Canadian Championship winning FZ750 & YZ125

Canadian star Reuben McMurter, riding a Sports Affleld sponsored Yamaha FZ750 superbike, has clinched the overall championship in the R.A.C.E. series in Canada, the most prestigious speed event outside of the Nationals. A flawless ride at Sanair Quebec assured "Reub" of the title with one round still remaining. Reuben's bike was prepared and tuned by Yamaha dealer, Ric Tomac. In addition to his success in Canada he has also ventured to the U.S. Superbike circuit, finishing as high as second place.

On the other hand, Doug Hoover won his first Canadian Expert National MX Championship aboard a YZ125.

Doug has been racing on Yamas for most of his career and is now a contracted factory rider for Yamaha Motor Canada. On his YZ125N, Doug took the points lead in the second round of the three-race series and breezed to an easy win, his first championship title.

This also marked a first for Yamaha category which had long been dominated by Suzuki racers. The future looks bright for both Reuben and Doug.

The 1986 Yamaha American Model Range was unveiled during the Anaheim dealer meeting held late in October. Proudly rolling at the head of the '86 line is the luxurious Venture Royale with more engine displacement, more luggage capacity and a host of other refinements. Right on its rear wheel is the FJ1200, sporting more displacement and greatly improved aerodynamics and styling. The 5-valve FZ750 received many detail improvements, and it should easily maintain its position at the head of the 750cc class.

Two Viragos are again offered: the XV700 and the new 1100cc XV1100. For cruisers in a hurry, the FZX700 combines V-Max styling with FZ750 technology - it's a rocket. The FZ600, successor to the popular FJ600, features advanced frame and suspension design. The SRX600 is for those who demand simplicity - combining big-bore single with lightweight chassis and running gear. Budget-conscious riders will like the YX600, which combines proven technology with modern styling and a low price.

26th International Tokyo Motor Show

-Nov. 1 to Nov. 11

The Yamaha booth showing off the new domestic line-up and overseas models for information received great response from lots of visitors during the 11-day session of the 26th International Tokyo Motor Show.

(See pages 2, 3 and 8 for more information and pictures)
The most competitive machines in Yamaha’s history

**XVZ 13D Venture Royale**
- Unmatched touring comfort
  Foundation for the Venture Royale’s performance is its remarkable liquid-cooled, DOHC engine with four valves per cylinder. For ’86 a three millimeter increase in bore size increases engine displacement to 1295cc, an increase of 92cc. This enhances low-and-mid-range power for smoother acceleration and better maneuverability. And since this more powerful engine need not work as hard, overall engine reliability is improved.

While the Monocross rising-rate rear suspension system, Computer Leveling Air Suspension System (CLASS), shaft drive, frame, and fork remain unchanged for ’86, a variety of detailed chassis modifications greatly enhance rider and passenger comfort. New, fixed-type saddlebags have 50% more capacity and feature removable inner bags. The large travel trunk is also fixed and includes a vanity mirror, trunk light and 3-stage adjustable backrest. The seat uses a new vinyl front which is softer than last year’s and more comfortable. Changes to the electrical system focused on the new, standard-equipped CB radio and a more sophisticated cruise control system (Venture Cruise).

**Chassis modifications consist chiefly of cosmetic change. The monocrome frame and air-assisted front fork with dual disc brakes remain unchanged. However, the discs are now slotted to reduce braking noise. The rear brake now uses a redesigned brake rod which improves brake feel and reduces drag.**

**XXV700 Virago**
- An affordable V-twin
  The ’86 engine sports different cylinder and cylinder head finning which greatly improves appearance. In addition, the crankcase cover shape is now round. A coating-enricher device is equipped to the cylinders on California models to prevent backfiring on overrun, and California models have slightly different jetting to meet that state’s emissions standard.

Chassis modifications include 3-layer header pipes to prevent discoloration due to the added heat produced. The electric start has been changed from the constant-mesh type to the electromagneticshift type. This is the same starter as used on the XV1100. Virtually unchanged for ’86, the chassis continues to feature a monocrome frame in which the engine becomes a stressed member. The long, air-assisted front fork with leading side gives the machine a unique “chopped” look, and the dual, front disc brakes slow things down in a hurry. The new brake fluid, brake disc on the ’86 model are slotted. At the rear, a new brake actuating rod gives better feel during hard braking and eliminates drag. Long-distance touring fans will appreciate the extra 0.7-gallon capacity of the fuel tank over the ’85 model which greatly extends the cruising range.

**FZ700**
- A power cruiser for performance
  With very few alterations, the engine is the same as the FZ700’s. This liquid-cooled, DOHC, in-line four features five valves per cylinder and a slant cylinder block. Unique, bicone combustion chambers with slightly convex piston crowns ensure the optimum in combustion efficiency. The result is a high compression engine which runs detonation-free on regular gas. Since the five valves are smaller and lighter than those in conventional engines, the engine level at which valve float sets in is much later. This engine revs freely to an amazing 12,000 rpm. And special heat treating on the cam and special valve seat materials reduce valve train wear to almost nothing.

Another unique feature of this engine is its slant cylinder block. Slanted forward 45 degrees, it greatly improves weight distribution and permits the use of straight intake tracts and almost straight exhaust tracts for maximum efficiency. Never has a 700 engine put out the quantity and quality of the FZ700’s power. Torque down low, it pulls like a 1200 on top. The FAZ and Turnout are all new. The double-cradle frame uses box-section top rails for maximum stiffness. Unlike the FZ, the frame tubes descend between the #1 and #2, and #3 and #4 exhaust headers. The left frame downtube routes coolant and the right is detachable to facilitate engine removal. Rigid and tough, the frame is more than a match for the FZ7K’s high horsepower. It mounts the engine down and forward, giving the machine its sleek, low line.

Unlike the FZ700, engine mounting is by a single rigid front mount (only the top boss is used) and dual rubber rear mounts. Vibration is minimal. The FZ700 may look like the V-Max. That is the emphasis, is on cruise performance. However, the FZK’s styling is more refined, with less emphasis on the engine.

**FZ600**
- High performance & good looking
  The DOHC, air-cooled, in-line four is based on the 680 engine. In the new FZ600, a rear-mounted alternator for narrow width and deep cornering angles is used. This engine is basically the same as the 4-stroke Genesis supersports FZ750. But detailed improvements made to the intake and exhaust systems make this model a more powerful racing weapon.

Carburetors have also been redesigned for added race performance. The FZ750’s carburetors have a bore size of 2.8mm. Together they deliver higher torque and power.

**Yamaha exhibition highlights**

“Challengers of Progress” — this is Yamaha’s corporate theme for the exhibits (56 domestic & overseas models) in the 1986 26th International Tokyo Motor Show. Stated below is the information for the selected exhibits.

**TZ250**
The ultimate 2-stroke quarter-liter supersports
As its name implies, the TZ250 has been developed based on GP-winning YZR race concepts, thus achieving another high level of Yamaha’s 2-stroke production technology. The liquid-cooled 2-stroke parallel twin engine that was the basic design as the production racer TZR250 features the newly developed crankcase rear axle in-duction system. The Yamaha origina YPSGem fitted to the exhaust port helps deliver plenty of strong power and torque especially in the low and mid-speed range. Max power output is 45ps/9600rpm and max. torque 3.5kg-m/8000rpm. The transmission employs a dry sump lubrication system that is effective against accumulation of consumed oil, while preventing chum-caused power loss and oil deterioration. In the YZR-based alumni. Delta-box type frame design the steering head comes with a sliding bearing and pivot in a straight line for added rigidity. This frame is about 40% lighter than a conventional steel tubular frame. The YZR-styled front 320mm disc brake is an opposed piston 4-port caliper type. The disc is a floating mount type that provides very effective to prevent the heat from affecting the braking performance. Front and rear 17-inch alum. cast wheels have hollow spokes helping decrease the unsprung weight. With the full fairing the TZR250’s C.d.a. is only 0.286, the smallest in the production 250cc category, thus helping bring high-speed stability and fuel economy together.

**FZR750**
A formidable F1-endurance racer
The FZR750 is a high performance F1 and endurance racer that has been developed based on the production supersports FZ750. The combination of the YZR-bred frame and the unique "Genesis" engine ensures extra-high performance potential as proven in brilliant ’85 Suzuka 8-hour endurance achievements by Kenny Roberts / Tadahiko Taira. The engine is basically the same as the 4-stroke Genesis supersports FZ750. But detailed improvements made to the intake and exhaust systems make this model a more powerful racing weapon.

Carburetors have also been redesigned for added race performance. The YZR-proven high rigidity alum. delta...
smoother running at medium speeds. The double-crade frame is constructed of box-section, high-tensile steel tubes. Its race-bred design with wide top rails features high rigidity, light weight and compactness qualities essential in a high-performance machine like this. The result: added stability. And, both left and right downtubes are detachable to facilitate engine servicing.

**YX600**

- A modern standard bike
  - Various modifications were made to improve the performance, reliability and looks of the basic FJ600 engine. While the cylinder head and cylinder remain unchanged, the cam cover and crank end covers are painted gold like the FZ750. The YX600 uses the same crank as in the FJ600, but the web closest to the Hy-Vo Type chain sprocket is 1mm thicker for increased strength. Pistons and rods are the same as the FJ, but cam timing is changed for more mid-range power. The air cleaner is off the XJ650 Maxum and uses a new baffle to reduce intake noise. Clutch and transmission are the same as the FJ600.

- The four 30-mm carbs are 2mm smaller in diameter than the FJ’s and complement the altered cam timing. This results in vastly improved low-and-mid-range performance. Power characteristics are ideal for around-town and highway riding.

- The four-into-two exhaust system features new shorty mufflers and a connecting joint is added between the #2 and #3 exhaust headers (headers are from the XJ550). The frame is a double-crade unit proven on the XJ550. However, to bring the seat height down to its 7.75mm, a lower seat rail was added. The conventional handlebars are rubber mounted for a neutral seating position - as befits a Standard. Tank and seat are all new, and the 3.17-gallon (12-liter) tank features an aircraft-type cap. Up front the center-axe fork uses 38-mm stanchions to steer the 16-inch wheel. An aluminum fork brace increases stiffness, and travel is a full 140mm. The slotted dual front discs are 267mm diameter and are operated by opposed-piston calipers. This powerful system ensures plenty of stopping power.

**BW80**

- An automatic clutch-fitted playbike
  - The basic design of the power unit is the same as that of the Y-Zinger 80 (PV80): a reed-valve induction, 2-stroke single. The 3-speed, "neutral-at-the-bottom" transmission is combined with an automatic centrifugal clutch. The 2nd and 3rd gears are close for smooth sand riding. Air filter sealing has been improved, and final drive is by chain. With the use of balloon tires (front 19 x 7 - 10, rear 19 x 9 - 7), the chain line has been altered. The drive shaft and crankcase cover have also been newly designed. In addition, the engine is rigid mounted. The chassis also features a number of modifications, including wider front fork and swingarm pivot and strengthened frame mainstay and downtube. Along with these modifications, the newly designed front fender and side covers round out the BW80's styling. Both front and rear brakes use 155mm-diameter drums: the front is operated by hand and the rear by foot.

- The wide, low-pressure balloon tires use rigid polyester cords for good traction and positive cornering. Like the PV80, the BW80 has no lights.

**RIVA CE50**

- A frugal scooter model
  - New to the 50cc line for '86 is the CE50, powered by reliable, reed-valve engine. Lighter and less expensive than the CA50, the CE50's amazing acceleration made it the best-selling scooter in Japan - half a million CE50s were sold between March '83 and July '85.

  Both electric and kick starting are available. And a remotely controlled auto-choke system guarantees effortless starting under any conditions. Ignition is a maintenance-free capacitor discharge, and the Autolube separate lubrication eliminates messy gas-oil mixing. The V-belt automatic transmission with torque-activated variable sheave provides quick acceleration. Oversized air cleaner and muffler ensure quiet running. In addition, the telescopic front and unit swingarm rear suspension offer smooth, quiet ride.

  Light, easy to operate and inexpensive, the CE50 is the perfect scooter for students, teens or beginners.

**TORQUE-ACTIVATED VARIABLE SHEAVE**

- Luxurious & extra-convenient
  - The XC200/ XC200Z are bored-out versions of last year’s 180cc models. A 5-mm increase in bore size (from 53mm to 60mm) boosts displacement to 199.7cc. Intake and exhaust ports have also been enlarged. These changes greatly enhance performance and make the machines even more suitable for highway riding.

  Complementing the increase in bore size is a 1-mm larger carburetor featuring an electrical choke system. This automatically operates the choke when the engine is cold, just like an automobile and makes for much quicker starting. It also eliminates the need for an electric fan. A new air cleaner offers a 50% increase in intake area, for more power.

  Other changes include a newly designed drivetrain for more durability, a rubber-mounted balance gear that reduces mechanical noise, and new air shrouds for better cooling. A new crankcase cover improves cooling even further. The result is a smoother, quieter ride.

  In addition to the new choke system, electrical improvements include a larger battery and increased secondary voltage for a hotter spark. The instrument panel has also been redesigned.

**RIVA XC200/XC200Z**

- *When the load increases*

- With low, consistent load

**OX66**

- A well-balanced, high performance 4-wheeler racing engine
  - The OX66 is a high performance 4-wheeler racing engine that has been developed based on Yamaha's long proven engine technology.

  Developmental efforts have been centered around building a high-speed, high power, non-turbo type engine with well balanced, high performance potential. Ken Matsura Racing Service has already used this engine powered F-2 racer in national races.

  The engine features an ultra-short stroke type 10.688:1 V-6 format suitable for high-speed operation. V-angle is set at 78° that helps achieve a slim, compact, and low engine design.

  In addition, its construction is lightweight and simple for extra-easy maintenance, with possible introduction on the market in mind.

  The DOHC V-6 engine adopts a Yamaha original 5-valve system (3 intake and 2 exhaust valves per cylinder) that is a newly developed electronically controlled fuel injection system. With these technical refinements the maximum permissible speed limit is raised to 13,000rpm. Max. power output is over 330hp/10,500rpm and max. torque over 23kg/8,000rpm. A broad, flexible powerband ensures plenty of controllable power at all times.
The most competitive machines in Yamaha's history

XVZ13D Venture Royale
- Engine type: 4-stroke, liquid-cooled, DOHC, 4-valve
- Displacement: 1,386cc
- Bore & stroke: 79.0 x 65.9mm
- Max. torque/SAC: 98.5 lb-ft/5,000 rpm
- Ignition: transistor control
- Clutch type: wet, multi-plate
- Dry weight: 599lbs (272kg)
- Fuel tank capacity: 5.38 gallons (20.0l)
- Suspension: front/rear: telescopic fork/5.5" wheel travel / swingarm 13.5" wheel travel / brakes (front/rear): dual disc / drum
- Tire size: front/rear: 100/90-18

XV1100 Virago
- Engine type: 4-stroke, air-cooled, SOHC, 4-valve
- Displacement: 1,107cc
- Bore & stroke: 86.0 x 69.2mm
- Max. torque/SAC: 52.6 lb-ft/5,000 rpm
- Ignition: transistor control
- Clutch type: wet, multi-plate
- Dry weight: 492lbs (223kg)
- Fuel tank capacity: 3.88 gallons (15.0l)
- Suspension: front/rear: telescopic fork/5.0" wheel travel / swingarm 13.5" wheel travel / brakes (front/rear): dual disc / drum
- Tire size: front/rear: 100/90-18

YX600
- Engine type: 4-stroke, air-cooled, DOHC, 4-valve
- Displacement: 605cc
- Bore & stroke: 74.0 x 61.0mm
- Max. torque/SAC: 43.0 lb-ft/6,000 rpm
- Ignition: transistor control
- Clutch type: wet, multi-plate
- Dry weight: 352lbs (160kg)
- Fuel tank capacity: 2.36 gallons (9.0l)
- Suspension: front/rear: telescopic fork/3.5" wheel travel / swingarm 9.8" wheel travel / brakes (front/rear): dual disc / drum
- Tire size: front/rear: 110/90-16

XV700 Virago
- Engine type: 4-stroke, air-cooled, SOHC, 4-valve
- Displacement: 700cc
- Bore & stroke: 76.0 x 58.0mm
- Max. torque/SAC: 52.0 lb-ft/6,000 rpm
- Ignition: transistor control
- Clutch type: wet, multi-plate
- Dry weight: 447lbs (203kg)
- Fuel tank capacity: 3.88 gallons (15.0l)
- Suspension: front/rear: telescopic fork/5.5" wheel travel / swingarm 13.5" wheel travel / brakes (front/rear): dual disc / drum
- Tire size: front/rear: 110/90-16

FZX700
- Engine type: 4-stroke, liquid-cooled, DOHC, 6-valve
- Displacement: 697cc
- Bore & stroke: 76.0 x 58.0mm
- Max. torque/SAC: 44.0 lb-ft/6,000 rpm
- Ignition: transistor control
- Clutch type: wet, multi-plate
- Dry weight: 484lbs (220kg)
- Fuel tank capacity: 3.88 gallons (15.0l)
- Suspension: front/rear: telescopic fork/5.5" wheel travel / swingarm 13.5" wheel travel / brakes (front/rear): dual disc / drum
- Tire size: front/rear: 110/90-16

FZ600
- Engine type: 4-stroke, air-cooled, DOHC, 4-valve
- Displacement: 588cc
- Bore & stroke: 58.5 x 66.7mm
- Ignition: transistor control
- Clutch type: wet, multi-plate
- Dry weight: 429lbs (195kg)
- Fuel tank capacity: 3.88 gallons (15.0l)
- Suspension: front/rear: telescopic fork/3.5" wheel travel / swingarm 9.8" wheel travel / brakes (front/rear): dual disc / single disc
- Tire size: front/rear: 110/90-16 / 140/90-16
Specifications and appearance of each Yamaha motorcycle shown here may vary according to requirements and conditions and are subject to change without notice.
Indian dealers visit Japan for the first time

JAPAN

Thirty-eight dealers including the staff of Indian importers Escorts Ltd. visited Yamaha Motor Co. from September 17 to 20. Looking forward to the release of the domestically manufactured new model RX100 on the Indian market, this visit gave dealers from around India the first chance to become more familiar with the Yamaha group and to increase their knowledge about the new RX100 they will be selling.

The Indian automotive industry is steadily growing with aggressive investments by Japanese manufacturers.

In particular, the motorcycle market is fast expanding as local production is increased overall in close technical cooperation with Japanese manufacturers. With this situation as its setting, the sales competition is expected to get much hotter in the immediate future.

At this time Indian dealers' visit to Yamaha was truly meaningful for both Yamaha and them.

The group was given a reception party on the 17th beginning with a welcoming speech by President Eguchi and followed by a return speech by Yamaha Executives and Mr. Batra, and an introduction of the dealers by the Escorts staff.

Then, on behalf of the group Mr. Kataria from Delhi announced the Indian dealers' fresh determination for sales promotion of the forthcoming RX100.

The friendly dinner that followed was enlivened by song and dance exhibitions which gave the whole group the feel of a cultural exchange event rather than merely a gathering of businessmen.

The next day, the group began its tours of the Hamakita factory, Yamaha dealerships in several cities and a visit to Nippon Gaiki, gaining a deeper understanding of Yamaha and the Japanese market. The Yamaha RX100 will be introduced on the Indian market in 1986, and considering the popularity of the RD350 in 1983, this model is expected to be a big success there as well. After completing their schedule in Japan, they flew to Thailand for visit to Siam Yamaha.

Welcome speech by Mr. Batra

XJ900 completes 7-day French sidecar rally

France

From September 7 to 14 the Tour de France Sidecar Rally was held with 33 side cars participating and 27 finishing at the Paul Ricard circuit just before the start of the famous Bol d'Or 24-hour endurance. During the seven day period, the machines covered 3,700km, with three circuit races, a hill race and 7 special sections on the open road, with the participating machine divided into three classes.

The top Yamaha finisher was Mr. Pierre Derrien, riding a standard XJ900 fitted with 15" wheels and 235 x 15" sidecar tyres and finishing 5th in the "Modified Motorcycle" class and general class respectively.

This difficult rally is one of many Mr. Derrien has completed and he comments that he has never had a problem with engine, transmission or chassis parts of his XJ900.

NEWS ROUND-UP

Thanks for all your letters, we're working wonderful letters with interesting topics for Yamaha.

News from all over the world and the more you send, the happier you make us!

Yamaha instructors find enthusiastic trainees in Peking

China

Following the successful Kwangchow Service Center, a new Peking Service Center began business this April and is showing the same enthusiastic business approach as its counterpart in the south.

Recently, a technical training seminar was held here with the instruction of two Yamaha representatives, Mr. Miyamoto and Mr. Horie. Of the 5 women and 13 men who participated in the seminar, 9 employees are of the Service Center, with the others coming from Peking and surrounding areas reaching as far as Inner Mongolia.

All the participants followed the lectures of the Yamaha instructors with great interest, as the Service Center's Manager, Mr. Li, served as interpreter.

A money-saving 4-wheeler at work on the runways

Australia

Pictured in the photograph is a YFM200 presently being used to help economize work at Devonport Airport. This Yamaha 4-wheeler is just what Tasmanian Air was looking for when they decided to use a small tow vehicle to move their aircraft around. In the past it was a costly operation to start up the plane just to move it to a different parking location or to take it to refueling. With the YFM200, two staff are performing easily and economically.
trip to Japan beginning on Sept. 24th. These dealers were awarded this wonderful prize for their excellent sales results.

After the two-day tour of Yamaha's home offices and outdoor motor factory, the group enjoyed some autumn sightseeing in the famous tourist spots like Kyoto and Nikko.

At the farewell party on Oct. 2nd, Yamaha Motor's Managing Director, Mr. I. Komiyama, addressed the visitors, as follows:

"During the '86 season, the second year of launching our outboards on the North American Market, we have achieved much better business results than anticipated, especially in the sales of V-4 series models thanks to your great efforts and continued cooperation."

He went on to say that although traditionally the cultures of U.S. and Canada may differ greatly from that of Japan, he hoped that in the future we can continue to transcend this cultural gap and work together toward our mutual prosperity in a spirit of friendship.

Enjoying an autumn tour

Two-hundred and forty outdoor motor dealers from the U.S.A. and forty from Canada, participated in an eleven-day tour to Japan beginning on Sept. 24th. These dealers were awarded this wonderful prize for their excellent sales results.

After the two-day tour of Yamaha's home offices and outdoor motor factory, the group enjoyed some autumn sightseeing in the famous tourist spots like Kyoto and Nikko.

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Now let's start for trial runs of those outboards (US dealer meeting).

Lawson showing the top of his form in big Far Eastern races

Recently the Selangor Silver Jubilee Race was held in Malaysia. It was exciting racing that saw Eddie Lawson take the first heat on Saturday after a 2-lap battle with rival W. Gardner on a four-cylinder NSR600 (Honda), followed by M. Mizutani (Suzuki), P. Radford (Suzuki), F. Looi (TZ250 Yamaha) and C. K. Choong (Honda). The tables were turned in the second heat, however, when Gardner pulled slowly away from Lawson after the fourth lap to win.

meant that Gardner walked away with the crown this time. After this, Lawson traveled to Japan to take part in the TSC Big Road Race at Sportstand Sugo on October 6th, chasing up easy victories in both the first and second races. The rainy weather conditions didn't seem to affect Lawson but did hurt other riders, including C. Sarcon and Japanese champion T. Taira, both of whom crashed. The race ended in the following order: 1. E. Lawson (Yamaha), 2. Y. Hasegawa (Yamaha), 3. K. Kinoshita (Honda), 4. T. Ito (Suzuki) and S. T. Taira (Yamaha).

Hoping this small contribution will be some help

On September 19, a large scale earthquake struck the west coast of Mexico causing extensive damage and loss of life. Hoping to be of help in some way in the big reconstruction work that is underway, Yamaha has decided to send 30 generators (15 units each of the ET500 and ET600) to Mexico. On the afternoon of October 2, General Manager of Public Relations Division, Mr. Ogita paid a visit to the Mexican Embassy in Tokyo to present Yamaha's small bit of ambassadorial aid along with a message of condolence for the victims of the disaster.

Mr. Ogita is handing over the list of 30 generators.
Showing off the new model line-up under a corporate theme—

"Challenge and Progress"

The 26th International Tokyo Motor Show which took place for 11 days from Nov. 1 to 11 at Harumi attracted some 1.29 million visitors in total, reflecting the steadfast growth of the Japanese automotive industry. Yamaha showed off its new model line-up all over the allocated booth that consisted of the exhibition corner (1st floor) and the touchable corner (2nd floor).

Included in the first floor exhibits were also the Paris-Dakar Rally racer, North Pole expedition-used snowmobile and F-2 car racing engine displayed for information. Arranged all over the 2nd floor touchable corner were 66 machines of 2-stroke/4-stroke sports, trial, competition, utility and scooter models.

► Seen about at the center of the 1st floor exhibition corner is the racing spirit corner showing off the new 2-stroke supersport TZR250 (center), the GP-winning factory racer TZR500 and the F-2 car racing engine CX500, etc.

► Enjoying something of an outdoor riding feel when sitting astride a favorite bike in the touchable corner.

On the off-road model corner the TZR250 and the YZ250 represent a hot, exciting off-road racing world, while the BW250/80 with wide balloon tires and the new trail model 25S aims to expand its range into another world off the road. Introduced here is the comprehensive collection of Yamaha's off-road machine technology descended from the world-renowned Yamaha OT-T Trail.

► The FZ750 that has achieved another high level of Yamaha 4-stroke technology, proving its high performance potential in the '86 Suzuki 8-hour endurance race.

► The high performance, tractable FZ750 is an exceptionally tasty bike.

Two different themes are featured in the on-road model corner. One is the unique Genesis concept (see page 3) with FZ750 information for the development of a high performance, controllable 4-stroke supersports model like the FZ750. The other is "The Tasty Motorcycle World". This is represented by such quality models as the new performance American FZ750 TZR80 and the new taste street sports SRX900.

► Seen among the exhibits is Trafik that was ridden by J.C. Olivier in the '86 Paris-Dakar Rally. Look at the vivid marks of how hard it fought out!

► L. Colosi’s design embodies not only a futuristic styling, but also Yamaha’s positive attitude toward the improvement of riding comfort and convenience.

► The Excel III that was used in Mawako leader’s North Pole expedition.