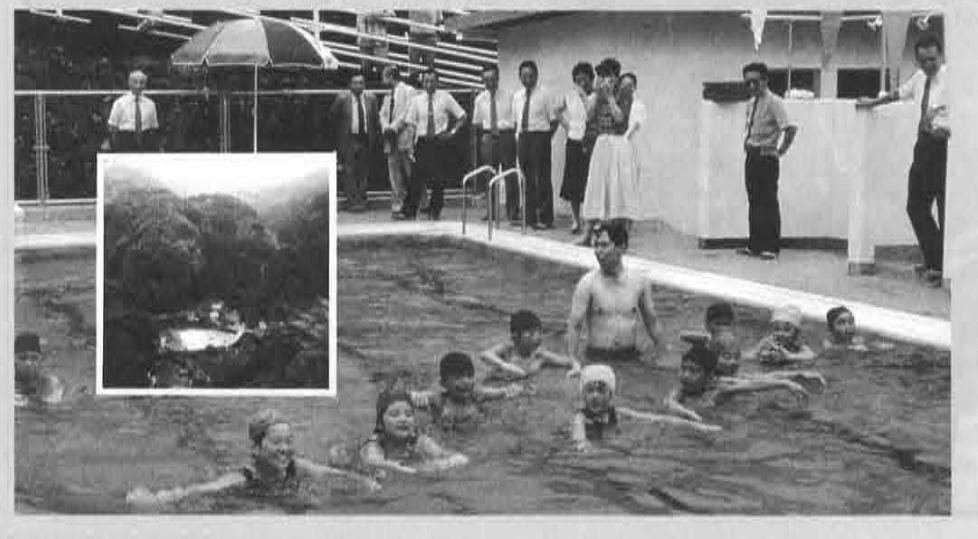
(Yamaha FRP pools are presently marketed in Japan alone. They are not exported.)



A family-use custom pool

### We love our pool!

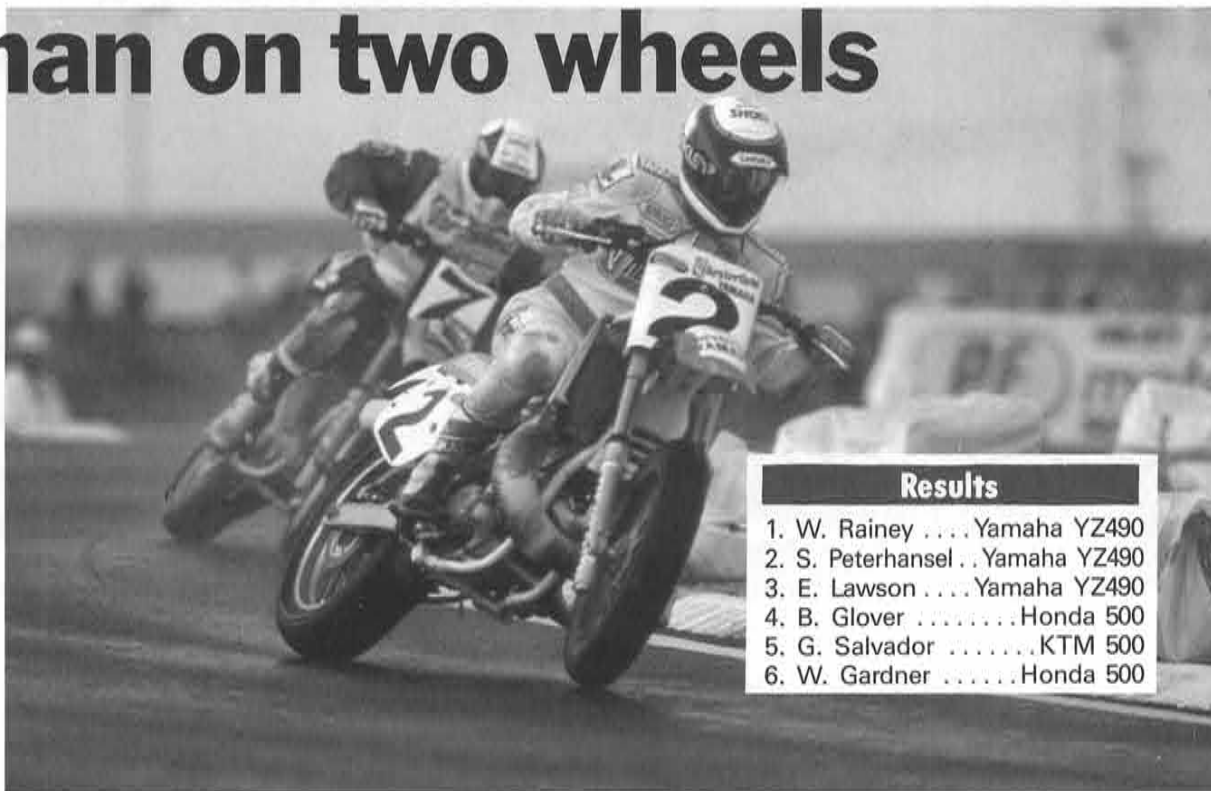
Take a look at these beaming faces. This picture was taken when a Yamaha FRP pool was installed at a school located in a remote mountain village of Kyushu, Japan's southern island. There are only 12 boys and girls in this little community school. In 1984, the village's old pool was taken apart in connection with the reconstruction of the schoolhouse. This greatly deprived the children of chances for swimming, as the nearest pool was a long and arduous 10 km away far from their village and the temperature of the river that flows through town was too cold for swimming. As a result, the children grew unaccustomed to water. The school master believed that his children should not be handicapped in this way merely because they lived in a remote area. His wish was finally realized with the installation of a new 25 m FRP pool, much to the delight of all his boys and girls. This year, all the village children spent the unusually long and hot summer swimming to their hearts' content.



# Rainey: Fastest man on two wheels

On September 30, on the outskirts of Paris, the GUIDON D'OR 1991, a race to determine the world's fastest man on two wheels took place, and the man who triumphed was none other than Yamaha star, Wayne Rainey on a YZ490. The GUIDON D'OR is in fact a festive gathering of top riders from World GP road racing and motocross, superbike and off-road, who have just finished their long competitive seasons. The race took place on a 2.4 km course made up 85% of tarmac and 15% of dirt track. From the line of 500cc motocross machines on the starting grid, Paris-Dakar regular Peterhansel (Yamaha YZ490) took a holeshot into the lead. In second place came G. Salvador (KTM500), a leader in

France's Supermotard series. On lap two, Rainey flew past Wayne Gardner (Honda), Eddie Lawson on another YZ490 and Salvador to give chase to Peterhansel. From there on it was a hair-raising dogfight between the road race world champ and one of the off-road kings. After several attempts, Rainey finally went past Peterhansel into the lead on lap 4. The game Peterhansel fought back to challenge Rainey again, but the World Champ just managed to grab the win with Peterhansel in second. Having proved his worth this time on a motocrosser, the road race 500 cc Champion showed that he truly deserves the title of the "fastest man on two wheels."



Results	
1.	W. Rainey . . . Yamaha YZ490
2.	S. Peterhansel . . Yamaha YZ490
3.	E. Lawson . . . Yamaha YZ490
4.	B. Glover . . . . . Honda 500
5.	G. Salvador . . . . . KTM 500
6.	W. Gardner . . . . . Honda 500

## Fans thrill to the real thing—Japan Supercross '90

Stadium motocross; the unique event that allows urban fans to thrill to all the high-flying action and masterful riding skills of motocross in a stadium setting. Once again this year on November 11, Japanese fans were treated to a taste of the real thing, as 10 American, 3 European and 3 Oceanian stars of the sport joined 28 top Japanese riders in the "From A Japan Supercross '90", held on a 700 m/lap course set up in the Nishinomiya Stadium in suburban Osaka. More than 20,000 excited fans flocked to see supercross action at its hottest. After some intense preliminary competition, the field was whittled down to 21 riders for the final race. First off the line in the final was Jeff Matiasevich (Kawasaki), with Damon Bradshaw (Yamaha), Glen Bell (Honda), Mike La Rocco (Suzuki) and the rest of the field in hot pursuit. As the race unfolded, a rough wheel-to-wheel battle developed between Matiasevich and Bradshaw. On the multiple-jump section of lap 12, Bradshaw finally moved into the lead and held off his rival to claim the vic-

tory. With this victory, his third in a row at the Japan Supercross in Osaka, Bradshaw proved once again his dominance in the sport. A week later at the Tokyo Super-

cross event on the 18th, Yamaha rider Doug Dubach made a strong 4th place showing, while an unfortunate crash caused Bradshaw to finish 14th.

### RESULTS

Osaka	Tokyo
1. D. Bradshaw . . . . . Yamaha	1. J. Matiasevich . . . . . Kawasaki
2. J. Matiasevich . . . . . Kawasaki	2. J. Stanton . . . . . Honda
3. M. La Rocco . . . . . Suzuki	3. G. Cooper . . . . . Suzuki
4. J. Stanton . . . . . Honda	4. D. Dubach . . . . . Yamaha
5. J. M. Bayle . . . . . Honda	5. S. Everts . . . . . Suzuki
6. D. Dubach . . . . . Yamaha	6. M. Kiedrowski . . . . . Kawasaki



## Bradshaw victorious in both heats Japanese National Motocross GP



The '90 Japanese National Motocross Championship Meet took place on November 4 in Kumamoto, Kyushu, and both heats were won by AMA Supercross star Damon Bradshaw. Some 27,000 local fans delighted to Bradshaw's young and dynamic riding style as he won the overall championship. In heat 1, two Suzuki riders, N. Tsuruta and T. Matsuda led from the start, but before the end of lap one Bradshaw had caught them and taken over the lead. By lap 5, Honda's H. Tohfukuji had moved into second to give chase to the leader. In the latter stages Tohfukuji's challenge came close, but Bradshaw never relinquished his hold on first. In heat 2, again it was Matsuda and Tsuruta who got the best start, but Bradshaw worked past them on lap 2. Tohfukuji worked his way into second by lap 4, but this time Bradshaw never let him near. On lap 10, unable to keep pace, Tohfukuji went down, leaving A. Naganuma (Kawasaki) to pursue

## Japan Kart GP

### Veteran still up to a youthful challenge

The 14th Japan Kart GP was held at Sportsland Sugo for three days from Oct. 12-14. The Japan Kart GP is the only international kart race in Japan sanctioned by the CIK (COMMISSION INTERNATIONALE DE KARTING) and is one round of the National Grand Prix staged at various circuits around the world. This year, nine international stars representing Sweden, Denmark, Italy and Australia joined over 40 top domestic drivers to thrill fans at Sugo for the first time in two years. Throughout the time trials, preliminaries, semi-finals and final, the competition centered around a nip-and-tuck battle between the 40 year-old Yamaha works driver Yoshihiko Lee and this year's new 17 year-old World Champ Jan Magunusseen. In the end, the veteran Lee out-drove the young champ to win his first Japan GP victory. By the way, for those of you not familiar with big-time international karting, there are a num-

ber of major competitions sanctioned by the CIK. There is the "European Championship" competed in a five to six-month series at circuits around Europe, an "Asian Championship" competed between drivers from Hong Kong, Australia and Japan, as well as a "Juniors World Championship" and a "Juniors European Championship." But the biggest event of all is the annual "World Championship" held at a different location every year for top drivers from Europe, Asia, North & South America and Africa. The winner of this year's World Championship crown was young Magnusseen of Denmark, the 2nd place finisher at this JKGP.

### Results

1.	Y. Lee . . . . . Rotax-Yamaha
2.	J. Magnusseen . . Rotax-CRG
3.	T. Ohtake . . . . . Rotax-Dap
4.	M. Noda . . . . . Rotax-CRG
5.	G. Beggio . . . . . Rotax-CRG
6.	M. Johnai . . . Rotax-Hutless

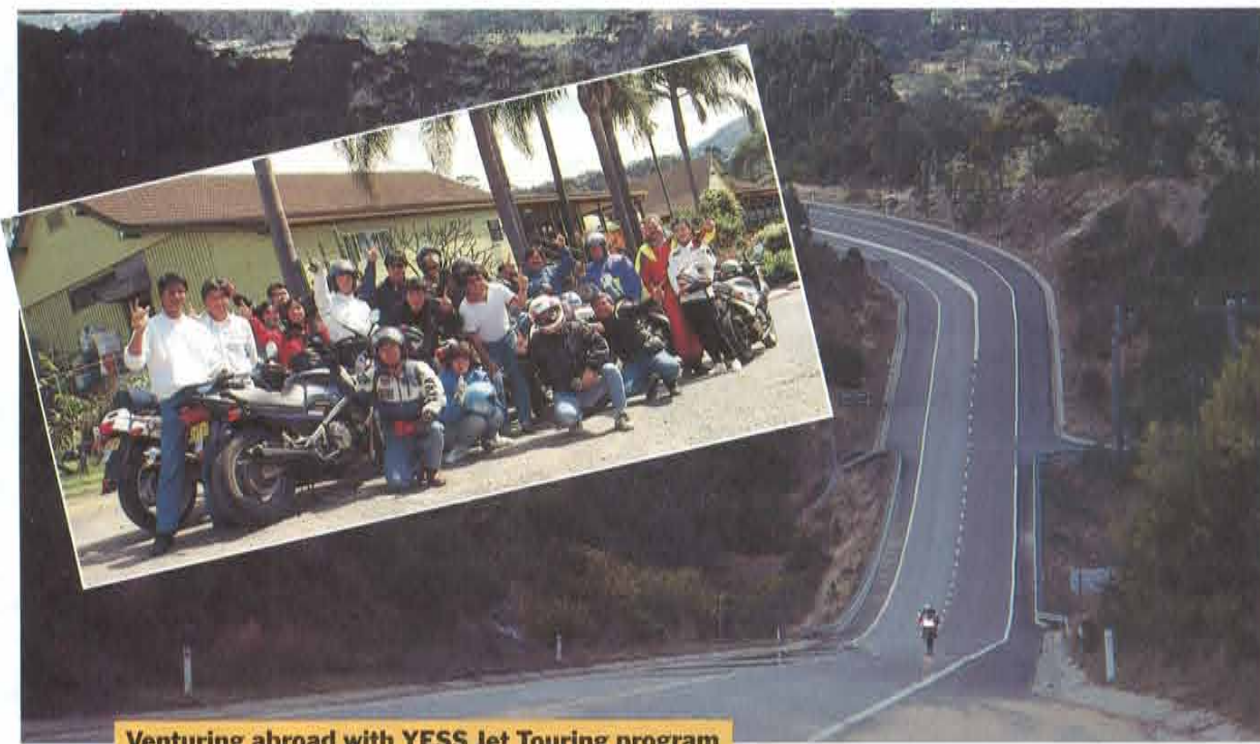


the relentless Bradshaw. By the checkered flag Bradshaw had built a huge 20-second lead over the field. In 4th came Yamaha rider T. Mitsuyasu. This race marked the final round of the '90 series, and the International A Class 125 cc crown went to the consistent Tohfukuji. By the way, Nippon Autopolis, the site of this and other international events is a recently opened complex combining motorsports,

community and leisure sports facilities in Kumamoto, on Japan's southernmost main island, Kyushu.

### Results

Overall	
1.	D. Bradshaw . . . . . Yamaha
2.	Y. Tohfukuji . . . . . Honda
3.	T. Ohtsuka . . . . . Honda
4.	T. Naganuma . . . . . Kawasaki
5.	Y. Baba . . . . . Suzuki



Venturing abroad with YESS Jet Touring program

## Super touring Australia

"We really experienced the best that touring can offer, on a course rich in variation from winding country roads to flat-out stretches of open highway." This is what Japanese bikers had to say after participating in a tour of the "YESS Jet Touring to Australia" program, from September 8 to 15. YESS is the organization begun in

1984 by YMC in cooperation with its domestic sales companies and the users. Dedicated to the spread of sound and enjoyable motorcycle sports, the organization has already reached a membership of 70,000.

One of the popular YESS programs has been "YESS Jet Touring", which enables members to

enjoy touring in some of the more remote and beautiful areas from the northernmost to southernmost islands of Japan, by shipping their bikes via airliner.

Now, YESS has taken this idea to new extremes, in the form of a "Super Touring Australia" campaign. This tour gives bike fans a chance to fly to Sydney, pick up an FZR1000 or FJ1200 specially prepared by Yamaha Motor Australia and take off on an exciting 1,000-km ride to Brisbane, via Port Macquarie. During the tour, members are also treated to enjoyable bus tours of the Gold Coast and the city of Brisbane.

## New women's Seahopper class adopted

### Japanese National Sports Festival

From Sept. 9 to 12 this fall, the yachting events of Japan's Kokutai (National Sports Festival) were held at the Fukuoka Yacht Harbor and "Seaside Momochi" beach park in Kyushu. Some of our readers may remember that it was just 2 years ago that Yamaha's single-handed sailing dinghy "Seahopper" was adopted as an official class for men on the Kokutai schedule.

This year, many marine sports fans were excited to see that a new Seahopper SR class, using a smaller sail area for easier handling in strong winds, was adopted for women for the first time as a Kokutai event.

This year's competition was blessed with good weather and perfect wind conditions, between 5-7 m/second.

Being a model with great performance in mid to strong wind conditions, this year's competition was a real showcase for the Seahopper SR, with plenty of close, exciting action.



### IN SEARCH OF THE INVENTION

## From its beginning as a necessity of life in the north country

The snowmobile is a relatively recent invention. The first machine one could call a snowmobile was built in 1913 by Virgil D. White of the Ford Motor Company. White's invention, however, did little more than take a standard Model T body and engine and simply replace the wheels with a caterpillar-type tread. Thus, it was in fact an automobile that ran on snow.

In 1929, Ford once again put its engineers to work on a U.S. Navy order for a snow vehicle for an Antarctic expedition. The resulting vehicle, however, proved to be something less than practical, with a design quite different from what we envision as a snowmobile today.

The first inventor to put together a vehicle with the one-tread and two-ski format we know today, was a man by the name of Carl Eliason of Wisconsin, U.S.A. His gasoline engine-powered machine with a caterpillar-type tread and a pair of skies in the front, from 1932, was truly the grandfather of today's snowmobiles.

Just four years after Eliason's invention, Joseph Armand Bombardier of Quebec, Canada, concluded ten years of research with the completion of a 7-passenger snow vehicle featuring a wooden body and double rubber tracks, which he soon put into production.

History tells us that both of these men had something more than the usual inventor's motivation behind their work. Eliason, who was physically handicapped, longed for mobility during the long, snowy Wisconsin winters, while Bombardier had tasted the frustration of being unable to help his own son during an attack of appendicitis because of snow.

On the other side of the Pacific, a Japanese inventor by the name of Tatsuharu Nishiyama completed an experimental snowmobile in 1953, after three years of labor. Unfortunately he never saw his vehicle go into ac-

### THE SNOWMOBILE



Yamaha's first production model, SL350

tual production. It was finally in 1959, that Bombardier saw his invention become the world's first true mass-production snowmobile.

Meanwhile, the first mass-production snowmobile in Japan appeared in 1963, a product of Fuji Jidohsha. But it proved to be a short-lived product.

It was five years later, in 1968, that Yamaha Motor Co. released its first production snowmobile for sale on a full scale. That debut machine, called the "SL350", was powered by a 20 hp, 2-cylinder, 2-stroke air-cooled engine. Compared to the models of the day, the SL350 was considered a revolutionary advance in snowmobiles.

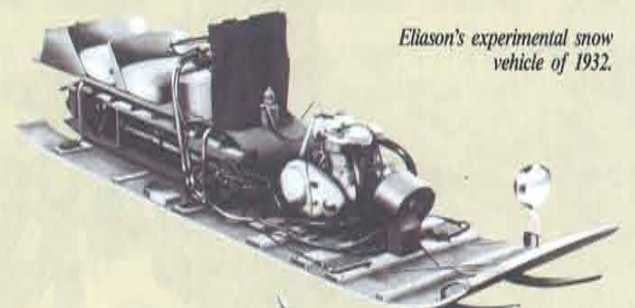
Born as it was from the necessities of life in the snowy north country, the snowmobile has taken root and evolved into a vehicle that brings new joys to people in a number of countries. Be it among snowmobile race fans or family and club-oriented pleasure-seekers, the snowmobile is bringing warmth and companionship to the long, cold winters.



Bombardier's first mass-production model at the entrance of the International Snowmobile Exhibition Hall of Musée J. Armand Bombardier in Canada. (Photo courtesy of the Musée J. Armand Bombardier.)



J. Armand Bombardier in 1957 testing a production prototype. Many other prototypes were tested prior to the final design of this first production snowmobile. (Photo courtesy of the Musée J. Armand Bombardier in Canada.)



Eliason's experimental snow vehicle of 1932.



A snowmobile completed by Nishiyama in 1953. This machine could be converted to run on tires in the summer months.