



YAMAHA NEWS

1976
NO. 4

Daytona 200 '76 - Johnny Cecotto, the Youngest Winner Ever Lapps All Rivals; Lighter, Better-Handling Yamaha TZ750



Venezuelan 350cc world champion Johnny Cecotto on a TZ 750 became the youngest winner of the Daytona 200 ever since it began in 1937.

The race took place at the famous Daytona International Speedway on March 7 as the opening round of the '76 American Championship Series and also of the FIM Prize Formula 750 Series, attracting a large crowd estimated at 65,000.

Two-man battle

The 52-lap race on the improved 3.87-mile circuit developed into a two-man battle right after the start, that's to say, between Cecotto and pre-race favourite Kenny Roberts on a similar TZ750 entered by the Yamaha International Corporation in Los Angeles.

Both riders continued to take the lead by turns almost each lap. But, a flat tire cost Roberts nearly three laps during the latter half stage of racing. In the meantime, Cecotto established a commanding lead over his toughest rival and all of others.

Cecotto's Yamaha TZ750 performed fantastically, indeed, to cover 52 laps in 1h 51m 48.0s, setting a new record of average speed at 108.77mhp, and that, lapping all rivals!



Daytona 200 Final Results

1st.	J. Cecotto	Yamaha
2nd.	G. Nixon	Kawasaki
3rd.	P. Hennen	Suzuki
4th.	G. Romero	Yamaha
5th.	P. Pons	Yamaha
6th.	M. Rougerie	Yamaha
7th.	H. Kanaya	Yamaha
8th.	R. Cleek	Yamaha
9th.	K. Roberts	Yamaha
10th.	J. Dodds	Yamaha
11th.	D. Endicott	Yamaha
12th.	D. Purdie	Yamaha
13th.	K. Blake	Yamaha
14th.	A. George	Yamaha
15th.	W. Foster	Yamaha
16th.	D. Libby	Yamaha
17th.	L. Fitch	Yamaha
18th.	R. Wakefield	Yamaha

Daytona 200 '76

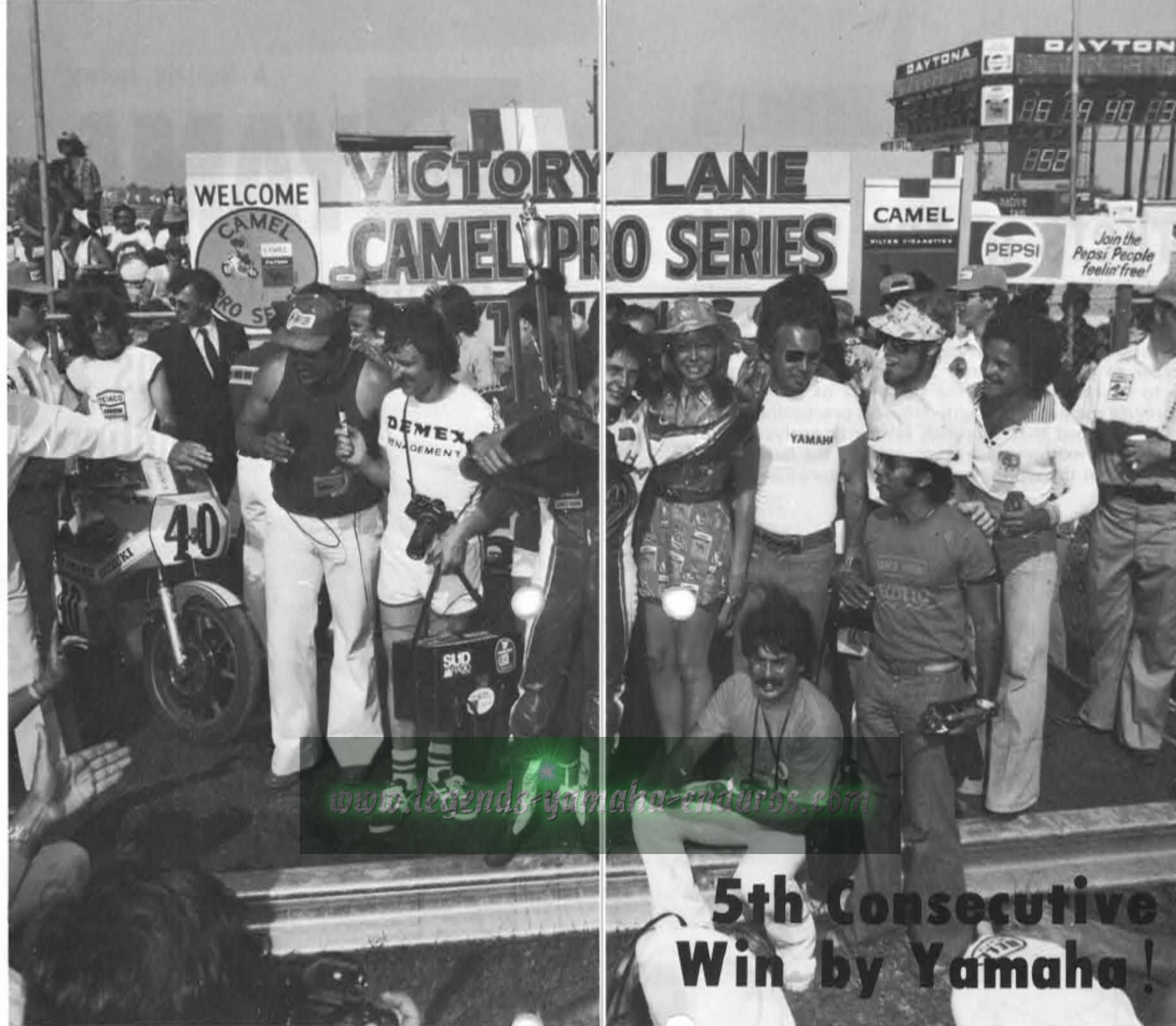
Racing highlights

“My Yamaha did talking”, says a young hero

As a matter of fact, when Cecotto pulled his Yamaha TZ750 into victory lane, the scene resembled an instant revolution as hordes of Venezuelan fans pushed past the guards and scalded the fences in an attempt to congratulate their young hero in person.

Cecotto's victory was both easy and hard at the same time. When Kenny Roberts happened to lose almost 4 minutes in the pit because of tire trouble, it seemed as if Cecotto could have things all in his way. But, he was not always free from the same fate. The engines on new Yamaha TZ750 machines were up in power and down in weight, compared to their predecessors. They were fantastically powerful, indeed, but at the same time, placed unforeseen stresses on the Goodyear tires, even if they were of the same rubber compound used before.

But, Cecotto was unbelievably cool enough to bring his Yamaha home first with no pit-in stop. “The last five laps were not pleasant”, said a young hero after racing, “I was having to ease off on the throttle for left handers because of my foot which I did not want to rub on the ground. At any rate, my Yamaha did well, indeed. It did talking in that crucial race”.



**5th Consecutive
Win by Yamaha!**

20th Birthday in January

Cecotto had celebrated his 20th birthday just in January. Young Cecotto with the curly brown hair and blue eyes scored his first Daytona win in an exceptionally impressive way.

He was no newcomer to Daytona but had competed it twice before.

It was in 1974 that he made a Daytona debut and placed 35th. But, his performance became something to behold last year. Qualifying for the front row, Cecotto's Yamaha would not fire and he was forced to move to the rear of the pack before the machine got enlivened.

Superhumanlike efforts, however, enabled this teenager to force his way to eventual third place just ahead of Giacomo Agostini!

This year, before sun-drenched 65,000 motorcycle fans, Cecotto proved the third time was indeed a charm.

He did it in a most convincing fashion. His fans from all corners rushed to victory lane, wishing to share the most glorious moment. The Venezuelan National Anthem came forth from the group of celebrants. A large number of fans swarmed like bees behind Cecotto as he came down pit road to victory lane.

That was a very joyous occasion in any language. Cecotto is now to Venezuela what apple pie and hot dogs are to America, as it were.



Roberts' 250 race

Kenny Roberts riding a YIC-entered Yamaha machine won the 250cc 100-mile race after a lengthy wheel-to-wheel battle with Pat Hennen and Steve Baker, both on similar Yamahas. He headed across the finish line with almost half a minute to spare. Robert was down in fifth on the opening lap but on the second he moved up to first place closely followed by Hennen and Baker.

Final results

1st.	K. Roberts	Yamaha
2nd.	P. Hennen	Yamaha
3rd.	S. Baker	Yamaha
4th.	H. Kanaya	Yamaha
5th.	D. Teague	Yamaha
6th.	P. McDonald	Yamaha



Preface

One of the largest markets in the world

Japan-made motorcycles have already covered all the markets of the world. Reflecting greater industrywide efforts constantly directed toward the expansion of overseas markets, export shipments have already occupied approx. 70% of total production for the last few years. But, how are things going along with the Japanese motorcycle market? It should be a matter for considerable interest that total sales of motorcycles have been around 1,100,000 here for the last few years, and that, with particular concentration on small displacement bikes. Roughly speaking, the overall substance of sales has suffered no drastic change

throughout the above period. In other words, the general tone of the Japanese motorcycle market has remained relatively stable. Is it possible for the industry to exceed such a level? In order to provide whatever answer to this question, we have to review or analyze the substance of the Japanese motorcycle market thoroughly from all practical angles. Also, it is hoped that thorough review or analyzation of the Japanese motorcycle market, one of the largest markets in the world, would provide something useful for you.

Survey by the JAMA

The Japan Automobile Manufacturers Association to which all the automobile and motorcycle manufacturers of Japan belong, recently conducted a statistic survey and review by sampling of the actual state affairs with motorcycle users in Japan. The aim of this survey was to obtain various basic data to be utilized for forecasting the would-be outcome of the home market so that manufacturers could best meet every possible change. Sampling survey was made on those motor-

cyclists who bought 50cc or over 251cc bikes during the period from June '74 to May '75. Their particular preference was shown as follows:

50cc bikes

UB	BB	TU	TR	TY	LE	Total
65.2	3.9	4.2	3.0	1.6	22.1	100%

Note: BU = Underbone-type utility models

BB = Backbone-type utility models
 TU = Touring-type sport models
 TR = Trail-type sport models
 TY = Trials-type sport models
 LE = Leisure-type models

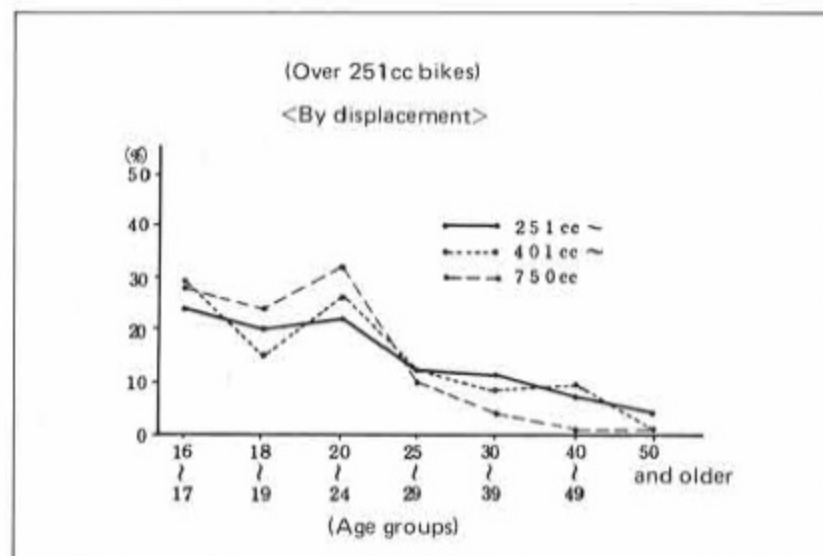
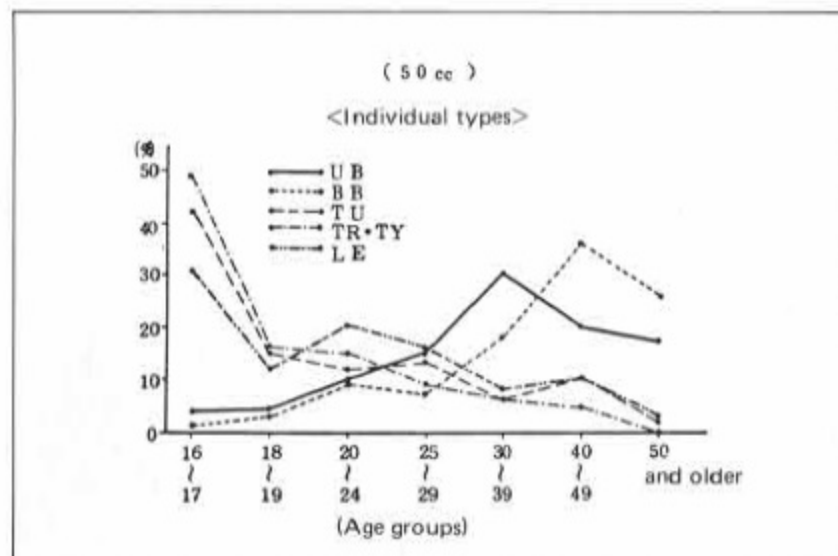
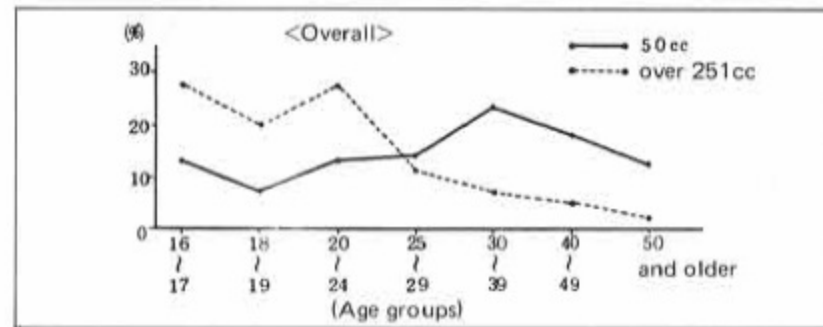
Over 251cc bikes

251-400cc	401-650cc	651-750cc	Total
29.2	30.5	40.3	100%

Attributes of motorcycle users

First of all, it attracted attention that the buyers of 50cc bikes belonged to various age groups and many different occupations while the buyers of over 251cc bikes were mostly young men aged at 16 or more, and they were either students or workmen skilled or unskilled. Also, it was particularly interesting that female users occupied approx. 19% of total 50cc bike buyers against last time's 8% (1973).

Generally speaking, the users of TU, TR, TY or LE models presented a profile similar to that of over 251cc users, and in the category of over 251cc bikes younger users preferred to buy larger displacement models.



International Safe Driving Contest to Take Place in Vienna

As you know, safe driving education for junior motorcycle users is fast becoming a matter for increased worldwide concern. At this time, the International Traffic Safety Association with the headquarters located in Paris has officially decided to organize an international safe driving contest for the youth in Vienna, Austria on May 19 and 20 this year. It will be the first of the kind ever promoted on such a scale.

Basing on the success of cyclists education

The said Association has long taken the initiative in developing safe driving campaigns or educations on an international scale, especially, in the area of Europe. In recent years, many of the affiliated countries including Japan have come to turn much keener attention to the problem of safe driving education for younger motorcyclists. The Association, due to the successful development of education program for cyclists in many European countries, once tentatively organized a motorcycle safe driving contest for the youth of the six countries of Central Europe such as Austria, West

Germany, Holland, Belgium, Switzerland and Luxemburg. It ended in a tremendous success, which in turn encouraged the Association to take further steps toward expansion and perfection of this significant program. According to the plan as outlined by the Association, the contest is to take place in Vienna, Austria on May 19 and 20. It will be open to every country affiliated to the said Association. That's to say, national teams consisting of four selected riders using 50cc bikes will compete with each other for superior safety practice and better traffic manners or knowledge.

Signs for an upturn

There have been signs for a general upturn in sales of large-displacement bikes here since early this year after a long-time slump. This trend took a more concrete shape in February. According to the official figures released by the Japan Motorcycle Dealers Association, total sales of over 251cc bikes reached 1,432 in February, showing a remarkable 21.4% increase over January.

It is expected that this upward trend could be maintained toward a good selling season here. Recording a sharp 58.3% rise above January, Yamaha will set further spurs to this trend with the backing of a new full line '76 recently unveiled in Japan.

Yamaha Festa '76 at the height

Yamaha's nationwide sales drive called "Yamaha Festa '76" is now smoothly going on at a good selling time for motorcycles. All the regional dealers of Yamaha are continuing their exceptional efforts to promote and develop a rich variety of festa events including mobile shows of new models, trial runs of new models and leisure bike gymkhanas. Through these events they can make the best possible approach to as many users or prospective customers as possible.



Yamaha leads rescue specialists education

As already reported by this journal, Yamaha is specially keen to train and educate as many motorcyclists as possible into rescue service specialists who are expected to make great contributions to minimizing accident disaster.

Due to the very satisfactory results of a first 2-day session held at Iwata early this year, Yamaha has decided to take another strides toward expanding this important education program in close cooperation with the Motorcyclist Clubs Federation of All Japan, a governing body of motorcycle clubmen in this country.

Greater importance is now being attached to rescue service at the spot of an accident in line with an increasing number of motorized vehicles on the road inevitably accompanied by a larger number of accidents. At this time the Police Agency of Japan announces its stricter traffic control policy designed to reduce the number of victims by 50% to a level of 8,000 for the next five years by any means. Thus, it is expected that Yamaha's efforts to be put in rescue specialists education would be highly appreciated for the above particular aim.

Dr. Masaaki Okamura, the highest authority of the day in this line, will serve as a chief instructor for this education scheme.

According to the plan as recently announced by Yamaha, to begin with, the scheme will be promoted for those Yamaha employees directly concerned with motorcycle sport, and then, cover other employees, dealers and clubmen in general.

Yamaha's proven technology adds extra splendour—15th Tokyo International Boat Show



Water season '76 just kicked off with the 15th Tokyo International Boat Show which took place at Harumi, Tokyo under the auspices of the Japan Boating Industry Association for the period from April 1 to April 5.

The show was designed to be a bright, colorful festive event of the industry so that the new models of various products could make the best possible appeal to the buying public. A total of 85 manufacturers and organizations from abroad exhibited a rich variety of motorboats, sailboats, in/outboard motors and marine accessory items all over the east and west halls of the International Trade Center. That was the grandest lineup of products ever introduced at the show, thus reflecting the remarkable growth of the Japanese boating industry. Yamaha, a consistent leader of the boating industry here, occupied the largest portion of the east hall to convincingly show a

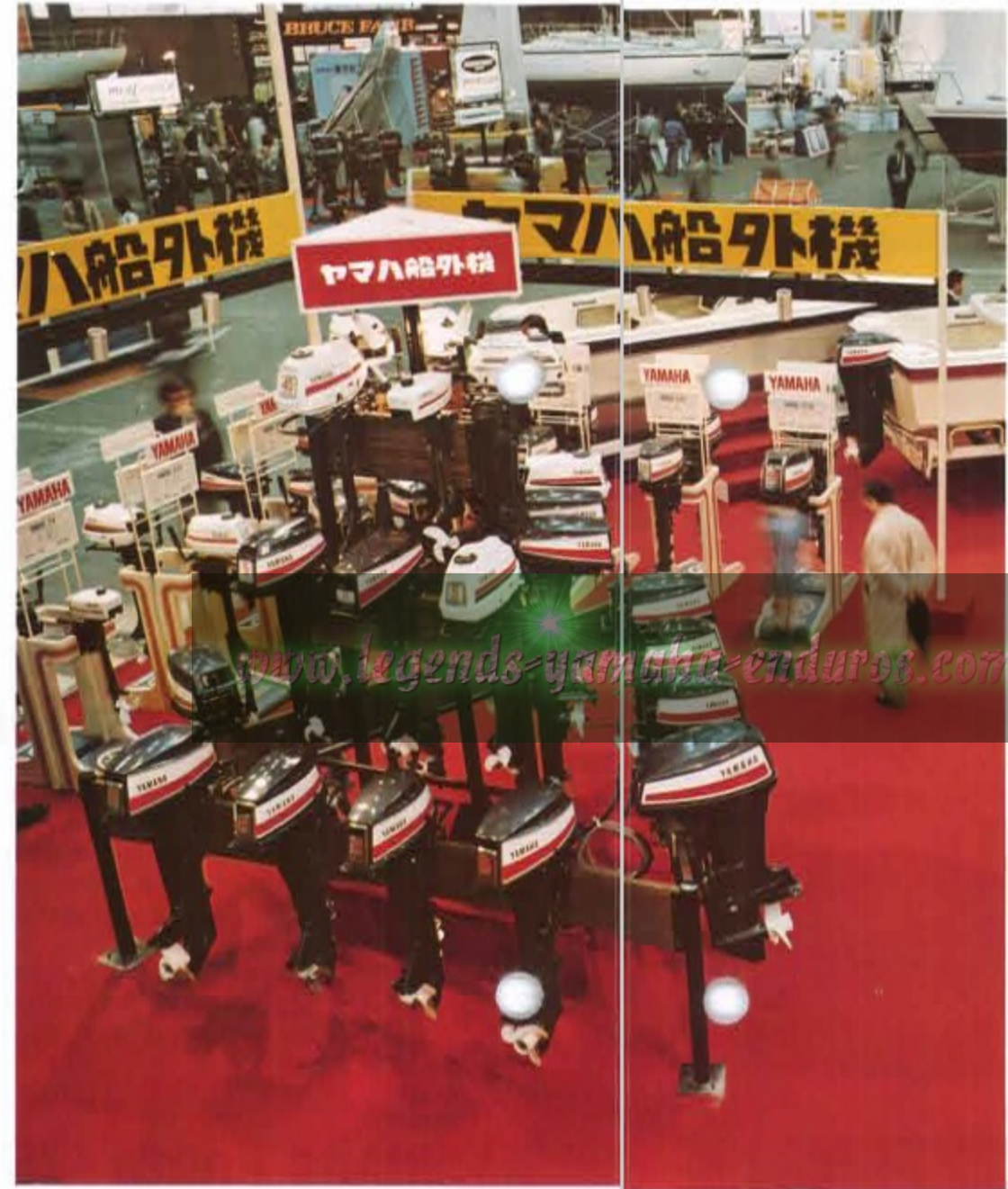
sparkling full line of FRP boats and outboard motors. A total of 18 FRP motorboat and sailboat models were exhibited, including the newly-developed Y-29 Groupe Finot naval architects claimed to be one of the most comfortable and functional yachts ever built in the world. Boating enthusiasts also showed their exceptional interest in the Wing of Yamaha, winner of the Trans-Pacific Single-Handed Race '75 which made her public debut at the show. Attended by Mr. H. Totsuka, her pilot, the Wing of Yamaha attracted a lot of spectators throughout the show session.



Marine consultation corner

Strengthened lineup of High Quality outboard motors

The strengthened lineup of outboard motors well featured Yamaha's long-proven technology. A full line consisted of 14 quality models ranging in power from 2hp to 55hp, all designed and engineered to better meet every need or taste of the buying public intending to use them for fishing or other practical purposes, and for various recreations on the water as well. High-quality and high-performance outboard motors of Yamaha were definitely indicative of the steady progress of motorization on the water here. Also, a well-organized marine consultation corner had many visitors each day throughout the session.



A full line of outboard motors



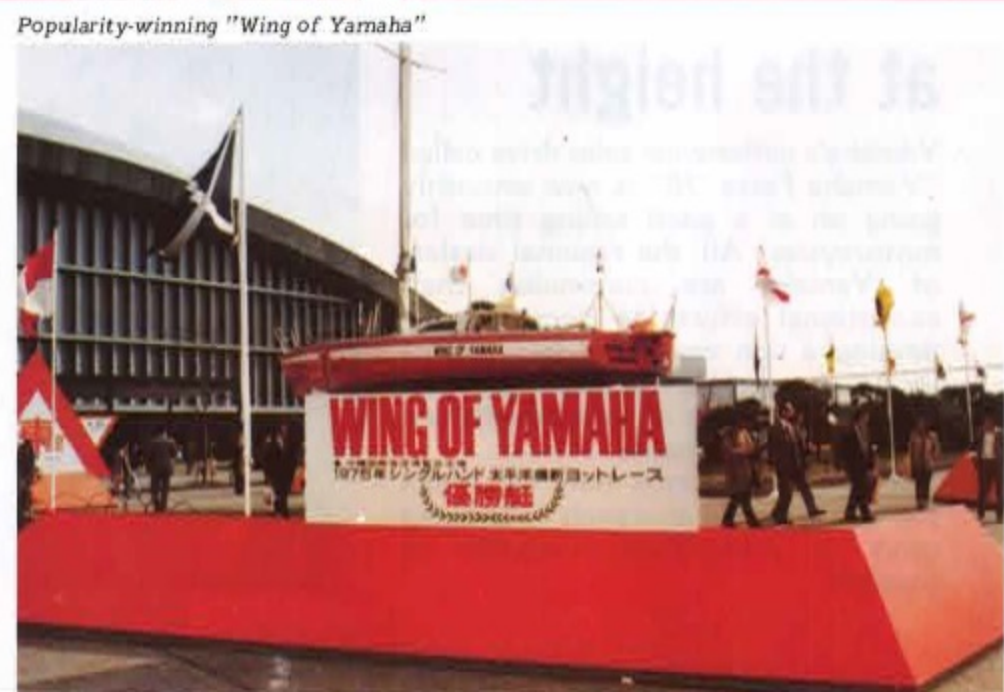
Yamaha-29 Groupe Finot naval architects



Yamaha pleasure boats



H. Totsuka's corner



Popularity-winning "Wing of Yamaha"



Yamaha sailboats and pleasure boats (left)

Salon Cruiser-1100 (below)

Strong tendency toward motorization on the water — Nigeria

There is every indication toward motorization on the water in Nigeria, a new-risen country along the West Coast of Africa.

Nigeria has already been introduced as one of the most promising markets for motorcycles in the world. At the same time, people's interest is now fast growing toward motorization on the water in response to the government's positive fishery-encouraging policy. This country is located along the West Coast of Africa, as mentioned above, facing the Gulf of Guinea, and fishery operations, mostly on shallow waters, have long been active. A considerable number of people are engaging in this line of work. But, their strenuous labour is not always rewarded well, as the problem of fishing method or gear is left unsolved even now.

Many restrictions on wooden row boats

Fishing by wooden row boats is subject to many restrictions. First, rowing is a heavy, extremely heavy labour.

People can not row their wooden boats for a long time or over a long distance. This inevitably prevents them from broadening their fishing grounds. Also, going out into the sea in inclement weather is a terribly dangerous act next to suicide!

Under such circumstances, a catch of fish is far from satisfaction at most of cases.

Yamaha outboard motors are intended just to provide the best possible solution to this long-pending problem.

Yamaha outboard motors ranging in power from 2hp to 55hp are designed and constructed so that they can fit varying types of boats used for many different kinds of fishery operations.

Yamaha-powered boats can take fishermen to good fishing grounds safely and quickly. This means that fishermen can go farther from the shore, thus constantly widening the area of their activity while they can stay and work longer around a particularly favorite fishing ground.



Keener recognition

Fishermen in Nigeria are now turning their attention to the above-mentioned advantages of outboard motors possibly to bring on a larger catch of fish leading to a better and richer life.

Apart from fishermen, other people whose life or work is closely connected with inland waters such as rivers, lakes, etc. are also showing their great interest in outboard motors which could be a new means of transport on the water.

J. Allen, a general distributor for Yamaha outboard motors as well as Yamaha motorcycles, with the headquarters located in Lagos, is now continuing efforts to further popularize Yamaha outboard motors in close cooperation with all Yamaha dealers concerned.



Remarkable progress of motorization — Japan

Outboard motors have become remarkably popular among fishermen all around Japan for the past several years. Nobody can deny that Yamaha has always led this trend.

Scallop farming — Miyako Bay

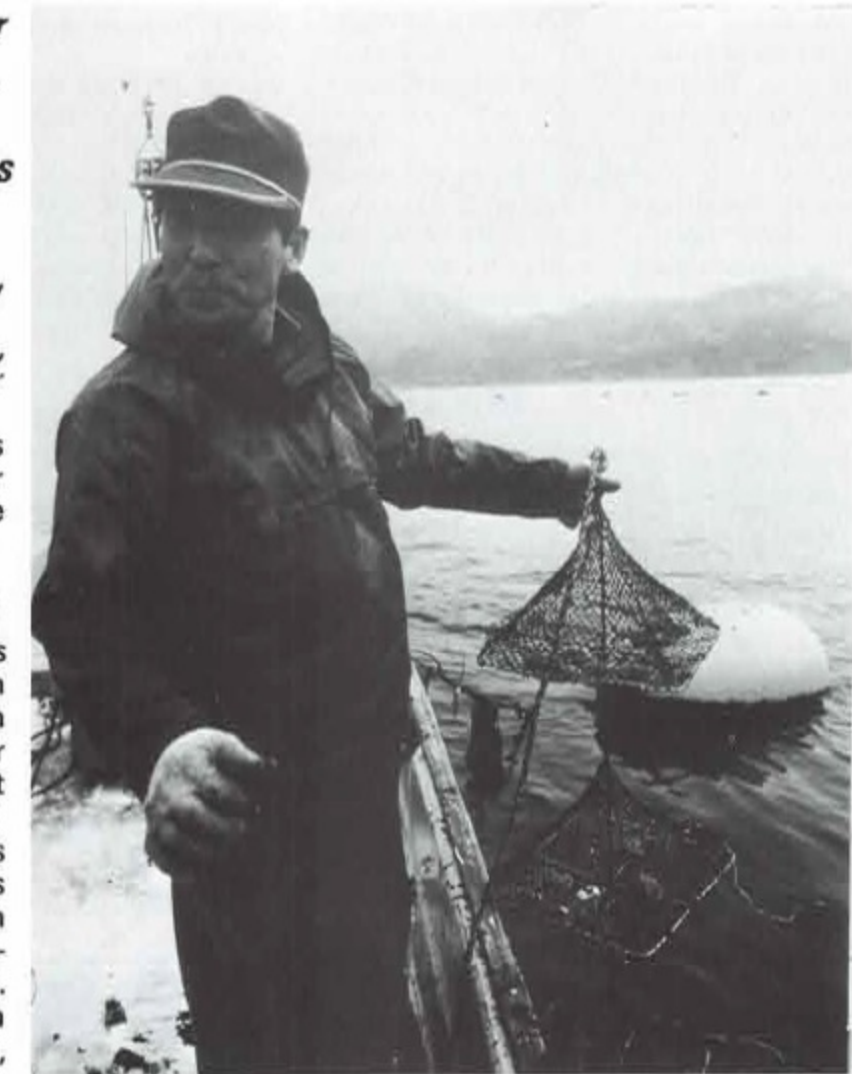
Since many years ago the Bay of Miyako, Iwate Pref., Northeast Japan has been well known for a particular fishery operation called scallop farming.

Just like those in many other countries, fishermen in this district have long been keen to improve fishing method or gear so that larger catches of fish could be ensured at the least possible labour or cost.

Introduction of outboard motors

It was about 10 years ago that Yamaha outboard motors were introduced in this district for the first time, but in very small quantities. In those days, very few fishermen were positive enough to readily adopt those motors for their long-favorite wooden row boats. It was felt that most of them had a prejudice against such a revolutionary motive power to take the place of their rowing labour. But, it was not long before they came to recognize various advantages of outboard motors. Because some enterprising fishermen fitted those motors into their wooden boats and demonstrated how they were useful for actual farming work. Yamaha-powered boats smoothly and quickly ran through farming beds placed 100—500 meters far from the shore, collecting scallops very efficiently and taking them in larger quantities than before back to the base each time.

It was a matter for surprising to see powered boats so easily operated by their fellows.



Increasing popularity

Ever since, Yamaha outboard motors have continued to rise to popularity among them wishing to improve or raise their work efficiency so that a better and richer life could be ensured. Also, it attracts special attention that fishermen are becoming more interested in Yamaha FRP boats to make up the best possible combination with Yamaha outboard motors to perfect the improvement of work method. Yamaha is offering a full line of outboard motors ranging in power from 2hp to 55hp. They are designed and built so that every particular need of fishing can be better met. At the same time, Yamaha FRP fishing boats of varying types or sizes are also making great contributions to the growth of fishery industry in Japan. As for the above-mentioned scallop farming, the combination of a W-19 and a 25A or of a J-19 and a 15A is cited by fishermen as the best.

P. Korhonen, One of the Most Promising Riders

Arwidson is a familiar name to motorcycle sport fans around the world. As the Finnish distributor of Yamaha motorcycles, Arwidson has sponsored many talent Finnish riders for participation in the world championship road racing series. For exam-

ple, Jarno Saarinen was riding under Arwidson banner while winning a 250cc title. For the season '76 Arwidson will sponsor Pentti Korhonen, one of the most promising riders in the world.

Excellent abilities shown

During two previous racing seasons Pentti Korhonen has shown that he has abilities to fight for victories with world's top factory riders even if he rides on private basis. FIM bronze medal in 350cc class in World Championship series 1975 gives the idea of his skills. The third position behind Cecotto and Agostini can be regarded even more valuable, when we know that Korhonen has worked his own mechanic during the whole season. And that means a lot of extra work. Korhonen started motorcycle racing on 1000 meter sand track 1967. In wintertime 1968 he took part in 13 ice races and won 12 of them. His first bike was 175cc

Husqvarna. Korhonen soon started road races, too. And he won five junior races with his Yamaha. Since then he has concentrated in road racing, but he has temporarily taken part in national sand track and ice races successfully. During 1976 racing season Pentti Korhonen concentrates in 350cc class. Besides that he rides in 250cc and/or 500cc classes in World Championship races. He also takes part in as many F 750 FIM Prize races as possible and already started his season in Daytona 200 classic. The second FIM Prize race took Korhonen to Venezuela as the first Finnish rider.

His racing machines

During the racing season 1976 Korhonen will race three Yamaha production racers, which are all brand new 1976 models. Using special transformation he has possibilities to take part in four different categories, if needed. His main category will be 350cc World Championship series, in which he has to defend his 1975 bronze medal.

Yamaha TZ250

Main sponsor: Arwidson & Co. Ltd. The latest version of Yamaha production racer including externally adjustable monocross rear suspension. The two-stroke engine type DS7 is a liquid cooled parallel twin with displacement of 247cc. Maximum power is claimed 48hp at 10,000rpm which is four horsepowers more than in last year's model. Six speed transmission, hydraulically operated disc brakes front and rear are additional features. The top speed of TZ250 exceeds 220kph (137mph) depending on the used secondary ratio.

For his TZ250 Pentti Korhonen has a transformation kit to increase the displacement to 354cc and thus make the machine legal for 500cc races. His plans are to use this lightweight machine on the circuits where the power of the bigger machine cannot be used.

Yamaha TZ350

The brand new machine is the latest production racer version of the factory with monocross rear suspension. R5 type two-stroker is parallel twin and liquid cooled with displacement of 347cc. Maximum power is 58hp at 9,500rpm—four more than in the previous model. The transmission is a six-speeder and front disc brake features double discs, rear one is single. The top speed of TZ 350 is claimed to exceed 230kph (143mph) depending on ratio.



Summary of his career

Birth date: June 4, 1951
 Birthplace: Rantasalmi, Finland
 Height: 178cm
 Weight: 70kg
 Eye colour: blue
 Hair colour: light
 Occupation: professional motorcycle rider
 Club: Konneveden Moottorikerho, Finland
 First race: 1000m sand track, 1967
 First bike: 175 Husqvarna
 Current racing bikes: Yamaha TZ250, TZ-350 and TZ750
 Most valuable achievement: 3th in World Championship series 1975 in class 350cc
 Favorite circuit: Assen
 Hobbies: snow scooter riding, slalom
 Sponsor: Arwidson Team, Yamaha distributor in Finland

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Sport Season '76 Opens – Japan

Just on the same day as Daytona forerunning international sport season '76, both national motocross and road racing series '76 kicked off here. Both events attracted a

large entry of enthusiastic riders, reflecting the progressive popularization of motorcycle sport throughout this country.

Road racing

A curtain was raised for the 10-round national championship series at the tricky Suzuka circuit on March 7. The main event of this meeting was positively a 250/350/750 expert race contested by a total of 24 top class riders. A pole position was taken by S. Asami who had hit the fastest practice lap on a Yamaha TZ350.

He dashed into the lead during lap 3 and lost it to none until the finish. Other Yamaha riders piloting similar TZ350 machines monopolized 2nd, 3rd and 4th places, too.

Motocross

The first round of national championship motocross was also organized near Tokyo on March 7. In fine weather with almost no wind, every race of the meeting became one worth seeing for a lot of spectators, and especially, Tetsumi Mitsuyasu riding a Yamaha 250YZ M displayed his flawless skill on this specially prepared motocross track.



Mitsuyasu, an expert/junior licensee here, provided most of the highlights while many of the top class riders including Suzuki or

Sugio tried to be on the prudent side in this opening round of the series. He won a 250cc race and finished 2nd in a 125cc race.

Trials land opens

In order to better meet growing enthusiasm to trials riding here, a trials land has recently been opened by the Chiba Branch of Yamaha some 100km east of Tokyo. It is the first one of the kind ever established in this prefecture and intended for wider use by trials fans. The land is designed to allow several different ways of layout by fully utilizing various surface conditions. All the Yamaha dealers in this area are expecting the land to help them promote sales more smoothly.

World championship trials

Andrews, 4th in Belgium – Round 2

Mick Andrews riding a 360 Yamaha finished 4th at the 2nd round of the world championship observation trials series on Feb. 29.

It was the first time Mick has used a new 6-speed Yamaha machine finished in striking blue and white.

Final results

1st.	M. Rathmell	Montesa	76
2nd.	C. Coutard	Bultaco	77
3rd.	M. Soler	Bultaco	89
4th.	M. Andrews	Yamaha	89
5th.	M. Lampkin	Bultaco	90
6th.	N. Birkett	Suzuki	107

Round 3 – Spain

Final results

1st.	M. Lampkin	Bultaco	36.7
2nd.	U. Karlsson	Montesa	37.2
3rd.	M. Soler	Bultaco	49.4
4th.	M. Rathmell	Montesa	49.4
5th.	Y. Vesterinen	Bultaco	49.8
6th.	C. Coutard	Bultaco	52.2

Round 4

– Great Britain

Final results

1st.	M. Rathmell	Montesa	17
2nd.	A. Lampkin	Bultaco	21
3rd.	M. Lampkin	Bultaco	23
4th.	M. Andrews	Yamaha	26
5th.	D. Thrope	Bultaco	26
6th.	N. Jefferies	Honda	29

Championship status after 4th round

1st.	M. Rathmell	Montesa	44
2nd.	M. Lampkin	Bultaco	34
3rd.	C. Coutard	Bultaco	30
4th.	Y. Vesterinen	Bultaco	26
5th.	M. Andrews	Yamaha	24
6th.	M. Soler	Bultaco	20

Kazunori Komatsu, Yamaha Yachtsman

27 years old Kazunori Komatsu, one of the most competent yachtsmen in Japan, is now in high spirits, expecting that he could take part in the 470 racing of the Montreal Olympic Games yet to take place in Canada this year. He now ranks top in the select list of Japanese yachtsmen for participation in the above big event. Also, even high hopes can be held with him to achieve good results, piloting a race-proven Yamaha 470 yacht.



www.legends-yamaha-endorse.com

Growing enthusiasm — Malta

Malta, an island country on the Mediterranean Sea, is appearing before a footlight as one of the highly promising motorcycle

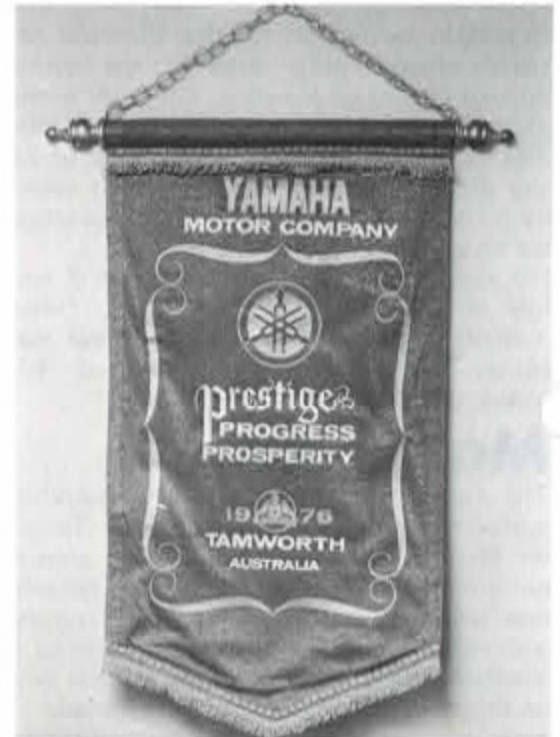


markets. Reflecting each manufacturer's particular efforts directed toward market expansion, total sales are running up in a steady curve. Yamaha now secures approx. 24% against Honda's 37% but growing enthusiasm to sporty motorcycling such as motocross or road racing will better benefit Yamaha.

Here pictured is Mr. Joe Vella, a leading scrambler who forms part of the Yamaha team sponsored by International Automobiles, Ltd., riding easily a Yamaha DT250 machine through deep water. The picture was taken during one of the local training sessions.

Goodwill relation

Here introduced is a unique banner produced by Harry Pyne Motor Cycles, Tamworth, Australia. It was presented to Yamaha Motor as a token of their appreciation and goodwill. It will help both Yamaha and them further tighten goodwill relation and mutual cooperation.



Popular motocross

Motocross racing is always getting popular in Hong Kong with the initiative taken by Yamaha riders. The Yamaha Hong Kong motocross team consisting of 8 competent riders and mechanics was most successful throughout 1975 as follows:

125cc class		
1st.	Dave Mckirdy	YZA 125
250cc class		
1st.	Colin Tully	YZB 250
Open class		
1st.	Dave Mckirdy	YZB 250
2nd.	Colin Tully	YZA 250
3rd.	Ian Campbell	YZA 125
Trail bike class		
1st.	Ian Campbell	TYA
2nd.	John Fortune	TYB
Junior rider class (under 18)		
	Paul fortune	YZA

They expect to repeat this brilliant success this year.

Trans-America Demonstration Run

Yamaha's sensational superbike model XS750C will shortly make a debut on the international market. A Yamaha team consisting of five expert riders riding XS750 machines made a Trans-America demonstration run covering a total distance of over 10,000km starting and returning to Los Angeles. This attempt ended in a big success. All Yamaha machines performed superbly and deeply expressed American big bike fans prior to their market debut. See our next issue for a full report and pictures.