

REPORT FROM JAPAN



Hidenao Ogawa was junior class winner aboard a 250-cc Kawasaki, then rode his Greeves Challenger to win the Japan Motocross 10th Anniversary Trophy.

THE TOKYO SHOW

ONLY FIVE MANUFACTURERS, Honda, Suzuki, Yamaha, Kawasaki, and Rabbit Scooter, put their products on display at the 14th annual Tokyo Motor Show. As Bridgestone declined to exhibit for the 1967 show, a total of 110 machines were placed on display, as compared with 118 shown in Tokyo in 1966.

Although advance information was that Honda would show an all new CB250, this machine failed to make an appearance. Those in the know report that testing of the CB250 prototype is complete, and that the machine very shortly is to be introduced to the public.

Honda's feature attraction, however, was the new CB450, a lithe, clean version of the original 450. The new model is rated at 45 bhp at 9000 rpm. Top speed is said to be approximately 112 mph. Standing start quarter-mile time for the CB450 is 14.41 sec. The dohc vertical parallel twin engine is dimensionally identical to its forebearers, with bore and stroke at 70- x 57.8 mm. Both electric and kick lever starting features are retained.

The CB450 is 87.3 in. long, 30.5 in. wide, and 42.8 in. tall. The wheelbase is 54.2 in.; ground clearance is 5.5 in. Weight, in road trim, is 412 lb. Drive is through a multi-disc wet clutch and an all-synchromesh five-speed gearbox.

Another hit of the show was the Suzuki T500, already being marketed in the United States as the 500/Five (CW, Dec. '67).

On the Yamaha platform were the 50-cc sport, 100-cc L2-C and 125-cc AS1-C. However, the machine most attractive to show visitors was the firm's new 250 DT1 Trail machine. With 246-cc piston displacement, the DT1 develops 19 bhp at 6000 rpm, with maximum torque output occurring at 4000 rpm. The new trail machine, in street trim, Yamaha claims, weighs 220 lb. A five-speed transmission is standard equipment.

In addition to the 73-cc moped-like M75, Kawasaki exhibited the 650W2, already familiar to the U.S. market, now dubbed W1 for the home market. In addition, Kawasaki's A1SS street scrambler was on display. (Continued on page 90)

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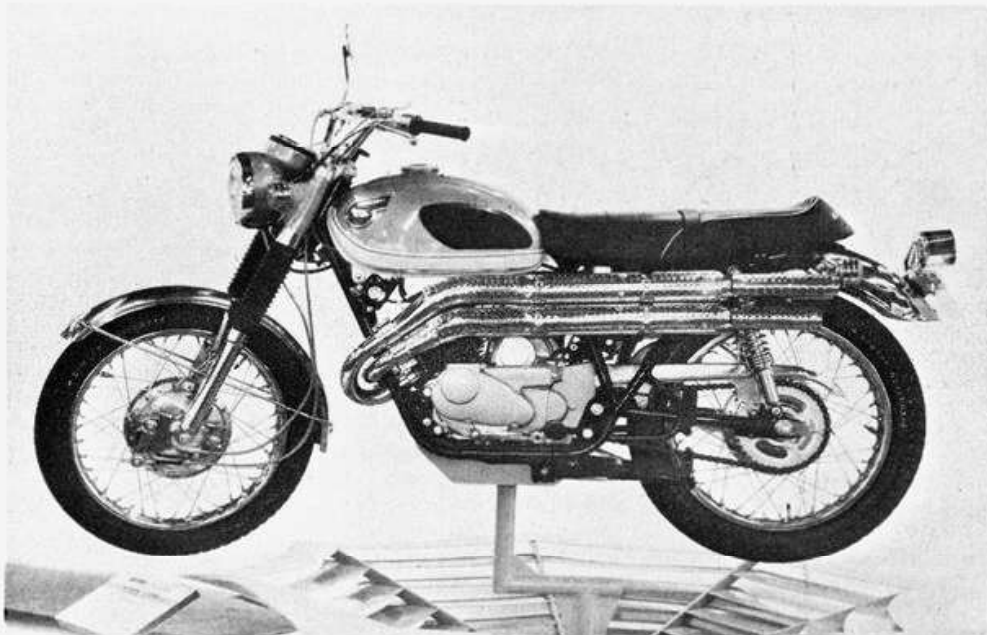
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Yamaha's new 50-cc F5S sport lightweight showed its turn signal lights and revised lines at the 14th annual Tokyo Motor Show.



The new, lithe Honda CB450 is much slicker looking than its predecessors, boasts 45 bhp at 9000 rpm, 112-mph top speed, and a swift quarter-mile.



Top attraction on the Kawasaki show stand was the A1SS street scrambler. The firm also exhibited 650W2, already popular in the United States.

Please say you saw it in
CYCLE WORLD



Hit of the Yamaha exhibit was the new DT1 Trail machine, reported to develop 19 bhp at 6000 rpm with its 246-cc engine. Claimed weight is 220 lb.

All manufacturers, with exception of Rabbit, exhibited 1967 Grand Prix racing machinery, which proved a major eye-catcher for visitors.

However, the small number of machines on display, a much smaller number than had been anticipated by Tokyo enthusiasts, proved a disappointment to the avid motorcyclists who attended the Tokyo showing.

ALL JAPAN MOTOCROSS

Very fine fall weather welcomed the 10th annual All Japan Motocross for 1967 at Marunoyama, near Mt. Fuji. Approximately 350 machines and riders competed in events from the 50-cc to open classes.

There were 10 events on the program, with the 10th of the day the open race, in which riders contested for the 10th Anniversary Trophy.

Thirty-nine riders and such domestic machinery as Kawasaki F21M, Suzuki TM (the production version of the 250-cc single-cylinder works motocrosser, RH), the Suzuki T21, Honda CL72, Yamaha YDS3, and Bridgestone 90, and the Spanish Bultaco participated in the trophy race. However, it was Hidenao Ogawa, a junior rider, who won the anniversary cup aboard his Greeves Challenger. Young Ogawa is famous among Japanese enthusiasts for his British-built motocross machine.

THE FIVE-PORT SCAVENGER

The ASI from Yamaha, listed with other of the firm's products in the report on the Tokyo show, is a new 125-cc machine, the engine of which functions on the GP racing proved five-port exhaust scavenging principle.

During the 1966 international racing season, 125-cc five-port Yamahas won their class races at the Isle of Man TT placement, the DT1 develops 19 bhp at 6000 rpm, with maximum torque output occurring at 4000 rpm. The new trail machine, in street trim, Yamaha claims, weighs 220 lb. A five-speed transmission is standard equipment.

In addition to the 73-cc moped-like M75, Kawasaki exhibited the 650W2, already familiar to the U.S. market, now dubbed W1 for the home market. In addition, Kawasaki's A1SS street scrambler

was on display.

and the Belgian GP. In 1967, Yamaha equipment was victorious in eight of ten international events. These GP machines also employed five-port two-cycle engines. The ASI brings the five-port system to the general consumer market for the first time.

The system, as employed on the new 125-cc ASI machine, features four, rather than two, inlet passages for flow of compressed fuel/air mixture from the crankcase to the combustion chamber on the downstroke of the piston. The extra pair of ports increases gas swirl and induces a pair of vortices on the upstroke which assist in expelling exhaust gasses.

Yamaha reports the ASI parallel twin engine develops 15 bhp at 8500 rpm, with the torque peak occurring at 500 fewer rpm. The engine, twin-carburetted, 7:1 compression is said to produce a top speed of 79 mph for the ASI. A 17.5 sec. quarter-mile is claimed.

The engine rests in a frame of diamond cross-section tubing. Other features are three-stage adjustable rear suspension, turn signal lamps, and a 12-V/5-ampere alternator and battery ignition system.

EXPORT UPS AND DOWNS

Japanese manufacturers of two-wheelers report a decided slump in exports to the U.S. for the first eight months of 1967. In that period, 178,587 vehicles were shipped to America, a meager 42 percent of the 418,757 machines exported during a like period in 1966, and 50 percent of the 375,370 units delivered to the U.S. during 1965.

As Japanese manufacturers entered the 1967 calendar year, they anticipated growth with increased sales in 250- and 350-cc classes. However, sales dropped well below expectations in both these categories.

Kawasaki is finding smooth sailing in the U.S., while Honda is maintaining volume with exports to other than U.S. markets. It can be expected that manufacturers will withhold shipments of machinery to the United States, until U.S. inventory adjustment occurs, likely during the early part of this year.

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