

Canadian Championship winning FZ750 & YZ125

Canadian star Reuben McMurter, riding a Sports Afield 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 Tomacic. 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 YZ125N.

Doug has been racing on Yamahas 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.



D. Hoover with YZ125



R. McMurter with FZ750

Taste Real Fire!



FZX700



YX600

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 ad-

vanced 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.

The Big Wheel line is further extended, including electric-starting BW80.

Scooters are back and here to stay! The Yamaha line of Riva scooters includes three new models: the XC200, XC200Z, and CE50.

(See pages 2 & 3 for more information of the selected models.)



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)



1986 Yamaha American Model Range

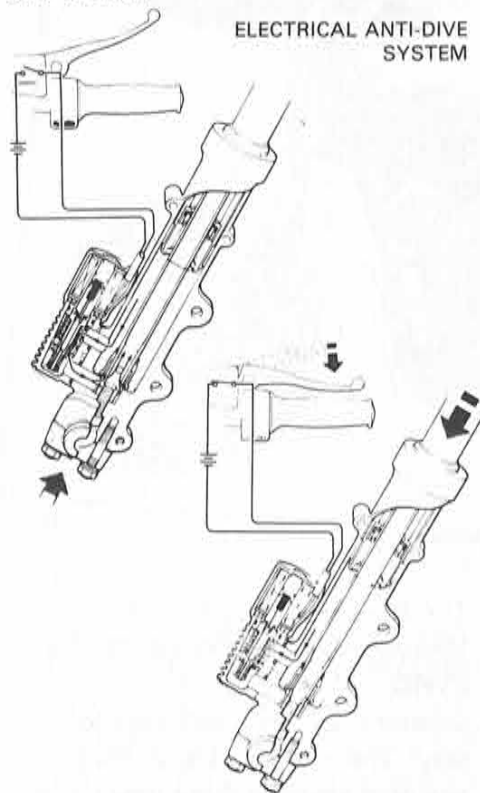
The most competitive machines in Yamaha's history

XVZ13D 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 1294cc, an increase of 96cc. 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 leather which is softer than last year's and more comfortable. Changes to the electrical system focused on the new, standard-equipment CB radio and a more sophisticated cruise control system (Venture Cruise).



XV1100 Virago

- A variety of improvements

The basic format of this air-cooled, 75-degree, SOHC V-twin remains unchanged. The chain-driven cams feature automatic cam-chain tensioners. The transistor-controlled ignition is maintenance-free, and the quiet and reliable shaft drive keeps everything nice and clean.

The big news for '86 is an 82cc increase in displacement, accomplished by a 5.8mm increase in stroke. Displacing a full 1063cc, low-and-mid-range power is greatly improved. In addition, because the bigger engine needn't work as hard, reliability is also improved.

Chassis modifications consist chiefly of cosmetic change. The monocoque 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.

Probably the most welcome change is the 0.6-gallon increase in fuel tank capacity. Now holding 4.44 gallons (16.8 lit.), distances between fuel stops are extended - something long-range riders will appreciate.

Styling is improved with new custom painting techniques. The tank, new side covers and new fenders now feature "shaded" effects.

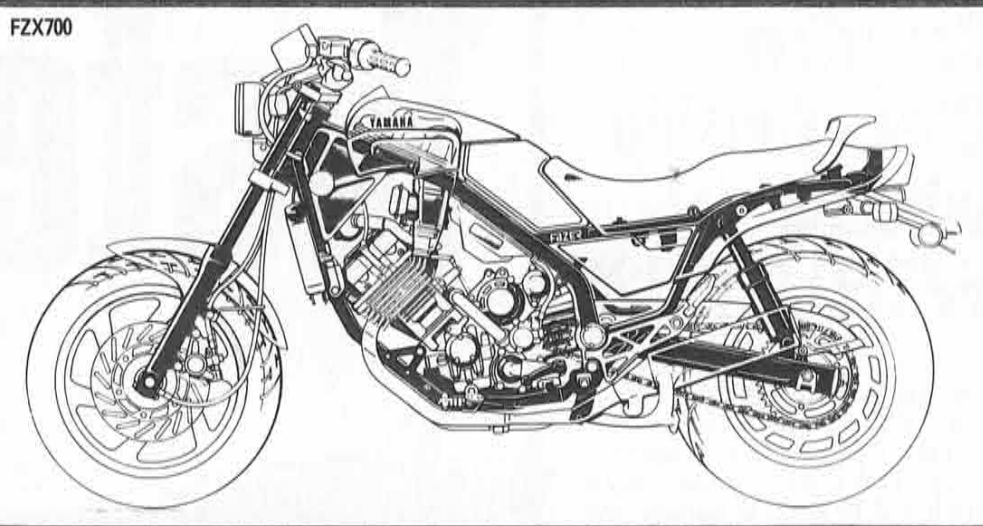
XV700 Virago

- An affordable V-twin

The '86 engine sports different cylinder and cylinder head finning which greatly improves appearances. In addition, the crankcase cover shape is now round. A coasting-enricher device newly equipped to the carburetors on California models prevents backfiring on overrun, and California models have slightly different jetting to meet that state's emissions standards. These California models also use 3-layer header pipes to prevent discoloration due to the added heat produced.

The electric starter has been changed from the constant-mesh type to the electromagnetic-shift type. This is the same starter as used on the XV1100.

Virtually unchanged for '86, the chassis continues to feature a monocoque frame



in which the engine becomes a stressed member. The long, air-assisted front fork with leading axle gives the machine a mildly "chopped" look, and the dual, front disc brakes slow things down in a hurry.

To reduce braking noise, brake discs on the '86 model are slotted. At the rear, a new brake actuating rod gives better feel during 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.

FZX700

- A power cruiser for performance

With very few alterations, the engine is the same as the FZ750's. This liquid-cooled, DOHC, in-line four features five valves per cylinder and a slant cylinder block. Unique, biconvex 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 level at which valve float sets in is much later. This engine revs freely to an amazing 12,000rpm. And special heat treating on the cams 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 FZX700's power. Torque down low, it pulls like a 1200 on top.

The chassis and running gear 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 FZX's high horsepower. It mounts the engine down and forward, giving the machine its sleek, low lines.

Unlike the FZ750, engine mounting is by a single rigid front mount (only the top boss is used) and dual rubber rear mounts. Vibration is minimal. The FZX700 may look like the V-Max. That is, the emphasis is on cruiser performance. However, the FZX's styling is more refined, with less emphasis on the engine.

FZ600

- High performance & good looking

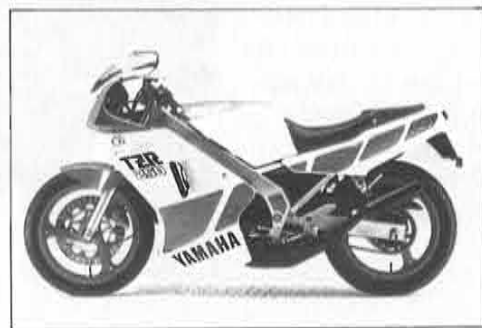
The DOHC, air-cooled, in-line four is based on the FJ600 engine. Like other Yamaha in-line fours, it features a rear-mounted alternator for narrow width and deep cornering angles, and is actually narrower than many V-fours. Bore and stroke are 58.5 x 55.7mm for a displacement of 598cc, and compression ratio is 10.0 : 1. The engine improvements focused on boosting mid-range performance. The exhaust camshaft features a new cam profile - an increased, 110-degree event angle. The four Mikuni BS30 constant-velocity carburetors have a bore 2mm smaller. Together they deliver higher torque and

Yamaha exhibition highlights

"Challenge and Progress" - this is Yamaha's corporate theme for the exhibits (65 domestic & overseas models) in the 1985 26th International Tokyo Motor Show. Stated below is the information for the selected exhibits.

system that is effective to reduce the amount of consumed oil, while preventing churn-caused power loss and oil deterioration. In the YZR-based alumi. delta-box type frame design the steering head combines with the swing arm pivot in a straight line for added rigidity.

This frame is about 40% lighter than a con-



ventional steel tubular frame.

The YZR-styled front ϕ 320mm disc brake is an opposed piston 4-pot caliper type. The disc is a floating mount type that proves very effective to prevent the heat from affecting the braking performance. Front and rear 17-inch alumi. cast wheels have hollow spokes helping decrease the unsprung weight.

With the full fairing the TZ250's Cd.A is only 0.268, the smallest in the production 250cc category, thus helping bring high-speed stability and fuel economy together.

FZR750

A formidable F-1/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 detail 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 alumi. delta



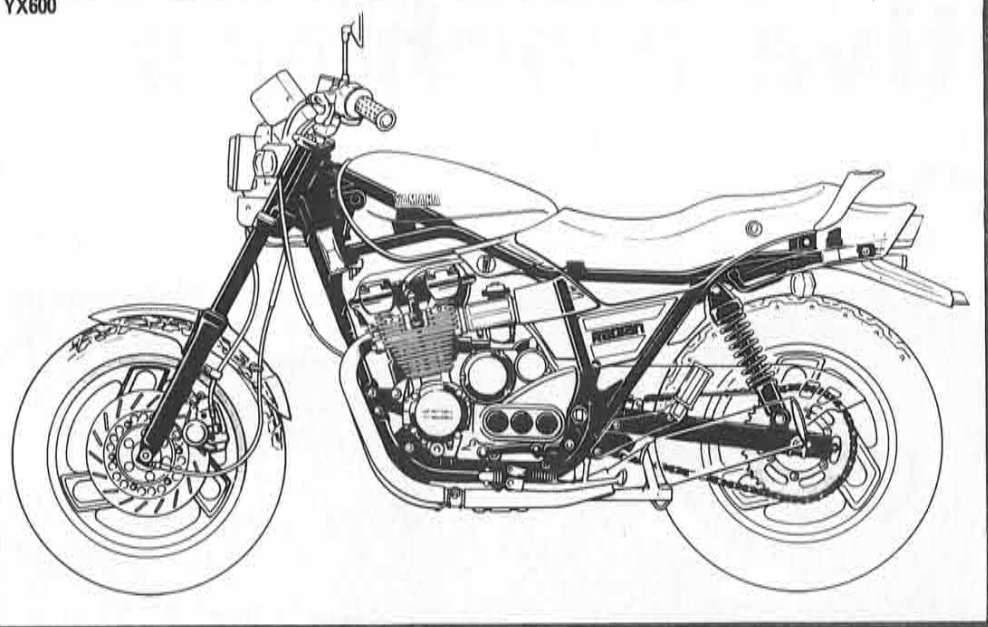
TZR250

The ultimate 2-stroke quarter-liter supersports

As its name implies, the TZR250 has been developed based on GP-winning YZR racer concepts, thus achieving another high level of Yamaha's 2-stroke production technology.

The liquid-cooled 2-stroke parallel twin engine that is the same in its basic design as the production racer TZ250 features the newly developed crankcase reed valve induction system. The Yamaha-original YPVS fitted to the exhaust port helps deliver plenty of strong power and torque especially in the low to mid speed range. Max power output is 45ps/9500rpm and max. torque 3.5kg-m/9000rpm. The transmission employs a dry sump lubrication

YX600



smoother running at medium speeds. The double-cradle 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.

bars 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-axle fork uses 36-mm tubes 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.

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 '86 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 XJ550 Maxim 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-cradle unit proven on the XJ550. However, to bring the seat height down to its low 775mm, a lower seat rail was added. The conventional handle-

BW200E

- A Yamaha-original playbike

While the '86 BW200E has the same basic design as the BW200, some detail improvements have been adopted to satisfy user's needs. These include an electric starter and altered front fender for added anti-mud protection (The BW200 also comes with this new front fender).

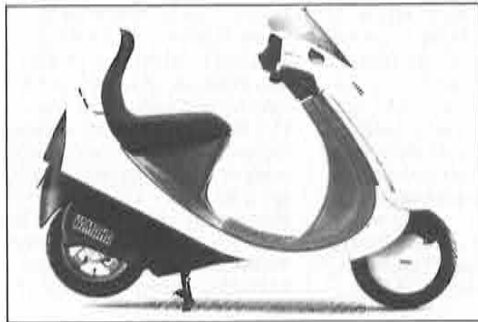
The color scheme has also been changed to enhance the appearance of new BW200E.

The new BW200E has an electric starter for easier starting. A ferrite, 0.4kW starter motor is installed in front of the crankcase, and uses a 12V-7AH battery as its power source. The rectifier/regulator increases the ease of battery charging. With an electric starter, the engine can be re-started easily - a big plus for novice or female riders.

When the transmission is not in neutral, the starter does not work unless the clutch lever is engaged, to prevent lurching. The BW200E also has a kick starter with automatic decompressor as an emergency reserve.

Other features include an altered air filter box for easier element replacement and maintenance.

- * Styling and function exclusive to Mr. L. Colani's design
- * Mischief-and-burglarproof key entry system
Instead of a conventional key, a secret-number button is used to switch on and off the ignition system.
- * Large-size, easy-to-see LCD instrument panel
Every road speed is displayed by colored LC. When the speed exceeds 30km/h, LC circle turns red and the speed warning lamp at its center begins to go on and off.



FC-1

A futuristic commuter vehicle

The FC-1 is a new type commuter vehicle that Yamaha proposes for the immediate future. In this vehicle the unity of man and machine is given overall rethink for the development of a better scooter.

Mr. Luigi Colani's ultra-modern, sophisticated design takes into consideration all essential factors to cater to the needs of the future scooter market, including better protection against wind, rain and dust.

BW80

- An automatic clutch-fitted playbike

The basic design of the power unit is the same as that of the Y-Zinger 80 (PW80): 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 19x7-10, rear 19x9-7), the chain line has been altered.

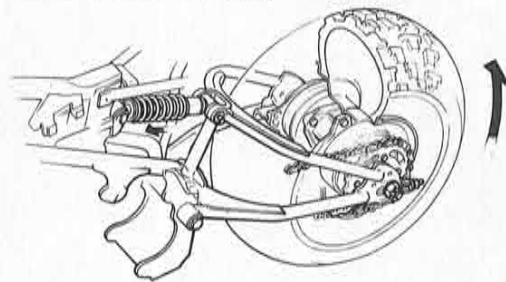
The drive shaft and crankcase cover have also been newly designed. In addition, the engine is rigid mounted.

The chassis also features a number of modifications, including wider front fork and swingarm pitch and strengthened frame maintube 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 95mm-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 PW80, the BW80 has no lights.

MONOCROSS SUSPENSION AND CORDED BALLOON TIRE CUTVIEW



RIVA XC200/XC200Z

- Luxurious & extra-convenient

The XC200/200Z are bored-out versions of last year's 180cc models. A 5-mm increase in bore size (from 63mm to 68mm) 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 balancer 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 CE50

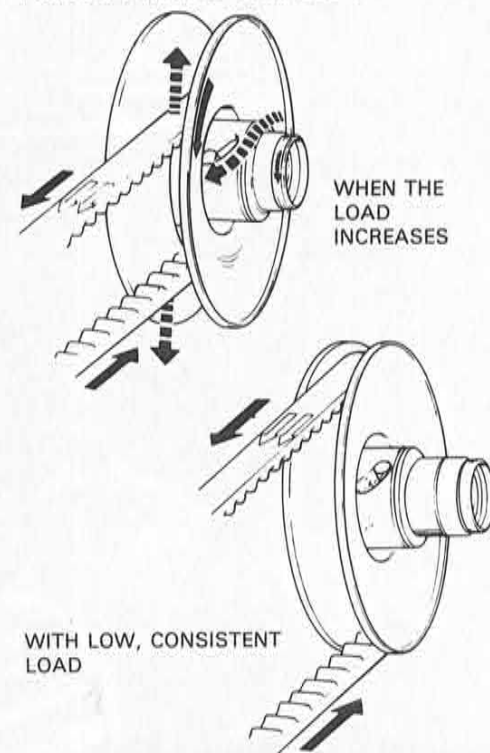
- A frugal scooter model

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 an electrically 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



box type frame is adopted in this model, together with the use of lightweight alloy parts, thus achieving a dramatic weight reduction for outstanding steering characteristics.

The machine must be equipped with a headlight and other lighting equipment, electric starter, battery and generator when it is used in an endurance event.

***Genesis** means Yamaha-original product concepts for the development of a high performance, controllable 4-stroke supersports model.

- * Full cap-fitted wheels for better aerodynamic characteristics.
- * Ventilation system for added riding comfort.

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.

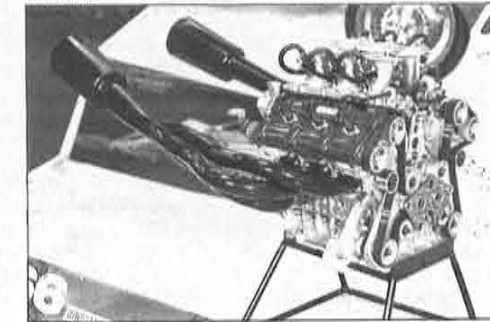
Developmental efforts have been centered around building a high speed, high power, non-turbo type engine with well balanced, high performance potential. Ken Matsuura Racing Service has already used this engine powered F-2 racer in national races. The engine features an ultra-short stroke type (0.688) V-6 format suitable for high-speed operation. V-angle is set at 75° 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), with 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 330ps/10,500rpm and max. torque over 23kg-m/8,800rpm. A broad, flexible powerband ensures plenty of controllable power at all times.



1986 Yamaha American Model Range

The most competitive machines in Yamaha's history

XVZ13D Venture Royale



FZX700



XV1100 Virago



XV700 Virago



YX600

XVZ13D VENTURE ROYALE

•Engine type: 4-stroke, liquid-cooled, DOHC, 4-valve, V-four •Displacement: 1,294cc •Bore & stroke: 79.0 x 66.0mm •Max. torque(SAE): 86.8ft.-lbs.(12.0kg-m) @5,000rpm •Ignition: transistor controlled •Lubrication: wet sump •Oil capacity: 4.97qts.(4.7 lit.) •Transmission: 5-speed, constant mesh •Clutch type: wet, multi-plate •Dry weight: 732lbs.(332kg) •Fuel tank capacity: 5.28 gals.(20.0 lit.) •Suspension(front/rear): telescopic fork(5.51" wheel travel) / swingarm(4.13" wheel travel) •Brakes(front/rear): dual disc / single disc •Tires(front/rear): 120/90-18 65H / 140/90-16 71H

XV1100 VIRAGO

•Engine type: 4-stroke, air-cooled, SOHC, V-twin •Displacement: 1063cc •Bore & stroke: 95.0 x 75.0mm •Max. torque(SAE): 63.7ft.-lbs.(8.8kg-m) @3,000rpm •Ignition: transistor controlled •Lubrication: wet sump •Oil capacity: 3.81qts.(3.6 lit.) •Transmission: 5-speed, constant mesh •Clutch type: wet, multi-plate •Dry weight: 487lbs.(221kg) •Fuel tank capacity: 4.44 gals.(16.8 lit.) •Suspension(front/rear): telescopic fork(5.91" wheel travel) / swingarm(3.82" wheel travel) •Brakes(front/rear): dual disc / drum •Tires(front/rear): 100/90-19 57H / 140-90-15 70H

XV700 VIRAGO

•Engine type: 4-stroke, air-cooled, SOHC, V-twin •Displacement: 699cc •Bore & stroke: 80.2 x 69.2mm •Max. torque(SAE): 42.0 ft.-lbs(5.8kg-m) @6,000rpm •Ignition: transistor controlled •Lubrication: wet sump •Oil capacity: 3.81 qts.(3.6 lit.) •Transmission: 5-speed, constant mesh •Clutch type: wet, multi-plate •Dry weight: 470 lbs.(213kg) •Fuel tank capacity: 3.88 gals.(14.7 lit.) •Suspension (front/rear): telescopic fork(5.91" wheel travel) / swingarm(3.82" wheel travel) •Brakes (front/rear): dual disc/drum •Tires(front/rear): 100/90-19 57H / 140/90-15 70H

FZX700

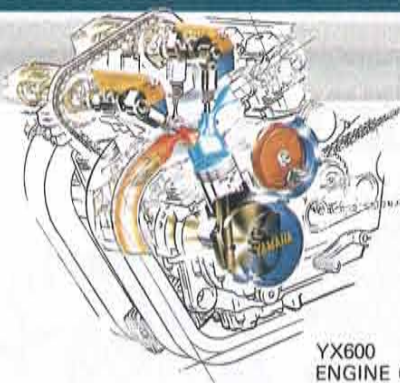
•Engine type: 4-stroke, liquid-cooled, DOHC, 5-valve, four •Displacement: 697cc •Bore & stroke: 68.0 x 48.0mm •Max. torque(SAE): 50.0ft.-lbs.(6.91kg-m) @8,000rpm •Ignition: transistor controlled •Lubrication: wet sump •Oil capacity: 3.7 qts(3.5 lit.) •Transmission: 6-speed, constant mesh •Clutch type: wet, multi-plate •Dry weight: 441 lbs.(200kg) •Fuel tank capacity: 3.43 gals. (13.0 lit.) •Suspension: (front/rear): telescopic fork(5.51" wheel travel) / swingarm(3.82" wheel travel) •Brakes(front/rear): dual disc / single disc •Tires(front/rear): 110/90V-16 / 140/90V-15

FZ600

•Engine type: 4-stroke, air-cooled, DOHC, four •Displacement: 598cc •Bore & stroke: 58.5 x 55.7 mm •Ignition: transistor controlled •Lubrication: wet sump •Oil capacity: 3.17 qts(3.0 lit.) •Transmission: 6-speed, constant mesh •Clutch type: wet, multi-plate •Fuel tank capacity: 4.76 gals.(18.0 lit.) •Suspension(front/rear): telescopic fork(5.51" wheel travel) / swingarm(3.94" wheel travel) •Brakes(front/rear): dual disc / single disc •Tires(front/rear): 100/90-16 54H / 120/90-18 62H



FZX700
ENGINE CUT-AWAY



YX600
ENGINE CUT-AWAY

Specifications and appearance of each Yamaha motorcycle shown here may vary according to requirements and conditions, and are subject to change without notice.



BW200E



BW80



RIVA XC200 / XC200Z



FZ600



RIVA CE50



YX600

•Engine type: 4-stroke, air-cooled, DOHC, four •Displacement: 598cc •Bore & stroke: 58.5 x 55.7mm •Max. torque(SAE): 38.3ft.-lbs.(5.3kg-m) @7,500rpm •Ignition: transistor controlled •Lubrication: wet sump •Oil capacity: 3.07 qts.(2.9 lit.) •Transmission: 6-speed, constant mesh •Clutch type: wet, multi-plate •Dry weight: 408 lbs.(185 kg) •Fuel tank capacity: 3.17 gals.(12.0 lit.) •Suspension(front/rear): telescopic fork(5.51" wheel travel) / swingarm(3.86" wheel travel) •Brakes(front/rear): dual disc / drum •Tires(front/rear): 110/90-16 59H / 130 / 90-16 67H

BW200E

•Engine type: 4-stroke, air-cooled, OHC, single •Displacement: 196.4cc •Bore & stroke: 67.0 x 55.7mm •Max. torque(SAE): 12.3 ft.-lbs.(1.7kg-m)@6,000rpm •Ignition: capacitor discharge •Lubrication: wet sump •Oil capacity: 1.14 Imp. qts.(1.3 lit.) •Transmission: 5-speed, constant mesh •Clutch type: wet, multi-plate •Dry weight: 258 lbs.(117kg) •Fuel tank capacity: 1.7 gals.(6.5 lit.) •Suspension (front/rear): telescopic fork(6.3" wheel travel) / swingarm (6.3" wheel travel) •Brakes(front/rear): drum / drum •Tires (front/rear): 25.0 x 8-12 / 23.0 x 12-9

BW80

•Engine type: 2-stroke, air-cooled, reed valve, single •Displacement: 79cc •Bore & stroke: 47.0 x 45.6mm •Max torque(SAE): 4.48ft.-lbs.(0.62kg-m)@5,000rpm •Ignition: capacitor discharge •Lubrication: Autolube separate lubrication •Oil capacity: 1.0qts.(0.95 lit.) •Transmission: 3-speed constant mesh •Clutch type: wet, automatic centrifugal •Dry weight: 146 lbs.(66.0 Kg) •Fuel tank capacity: 1.06 gals. (4.1 lit.) •Suspension(front/rear): telescopic fork (4.33" wheel travel) / Monocross(4.33" wheel travel) •Brakes(front/rear): drum / drum •Tires(front/rear): 19 x 7-10 / 19 x 9-7

RIVA XC200/200Z

•Engine type: 4-stroke, air cooled, OHV, single •Displacement: 199cc •Bore & stroke: 68.0 x 55.0mm •Ignition: transistor controlled •Starting: electric •Lubrication: wet sump •Oil capacity: 1.37qts.(1.3 lit.) •Transmission: single-speed, V-belt automatic •Clutch type: dry, automatic centrifugal •Dry weight: 269lbs.(122kg) •Fuel tank capacity: 1.72 gals. (6.5 lit.) •Suspension(front/rear): Bottom link (2.99" wheel travel) / unit swingarm(2.76" wheel travel) •Brakes(front/rear): drum / drum •Tires (front/rear): 4.00-10 4PR / 4.00-10 4PR

RIVA CE50

•Engine type: 2-stroke, air-cooled, reed valve, single •Displacement: 49cc •Bore & stroke: 40.0 x 39.2mm •Max. torque(SAE): 3.91 ft.-lbs.(0.54kg-m)@5,500rpm •Ignition: capacitor discharge •Starting: electric, kick •Lubrication: Autolube separate lubrication •Oil capacity: 0.846qts.(0.8 lit.) •Transmission: Single-speed, V-belt automatic •Clutch type: dry, automatic centrifugal •Dry weight: 122lbs.(55.5kg) •Fuel tank capacity: 0.766 gals.(2.9 lit.) •Suspension(front/rear): telescopic fork (1.73" wheel travel) / unit swingarm(1.93" wheel travel) •Brakes(front/rear): drum / drum •Tires (front/rear): 2.75-10 4PR / 2.75-10 4PR

Indian dealers visit Japan for the first time

JAPAN

Thirty-eight dealers including the staff of Indian importer 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 Escorts Chief Executive, Mr. Batra, and an introduction of the dealers by the Escorts staff. Then, on behalf of the group Mr. Kakar from Delhi announced 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 affair the feel of a cultural exchange event rather than merely a gathering of businessmen.

The next day, the group began its



I am a disco dancer!



Learning much more about the RX100

tours of the Hamakita factory, Yamaha dealerships in several cities and a visit to Nippon Gakki, gaining a deepened 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,

Return speech by Mr. Batra



Welcoming Escorts dealers by Siam Yamaha's staff

Yamaha importer which is handling the largest sales of Yamaha motorcycles in Southeast Asia. They had an opportunity to make a study tour of Siam Yamaha factories and talk with Siam Yamaha dealers, which helped them deepen their knowledge of Yamaha's business activities in this country.



Welcome speech by President Eguchi



NEWS ROUND-UP

Thanks for all your letters, we're receiving wonderful letters with interesting topics for Yamaha. News from all over the world and the more you send, the happier you make us!

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 are employees 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. Lie, served as interpreter.

AUSTRALIA

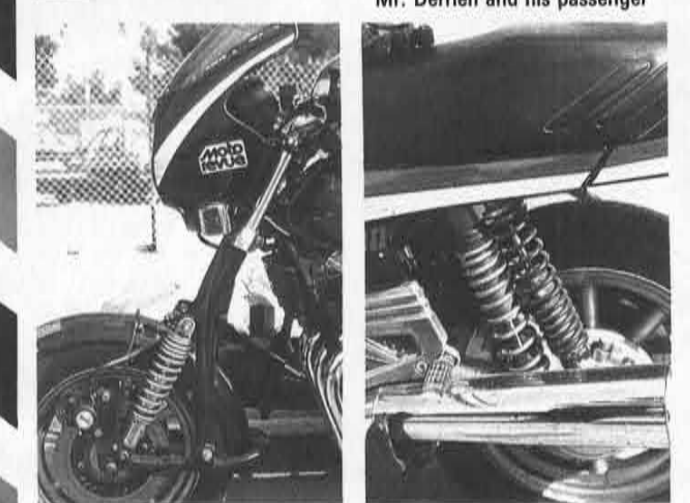


A money-saving 4-wheeler at work on the runways

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 air ambulance around the airport. 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, now these jobs are performed easily and economically.



Mr. Derrien and his passenger



XJ900 completes 7-day French sidecar rally

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 trajectory 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 135 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.

'86 US outboard dealer meeting on the Mississippi

U.S.A.



I. Komiya, Managing Director of YMC (extreme left), T. Hasegawa, President of Sanshin Industries (center) and T. Arata, Managing Director of YMC (extreme right), together with two of North American dealers. (Japan trip)

The cheerful, showy Americans' way of thinking was represented in the 1986 US outboard dealer meeting. It was held for 6 days from August 9 through 14 aboard the Mississippi Queen, a paddle steamer chartered for the purpose. According to

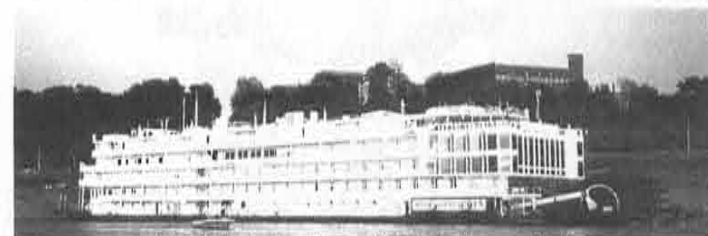
the schedule prearranged by Yamaha Motor Corporation, USA, one group of the participating dealers embarked in the ship at Memphis on August 9 and two days later they left it at Cairo. On the other hand, the other group got on board the ship at Cairo on August 12 and left it at Saint Louis on the morning of the day after next. They had a chance to discuss every business matter without reserve for a good 2 days aboard the ship going up the slow-moving waters of the immense Mississippi.

The basin of this river is a world of its own that still presents much of the past days. With this wonderful stage setting, the after-meeting party became an extremely pleasant one for all participating dealers.

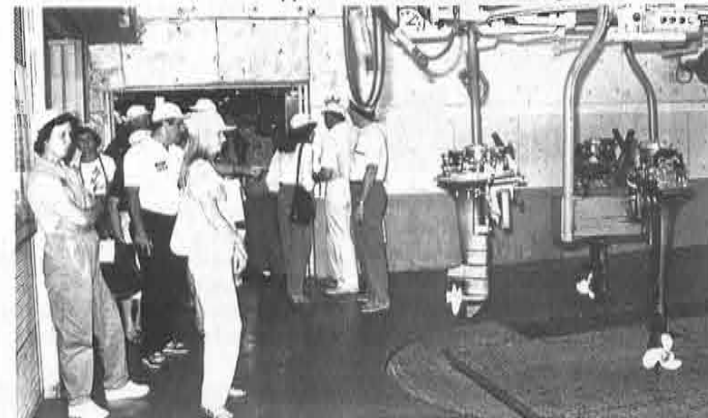
The '86 line-up introduced during the meeting included such exciting new products as the 150 Bass Special and Counter-rotation models (150/250hp) which were acclaimed by the dealers. At each of the three calling ports, Memphis, Cairo and Saint Louis, trial runs were given using the above highlight products for firsthand test by the dealers.

Enjoying an autumn tour

Two-hundred and forty outboard motor dealers from the U.S.A. and forty from Canada, participated in an eleven-day



The "Mississippi Queen" (US dealer meeting)



A study tour of outboard motor factory (Japan trip)

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, M. 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

JAPAN

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 outboard 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. Komiya, addressed the visitors, as follows:

"During the '85 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-6 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.



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

NEWS ROUND-UP

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

MALAYSIA 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 20-lap battle with rival W. Gardner on a four-cylinder NSR500S (Honda), followed by M. Mizutani (Suzuki), P. Radford (Suzuki), F. Looi (TZ500 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 TBC Big Road Race at Sportsland Sugo on October 6th, chalking up easy victories in both the first and second races. The rainy weather conditions didn't seem to effect Lawson but it did hurt other riders, including C. Sarron 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 5. T. Taira (Yamaha).



Lawson chalks up easy victory in Sugo

with Lawson in second, followed by Mizutani, Radford, B. Jones (TZ500 Yamaha) and C.K. Choong. The rules of the competition gave the overall victory to the winner of the second heat, which

RD350 INTERNATIONAL CHALLENGE CUP

Top Proving Ground for New GP Talent

HOLLAND

The RD Cup Races that are being held now throughout Europe are a dynamic series of races that have been growing steadily, since their inception, both in number of entrants and in the amount of media attention. The regional winners from the various countries are gathered, then, at the end of the season to compete in what is called the RD350 International Challenge Cup was held on August 17th and 18th in Zandvoort, Holland.

In order to insure the safeness and fairness of the race Yamaha Motor (Europe) N.V. supplied thirty five RD350F models, all of which the technical staff of Yamaha Motor (Netherlands) B.V. checked and tuned to the same specifications. Participating in the race were 4 riders each from Holland, Germany and Britain, 2 each from Australia, Denmark and Finland, and one rider from Belgium and Sweden. The riders chose their machines by means of a so-called key-draw lottery.

The opening lap of the first race saw no less than nine riders go down on the infamous Gerlach corner.

Fortunately, there were no injuries and two of the riders were able to get back into the race. The crashes also meant some material loss for Yamaha, but then, that is always one of the risks in racing.

A fierce battle began to shape up between Iain Pero, Jean-Phillipe Ruggia and Graeme Muir. Pero and Ruggia changed leads again and again, but with two laps to go Jean-Phillipe Ruggia pulled away in a brilliant show of talent, ability, and pure competitive sprint. He managed to beat the two skilled Australians to the finish, but the 0.74 second spread between 1st and 3rd places spoke for the closeness of their battle for victory. Christian Sarron, watching the first practice rounds at Zandvoort, remarked, "It's just a bunch of fanatic terriers!"

"This is really the way to discover young racing talent," said German Grand Prix rider in the 250cc class, Martin Wimmer. "I started my career on a Yamaha RD350, it's the one and only way to become a reliable rider. On the solid Yamaha RD350LC the rider can really concentrate on the most important thing; just racing and riding".

A fine compliment, spoken by a highly talented GP rider.

RESULTS

1. J-P. Ruggia France
2. I. Pero Australia
3. G. Muir Australia
4. T. Crine France
5. U. Mark Denmark
6. E. Paradon France

By the way, on the same day on the same circuit there was also a 750cc race in which the standard Yamaha FZ750's impressed everyone with their speed, turning extremely fast time.

HAHAHA!

TEACHER (on phone):
"You say Jimmy has a cold and can't come to school? To whom am I speaking?"

VOICE:
"This is my father."



J-P Ruggia (5) and I. Pero



26th International Tokyo Motor Show



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).

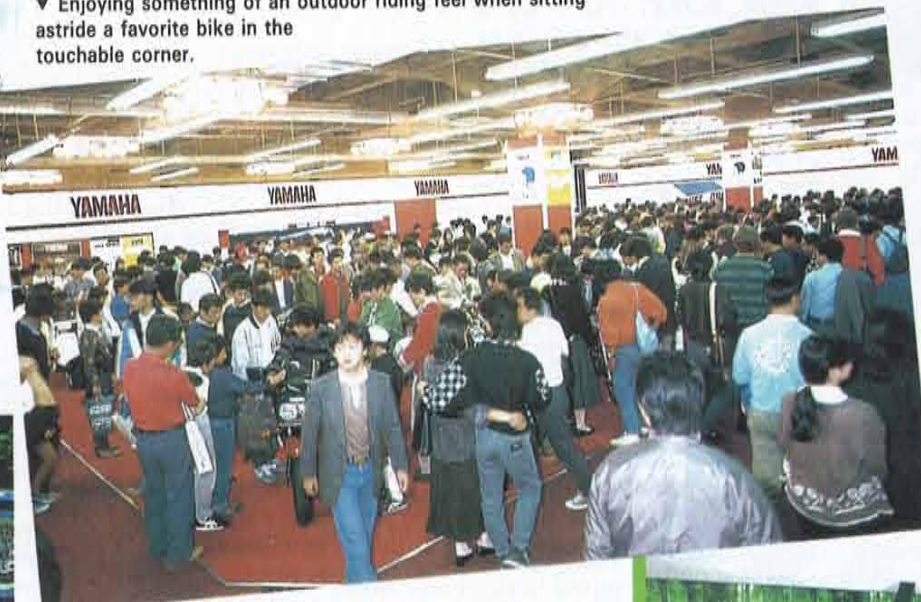
Included in the first floor exhibits were also the Paris-Dakar Rally racer, North Pole expedition-used snowmobile and F-2 car racing engine displayed for information. Arranged all over the 2nd floor touchable corner were 66 machines of 2-stroke/4-stroke sports, trail, trial, competition, utility and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

▶ Seen about at the center of the 1st floor exhibition corner is the racing spirit corner showing off the new 2-stroke supersports TZR250 (center), the GP-winning factory racer YZR500 and the F-2 car racing engine OX66, etc.



◀ The TZR250 comes out as the ultimate 2-stroke supersports machine based on GP racer YZR concepts.

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



◀ The OX66 engine that also attracts the attention from visitors for its impressive achievements in '85 F-2 racing.



▲ H.I.H. Prince Takamatsu (Honorary President of the International Tokyo Motor Show) and Mr. Hideto Eguchi, President of Yamaha Motor.

▶ The FZR750 that has achieved another high level of Yamaha 4-stroke technology, proved its high performance potential in the '85 Suzuka 8-hour Endurance Race.



▶ The high performance, tractable FZX750 is an exceptionally tasty bike.



▼ Two different themes are featured in the on-road model corner. One is the unique Genesis concepts (see page 3, FZR750 information) for the development of a high performance, controllable 4-stroke supersports model like the FZR750. The other is "The Tasty Motorcycle World". This is represented by such quality models as the new performance American FZX750 (700) and the new taste street sports SRX600.



◀ Seen among the exhibits is Ténéré that was ridden by J-C Olivier in the '85 Paris-Dakar Rally. Look at the vivid marks of how hard it fought out!



▲ L. Colani'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 Masako Izumi's North Pole expedition.