DOWNLOAD PDF THE KAWASAKI STORY

Chapter 1 : Classic Japanese Motorcycles Kawasaki

kawasaki motors corp., u.s.a. Hard work and a dream. That's what established American Kawasaki Motorcycle Corp. way back in March of The first headquarters, an old meat warehouse in Chicago, was a humble beginning for the factory team sent to open the U.S. market.

At a glance, the new motorcycle has undergone a substantial weight reduction treatment, a displacement boost of cc, and a sexy styling redesign â€" all while remaining at the exact same price point. Kawasaki was out for blood when it went back to the drawing board for its new entry-level motorcycle. That would be the lightweight entry-level sportbike category. After spending a day riding the new Ninja on the winding back roads of Sonoma County and a day of spinning laps at Sonoma Raceway, I am here to report that the Kawasaki Ninja will be a force to be reckoned with in the lightweight sportbike class. So, where to startâ€¦ Engine: Kawasaki has boosted the cubic centimeters of its smallest Ninja by cc, putting it atop the spec chart when side by side with its classmates. Still a parallel-twin, bore and stroke are increased to Engine performance revisions can be seen throughout, including larger diameter head pipes at The cylinder is also sleeveless and uses plated bores. The radiator has also been redesigned to better direct heat away from components the rider will come into contact with, all while using no new parts says Kawasaki. Impressively, Kawasaki has managed to increase displacement and optimize performance, all while keeping the engine relatively the same size as the Ninja The new downdraft intake provides the most direct path of air into the cylinder for a more efficient intake system. This creates a more efficient intake system. The intake funnels themselves are different heights allowing Kawasaki to tune out most dips in the torque curve. Kawasaki says this has been especially important to improved engine performance at high rpm. The airbox was also engineered with more rigidity at the top to eliminate unwanted noise, while still delivering a clear intake note which was present in the best way at high rpm at Sonoma Raceway. As we can see on our exclusive dyno run of the Ninja , the torque curve is impressively flat, peaking at 25 lb-ft of torque at 8, rpm. Perhaps more notably, is the fact that 20 lb-ft are available just under 4, rpm. Horsepower is also substantially increased from the previous Ninja, as well as the competition, with 44 hp available at 10, rpm. Close gear ratios and the assist clutch make flipping through gears a breeze, while the slipper function will prevent the rear tire from hopping or skidding during aggressive or accidental downshifts. Fully Flickable To say the Kawasaki Ninja is maneuverable would maybe be the understatement of the year. As I picked the bike up off of its kickstand it became clear just how lightweight the Ninja was. A few corners later it was apparent how much fun I was about to have for the next two days. The usable mid-range power, light clutch pull, and ease of handling make for a fun and unintimidating entry-bike for those looking to begin their foray into motorcycling. When considering the power-to-weight ratio of motorcycles, dropping 15 lbs provides a substantial boost in performance. When we had the Ninja on the dyno we also had a chance to weigh it. The last Ninja we tested, with a 4. The rigid-mounted engine is also now used as a stressed member, with an aluminum swingarm mounting plate bolted to the back of the engine. This all leads to added stability and less weight. The overall wheelbase has been shortened by 1. Seat height has been kept the same at All things Kawasaki on Motorcycle. While the suspension is somewhat soft, I never had any bottoming issues, and it soaked up imperfections on the street quite nicely. On the track, stiffer suspension would be preferred, yet it worked well enough for us to thoroughly enjoy the bikes at Sonoma Raceway. Although braking power was adequate, it became one of the few things most journalists said they would change first if track-duty was the assignment. Steel braided brake lines and a set of racing brake pads would likely fix the sponginess and soft initial bite. Style for miles Since , Kawasaki has done a great job at making its entry-level motorcycles look much more like their larger displaced siblings. For Kawasaki has continued with styling that is undeniably Ninja. LED lighting is found throughout on the Ninja, giving it that premium motorcycle feel. As mentioned previously, the triple-peak motif tail section and small chin spoilers on the bottom of the front cowl were derived from the Ninja H2. The new five-spoke wheels look slick and are said to be lighter than the previous version. The cockpit also has refined feel without loose cables or wires hanging around obtrusively, rather everything is

well bound and routed neatly out of the way. The dash also looks great while providing a decent amount of information with the gear-selection indicator front and center. In harsh sunlight, the screen can be rather difficult to read. First, Kawasaki will no longer produce the Ninja A lot of folks seemed to think it would continue the , but this is not the case. What happened to men? Final thoughts on the Ninja The Ninja would be an easy first motorcycle that you could get into track days with as well. To me, and many others who have ridden the , the boost in displacement feels just right. You have easy-to-use mid-range power that comes on strong without being intimidating, incredibly light and precise handling, and styling for days. They are in dealerships now, so seek out your local dealer or demo day and have a look for yourself. What do you think about the increasing displacement of the lightweight sportbike class? Let us know in the comments section.

Chapter 2 : The Kawasaki Z1 Story : David Sheehan :

Kawasaki Motorcycle History Kawasaki emerged out of the ashes of the second World War to become one of the big players from Japan. In the late '60s and early '70s, Kawasaki built a reputation for some of the most powerful engines on two wheels, spawning legendary sportbikes like the Ninja series and a line of championship-winning off-road bikes.

Eighteen years later, in , it was incorporated as Kawasaki Dockyard Co. Born in Kagoshima to a kimono merchant, Shozo Kawasaki became a tradesman at the age of 17 in Nagasaki, the only place in Japan then open to the West. He started a shipping business in Osaka at 27, which failed when his cargo ship sank during a storm. In , he joined a company handling sugar from Ryukyu currently Okinawa Prefecture , established by a Kagoshima samurai, and in , researched Ryukyu sugar and sea routes to Ryukyu at the request of the Ministry of Finance. In , he was appointed executive vice president of Japan Mail Steam-Powered Shipping Company, and succeeded in opening a sea route to Ryukyu and transporting sugar to mainland Japan. Having experienced many sea accidents in his life, Kawasaki deepened his trust in Western ships because they were more spacious, stable and faster than typical Japanese ships. At the same time, he became very interested in the modern shipbuilding industry. In April , supported by Masayoshi Matsukata, the Vice Minister of Finance, who was from the same province as Kawasaki, he established Kawasaki Tsukiji Shipyard on borrowed land from the government alongside the Sumidagawa River, Tsukiji Minami-Iizaka-cho currently Tsukiji 7-chome, Chuo-ku , Tokyo, a major step forward as a shipbuilder. Kojiro Matsukata is appointed as the first president of the new company. In , seven years after the establishment of Kawasaki Dockyard, the Sino-Japanese War started and the shipbuilding industry in Japan enjoyed sudden prosperity. Kawasaki was also very busy in receiving and finishing a rush of orders for ship repairs. Realizing the limitation of private management, Kawasaki decided to take the Company public right after the end of the war. Then close to 60 years old, without a son old enough to succeed him, Kawasaki chose Kojiro Matsukata, the third son of his business benefactor, Masayoshi Matsukata, as his successor. In , the younger Matsukata was appointed the first president of Kawasaki Dockyard Co. Matsukata was also known as an art collector. In addition, the Tokyo National Museum houses his extensive collection of Ukiyoe prints. He planned to construct a dry dock by reclaiming land next to the shipyard. In , a land survey began, and in , boring tests were carried out. After the incorporation of Kawasaki Dockyard, Kojiro Matsukata pursued the plan. Construction work faced rough going due to the extremely weak foundations of the site on the Minatogawa River delta. After a couple of failures, a new technique was adopted to harden the underwater foundation by pouring concrete. Six years later in , the dry dock was completed at last, costing three times as much and taking three times longer than the construction of a dock under normal conditions. Size of the dry dock: Kawasaki started manufacturing rolling stock in , and 4 years later produced its first steam locomotive, the Tender type locomotive 2B saturation steam type, No. Its performance was highly acclaimed and the Ministry later praised the Company, saying that its locomotive had done even better than those made in foreign countries. Kawasaki manufactured 3, steam locomotives in total until , greatly contributing to the development of railways in Japan. In , Kawasaki completed its first airplane at its Hyogo works, and conducted test flights in Sohara Village currently Kakamigahara City , Gifu Prefecture. The Japanese Army admitted its excellence based on the test flights, and adopted it for the first military plane, the Type Otsu 1 surveillance plane. Kawasaki manufactured about planes of this type until The train was carried in a trailer on the national highway after midnight. In , the Company succeeded in developing the Kawasaki-Unimate , the first industrial robot ever produced in Japan. Code-named "New York Steak" as early as in the development stage, the Z1 became a "mouth-watering motorcycle," winning overwhelming popularity immediately after its introduction, and becoming a long-term bestseller. In , management decided to enter the marine recreational product field and a Marine Project Team was formed at the Company. During team discussions, the concept of a new product gradually took shape. A product in a completely new category, which enables people to enjoy waterskiing, a popular marine sport of the day, by themselves, without a boat-that became the basic concept of the Jet Ski watercraft. In , at Akashi Works, Kawasaki developed a new product product code: WSAA by installing a 2-stroke, 2-cylinder, cm3

engine designed based on those for snowmobiles. The product was named Jet Ski, and became a registered trademark of Kawasaki. After obtaining a positive response from trial sales in the U. In , Kawasaki started to sell Jet Ski watercraft in Japan. In , the Company started developing industrial gas turbines based on its proprietary design. The Company also developed proprietary cogeneration systems, the GPC series, in The BK, the first helicopter ever developed in Japan, offers a high standard of safety featuring twin engines, and easier operation using a jointless rotor system. Advanced technology also enables instrument flights even in inclement weather. One example is its LNG liquefied natural gas carriers. We challenge extensive innovations and improvements, succeeded in building rail cars for the New York Subway by Kawasaki was the first to use stainless steel for the body, making possible for lightweight trains. Kawasaki also established a method of unstrained assembly of the car, and a system of overturning the body of the car for efficient maintenance. Introducing the tact line system, Kawasaki was able to assemble 1 car a day, which was accompanied by an efficient production management system. Spanning the Strait of Akashi, the Akashi Kaikyo Bridge was the longest single span suspension bridge in the world at the time of its construction, with a total length of 3, meters and a distance between the two main towers of 1, meters. Kawasaki was the main contractor for the tower on the Awajishima Island side meters tall and over 25, tons-which fully utilized its advanced technology for steel structures. The Company also produced and installed stiffening girders. The bridge opened in spring These machines were to excavate part of the two underwater tunnels from the coast of Sangatte in Northern France to the British coast. Due to the chalk strata on the French coast partly leaking with some faults, a sudden inflow of high-pressure water was expected during construction. In addition to these complex strata 40 meters under the sea and a high water pressure of a maximum 10 atmospheres, continual high-speed boring of 16 km at m per month was also required. The difficulties become clearer when compared with the commonly accepted conditions for a TBM project: Furthermore, the leadtime from contract to design, manufacture and delivery was also set at only 13 months. However, because Kawasaki is a leading manufacturer of shield machines and TBMs, it aggressively surmounted these difficulties, supported by its expertise and track record for around 1, of these products. The T, based on the series Shinkansen train jointly developed by Central Japan Railway Company and Western Japan Railway Company, has been optimally configured for Taiwanese geography, climate, legal regulations, and so forth. While TSC has received orders beyond rolling stock for signaling systems, track, and so forth, Kawasaki was the primary contracting company for rolling stock and has manufactured 30 trains cars together with Nippon Sharyo Ltd. The engine features an optimized combustion chamber form and individual control of each cylinder to improve anti-knocking performance and cycle efficiency. The addition of a prechamber spark ignition system does away with the need for additional liquid fuel for ignition and realizes easy operations.

Chapter 3 : Kawasaki Ninja First Ride Review

Love everything around you, and the love MUST come back to you - a hundred fold!. The Power reveals the greatest force in the universe, and exactly how to use it - for better relationships and for everything you could ever want.

His firm will come to be known as Kawasaki Heavy Industries. Motorcycles will become a small part of this diversified industrial conglomerate. Meguro is one of the only Japanese companies making a cc bike. But in fact, it is a pretty high-quality bike. Although its handling leaves something to be desired, the motor is very powerful for the day. In particular, it establishes a reputation for powerful and somewhat antisocial motorcycles! A wonderful H1R production racer is also released â€" a cc racing bike. Over the next few years, larger and smaller versions of the H1, including the S1 cc S2 cc and H2 cc will be released. The company plans to release a four-stroke, but is shocked by the arrival of the Honda Four. Kawasaki goes back to the drawing board. The cc Z1 goes one up on the Honda with more power and double overhead cams. Over the next few years, its capacity will increase slightly and it will be rebadged the Z In he will finish second in the premier cc class. Anton Mang takes over racing duties in the and classes, and he will win four more titles over the next three years. This is the most successful period for Kawasaki in the World Championship. To underline the efficiency of the cooling system, its launch is held in Death Valley. Despite its substantial weight, journalists are impressed. He will repeat as champion the following year. Kawasaki releases the GPz This is the bike that launches the class. Kawasaki supplies his family with Team Green diapers. They are cc and cc race replicas. It is the first production motorcycle with ram-air induction and the fastest production bike on the market. There are only one or two riders on s who lap any faster than he does on the little bikes.

Chapter 4 : Kawasaki Mach III H1 Killer Kawasaki | Autoweek

Expounds on Kawasaki's projects, involving a vast array of innovative products applied to land, sea, and air. TECHNOLOGY Explains Kawasaki's efforts in developing state-of-the-art products and technologies for land, sea, and air applications.

Pinterest Email Late in , Kawasaki built a motorcycle assembly plant in Kobe, Japan; one of the first out of the gate was a cc two-stroke machine. It made 8 hp at 6, rpm. In , Kawasaki went through a reorganization, which, among other things, yielded a motorcycle built around a cc, hp three-cylinder two-stroke. In less than a decade, Kawasaki had created a bike which boasted a percent increase in power over their early efforts. This groundbreaking machine was the Kawasaki Mach III H1, and for a time, it was the most powerful production motorcycle in the world. It soon came to be known as The Widowmaker, and not just because of its output: With a well-sorted launch, the Mach II ran the quarter mile in the lowsecond range, with a trap speed just over mph. Besides the winning combination of big horsepower and low price, the Mach III pulled off something unheard of in high-performance motorcycles: The CDI ignition made for easy kick-starts, and surface-gap spark plugs meant minimal fouling. Build quality was impressive compared to its American, British and Italian competition. Plus, the Mach III was almost polite if ridden in a reserved manner and kept under 4, rpm. Once the tachometer needle edged up above 5, rpm, however, the engine snarled and wailed into something utterly unreserved, and things could rapidly get entirely out of handâ€”especially when compared to its contemporaries. The twin-cylinder cc Triumph Tiger made just over 40 hp. A Ducati Desmo made just over 30 hp. A to hp increase is something easily discernable by the butt dyno in a 4,pound car. On top of a motorcycle that weighed in at just over pounds and sported a rearward weight bias, that boost in horsepower on a throttle roll, combined with the peaky nature of two-stroke power delivery, made for unexpected front-wheel flight and hairy handling surprises. By , the Mach IV was packing 74 hp at 6, rpm and had an impressive mph top speed. Meanwhile, the cc H1 continued to evolve, gaining frame reinforcement, a front disc brake, improved steering damping and better rear suspension components. By the time the two-stroke triple was scuppered by Kawasaki in , the so-called Widowmaker was a well-behaved machine, but one which still encouraged the rider to engage in high-rpm hooliganism. Despite its reputation or perhaps because of it the Kawasaki two-stroke triple has earned its place as a classic that commands respect from those already in the know and gains instant appreciation and awe of those discovering the power and mystique behind these quick and fast machines. Despite over four decades of advancements in motorcycle technology, however, the H1 frame, suspension and brakes still mark the Mach III as the progenitor of the superbike â€”a true two-wheeled counterpart to the muscle car. By Mike Bumbeck, contributor.

Chapter 5 : History of Kawasaki Motors Corp., USA

The Kawasaki Z1 Story by Dave Sheehan - Review The Kawasaki Z1 Story. Ian Fleming's James Bond franchise has nothing on Dave Sheehan's telling of the saga of the creation of the Kawasaki Z1.

KHI is engaged in building transportation systems for the 21st century, and in doing so, is utilizing the wealth of technological know-how it has accumulated over the past years. The ship building division has led the world in producing ever larger, ever faster, increasingly automated ships. It is constantly striving to find ways to increase ship manufacturing and navigation efficiency while conserving energy. So far, the quest has resulted in the development of Liquid Natural Gas LNG carriers, high-speed ships and other future-oriented marine technologies. By applying aviation principles, a Jetfoil that speeds above the water at an amazing 45 knots is one project that has become reality. This exciting new vessel is planned to carry a payload of approximately 1, tons and travel at a cruising speed of 50 knots. The company is now developing a next-generation Shinkansen that will travel at a top speed of mph. As a systems integrator, Kawasaki engineers total railway transportation systems, from train operation control to rolling stock inspection and repair operations. In the aircraft sector, Kawasaki is engaged in a broad range of activities as a manufacturer of both aircraft bodies and engines. At present, the company is manufacturing the Kawasaki-developed MBB K helicopter and portions of the latest passenger aircraft, the Boeing Kawasaki is also an important player in the project to develop the Supersonic Transport SST , a plane that will travel at altitudes of 60, to 90, feet at a speed of Mach 2. The Company technological capabilities are also honed through its participation in the research and development of an environment friendly small aircraft engine. Since the s, the Company has been responsible for the development and production of the payload fairings, payload attach fittings PAF and the construction of the launch complex for the H-II rocket. It continues to provide services for the H-IIA rocket. Kawasaki also has experience participating in such projects as the development of the reusable launch vehicles for spacecraft that will handle future space transport. Currently, Kawasaki is involved in the development of a stratospheric platform and manned space technology, including the training of astronauts. The success of the Eurotunnel, the large-scale project that links England to France, owes much to the two tunnel boring machines made by Kawasaki. The company also built the shield machines â€” the worlds largest, at more than 46 feet in diameter â€” for the construction of the Trans-Tokyo Bay Highway. Bridge construction is another Kawasaki strength. The company recently completed a main tower of the Akashi Kaikyo Bridge. When completed, this will be the longest suspension bridge in the world. Plus, Kawasaki is doing its utmost to fulfill its responsibilities to the planet by being environmentally conscious. It is making every effort to develop environment-friendly plants, technologies to protect the earth, new sources of energy that will help ensure a stable supply of resources and energy, and energy-conserving and recycling technologies. The Combined Cycle Power Plant CCPP , for example, uses lowpolluting natural gas to turn the turbines that generate power, while exhaust heat is used to generate additional electricity. Other technologies, including water treatment, flue gas desulfurization and denitration plants, are also proving highly effective in the protection of the environment and the conservation of energy. Kawasaki is always monitoring future technologies and is well positioned to enter the era of fusion energy that will follow. The Kawasaki name represents a technological enterprise whose activities range from large-scale, international projects to items used in daily life and for recreation. And at every step, Kawasaki pays the utmost attention to humankind and the environment. The past years of innovation has enabled Kawasaki to establish a firm foundation as a leading technological enterprise. Now, the company is fully prepared to welcome the new century and looks forward to playing a leading role in the advancement of humankind and to another century of innovation.

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Chapter 6 : Kawasaki Story - It all began in a shipyard in â€¦

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Chapter 7 : Consent Form | Cycle World

Kawasaki's origins go back to , when Shozo Kawasaki established Kawasaki Tsukiji Shipyard in Tokyo. Eighteen years later, in , it was incorporated as Kawasaki Dockyard Co., Ltd. Born in Kagoshima to a kimono merchant, Shozo Kawasaki became a tradesman at the age of 17 in Nagasaki, the only place in Japan then open to the West.

But Samuel Gee, a highly regarded physician in England, found something very strange while cutting open the corpse of a seven-year-old boy in London in In the affected regions, the main blood vessels that supply blood to the heart had expanded like modelling balloons because of weakened vessel walls. Gee described the case as follows: The pericardium was natural. The heart natural in size, and the valves healthy. The coronary arteries were dilated into aneurysms at three places, namely, at the apex of the heart a small aneurysm the size of a pea; at the base of the right ventricle, close to the tip of the right auricular appendix, and near to the mouth of one of the coronary arteries, another aneurysm of the same size; and at the back of the heart, at the base of the ventricles, and in the sulcus between the ventricles, a third aneurysm the size of a horse bean. These aneurysms contained small recent clots, quite loose. The aorta near the valves, and the aortic cusp of the mitral valve, presented specks of atheroma. Unable to solve the mystery, Gee did the next best thing: The heart would float alone in its jar for more than years before its significance was recognised â€" evidence of the earliest recorded case of Kawasaki disease in the world. Alongside rheumatic heart disease, Kawasaki disease is the leading cause of acquired heart disease in young children in high-income countries. Modern medicine can treat most patients with Kawasaki if they are diagnosed early enough. But progress has been limited, and we still do not know what causes it. There have been many theories since the disease was first medically recognised by Japanese physician Tomisaku Kawasaki in Some researchers have pointed to an unknown virus. Nobody has a satisfactory answer. In the US, children of Asian descent have the highest rates of Kawasaki disease, followed by blacks, Hispanics and whites. The disease is more common among boys than girls. But as an eight-year-old, I was somewhat older than the typical patient. Most are five or under, and the average age to have Kawasaki disease is two. A month before I fell ill, I was watching a CNN news broadcast in awe as anti-aircraft fire lit up the night skies over Baghdad. By the time US and coalition troops had begun their main ground assault on 24 February, I no longer cared about the war half a world away. I was caught up in my own battle. I developed the classic symptoms within a week. It came back negative. I soon became feverish. The lymph nodes on the sides of my neck became swollen. My tongue took on a strawberry appearance and my lips grew dry and cracked. The skin on my fingers and toes began peeling. My eyes took on a reddish hue. At one point, I felt too weak to walk upstairs to the first floor of my family home. I dropped to my hands and knees and crawled instead. Such a cascade of symptoms helped me in one way: I was too preoccupied with my misery in the present to worry about the significance of my strange illness. Knowing better, my parents hid their anxiety from me at the time. My mom channelled her energy into tirelessly calling different paediatricians and friends in search of answers. Five days after the start of my illness, paediatricians diagnosed me with Kawasaki disease. By that time, I was complaining of aching joints and had developed a rash on my legs and ankles. My palms and feet were red and warm to the touch. Still, I was lucky. My physicians had dramatically boosted my chances of full recovery by diagnosing me within the first seven to ten days, a crucial window for treating Kawasaki disease. The hospital stuck an intravenous needle into my arm to deliver a single large dose of gamma globulin, a type of immunoglobulin, which contains antibodies derived from plasma from many blood donations. This treatment has proved effective in preventing most patients from developing coronary artery aneurysms. This condition, where part of the coronary artery balloons, can lead to heart attacks and, very occasionally, premature death during childhood or adulthood. About 20 per cent of children with untreated Kawasaki disease will develop coronary artery aneurysms. Other therapies have been tried but remain unproven: Although aspirin is not normally given to unders, children with Kawasaki usually get aspirin to bring down the fever and ease joint pain. When I failed to swallow some aspirin tablets and spat them out into my cup of water, the nurse on the night shift was not amused. I ended up having to drink my medicine as a bitter dose of aspirin-flavoured water. But my health was on the mend. By

Friday, I was eating frozen sherbet and feeling much better. Troops of medical residents stopped by my hospital room to hear about my unusual disease from an attending physician. By Saturday morning, I was allowed to go home. In the following months, echocardiogram tests showed that my coronary arteries had become only slightly enlarged as a result of the illness, before returning to normal size. I had survived my encounter with Kawasaki disease. But as I said, I was lucky. I fell ill at a time when more US physicians were recognising and diagnosing the disease, and when â€" just as importantly â€" they had learned, from Japanese colleagues, how to treat it. Chin helped create the foundation after his firstborn son came down with the disease in Luckily, his son recovered. But he knows first-hand the common anxieties for parents of children with Kawasaki disease. Even if treatment proves successful, parents spend the following weeks checking the temperature of their child and wondering about the possibility of a relapse. The stressful period can stretch for months as follow-up echocardiograms check for any signs of coronary artery damage. In the rare worst cases, patients who develop coronary aneurysms may face a lifetime of uncertainty. The child could be left with lifelong heart disease. This is what modern medicine has to tell them. Every spring, dust from the Gobi Desert in northern China and Mongolia enters the atmosphere and travels east to other parts of China, Japan and Korea. The dust sometimes picks up industrial pollution from China as it sweeps the land. Today, Japan has the highest rate of Kawasaki disease in the world, and the numbers keep rising. The annual incidence for the last few years has been well above per , children under the age of five, reaching South Korea and Taiwan have the second- and third-highest rates of Kawasaki disease in the world. The first cases outside of Japan were seen in Hawaii in the early s. Today, it is the US state with the highest incidence of Kawasaki disease about 50 cases per , children under five, compared with nearly 21 cases per , on the US mainland. But the large population of Japanese Americans living in Hawaii suffer from much higher rates of disease, similar to those seen in Japan itself. Some researchers began wondering if the winds could be playing a role in the spread of Kawasaki disease. He teamed up with Japanese and US colleagues to find out more. They soon found a consistent pattern between seasonal shifts in the winds coming out of Central Asia and fluctuations in the number of Kawasaki disease cases in Japan, Hawaii and San Diego reported in a paper. The wind patterns even showed a possible connection with year-to-year variations in cases. The next step involved pinpointing the geographical source of whatever was being carried on the winds. Their results, published in , pointed to a region in north-east China. Patients seemed to develop the first signs of fever within a day of being exposed to whatever might be carried on the winds â€" far too short an incubation period for most known infectious agents, including viruses. They have already used aircraft to collect samples of the air above Japan, and a preliminary sweep of the samples has found as many as 11 different species of the fungus Candida, the most common cause of fungal infections in humans. The team eventually hopes to collect air and ground samples from north-east China. The existence of other sources would help explain the worldwide incidence of Kawasaki disease, which varies wildly from country to country. For instance, the latest figures show that South Korea has cases of Kawasaki disease per , under-fives; Australia, nine ; and England, eight. Instead, they focus on chipping away at the smaller unknowns in different ways. Some researchers mimic the condition in genetically modified mice to study how immune-system responses damage the arteries; others use mice to begin examining the possible role of bacteria that live inside the gut. Genetic studies of humans have also helped identify specific immune-system signals and molecules that seem to play a role in the disease. Such research typically flies under the radar of both the media and the public. By comparison, the windborne theory has earned an occasional flurry of media attention for Kawasaki disease over the last few years. Such theories continue to spark strong disagreement among Kawasaki researchers. For instance, most researchers I spoke with have adopted wait-and-see stances on the windborne theory, ranging from cautious to sceptical. In , he published a study about how diets rich in soy might put children at greater risk of getting Kawasaki disease. Several lined up at the microphones in the aisles to give their critiques. According to the hypothesis, these agents, be they infectious diseases or environmental factors, may modulate the immune response to make kids more or less tolerant to triggers. Other agents might be the triggers themselves. She and her colleagues believe that the patterns of Kawasaki disease cases still point most strongly to an infectious agent such as a virus. Their hunch is that the cause is some sort of respiratory virus, which infects many people when inhaled, but

causes symptoms only in people with certain genetic vulnerabilities. Children may be most vulnerable because of the fact that their immune systems are still developing and they have lost protective antibodies that are passed on from their mothers during early life. To hunt down the possible culprit, Rowley and colleagues created synthetic antibodies based on the genetic sequences of antibodies found in the inflamed arteries of children with Kawasaki disease.

Chapter 8 : Kawasaki motorcycles - Wikipedia

In this video we go over the history of Kawasaki motorcycles. Kawasaki is the last major manufacturer to come out of Japan along with Honda, Suzuki and Yamaha. We start from the early days when.

Chapter 9 : The Kawasaki Story (Hardcover) | National Motorcycle Museum

The history of Kawasaki motorcycles. Discovery channel.