



YAMAHA NEWS

1974
NO. 6

Trials Championship



Mick Hits Back — French Round —

Mick Andrews, title contender for Yamaha, rode his 250 Yamaha to a win at the French round, the 6th of this year's FIM Championship Trials series which took place on April 28 at Sancerre in Central France.

Malcolm Rathmell on a works Bultaco who had enjoyed his 15-point lead over the Yamaha ace by then, stood at 10th in this round, thus adding only one point to his championship point table.

Jill Andrews reports Mick's impressive victory as follows:

Close-Fought Three Laps

The trial in Sancerre was very good, excellently organized and thousands of people turned out to watch the event which was held in perfect, sunny weather. In fact, many sections were impossible to see due to the crowds of people surrounding them.

The trial consisted of 3 laps, 20 sections per lap and a total of 120 kilometers.

It was a very tiring trial and the time limit was 7 hours plus 1 hour with marks lost for lateness. Many riders went beyond 8 hours, therefore being excluded.

The sections were very good, containing a little of everything, with the possible exception of number 17 section which was a deep, muddy one with water coming up to the seat. This section caused a few retirements including Gordon Farley (Suzuki) and Alan Lampkin (Bultaco).

On the first lap Mick got through the deep water clean, but the water had got in the engine and almost stopped it, causing him to foot through the rest of the long section giving him 3 points for a total of 17 points

to lead the first lap by four points from Ulf Karlsson. Martin Lampkin, last year's champion, gave up the first lap due to gearbox trouble.

During the course of the trial, Mick cleaned every section with the exception of number 3 section.

The first 8 sections were stationed in the same area, and therefore, had many spectators. Mick left this area on the first lap. No. 5 section was a very difficult, loose rocky climb with a large rock step. He was best on this section losing only 1 mark on the 3rd lap. No. 9 & 10 sections were also difficult. No. 9 was a stream containing a large rock step which was very narrow to get over and continuing on to No. 10 section which had a difficult muddy exit. Mick cleaned both of them. On the second lap he lost 21 points, having five in a sand pit which was not too difficult. Mick lost 8 points on 9 & 10 sections on the last lap but cleared the deep water on No. 17 section to keep his lead over Karlsson. Christian Rayer who finished 13th on a Yamaha also cleaned this section.

Mick's riding was brilliant on many sections. But, it was a strange trial and possibly due to the many hours duration of the event. More "silly marks" were lost than usual but Mick was very satisfied with the outcome.

Mick, Runner-Up — Italian Round

The Italian round, 7th of the series took place in the hills outside Bergamo on May 5. Snow on the eve of the event caused the organizers to cut the number of laps from five to three. Each lap had 17 sections with a total distance of 15 kilometers.

Malcolm Rathmell, championship point leader, superbly rode his 325 works Bultaco throughout and won this round eventually. Mick finished 2nd some 25 marks behind Rathmell.

1st.	Malcolm Rathmell	325 Bultaco	48.5
2nd.	Mick Andrews	250 Yamaha	73
3rd.	Martin Lampkin	325 Bultaco	75
4th.	Rob Edwards	310 Montesa	79
5th.	Charles Coutard	325 Bultaco	81
6th.	Ulf Karlsson	250 Montesa	81.3

Championship positions after 7 rounds

1st.	Malcolm Rathmell	325 Bultaco	71
2nd.	Mick Andrews	250 Yamaha	67
3rd.	Yrjo Vesterinen	325 Bultaco	49
4th.	Martin Lampkin	325 Bultaco	38
4th.	Ulf Karlsson	250 Montesa	38
6th.	Rob Edwards	310 Montesa	30

Prompt Report!

Mick won the '74 Scottish Six Days Trial, the largest international event of the kind which took place during a period from 6 to 11 May around Edinburgh. It was the first win ever recorded by a Japanese machine. See next issue for full reports.

Spanish (4th) round results

1st.	Ulf Karlsson	250 Montesa	53
2nd.	Malcolm Rathmell	325 Bultaco	54
3rd.	Manuel Soler	325 Bultaco	67
4th.	Martin Lampkin	325 Bultaco	68
5th.	Benny Sellman	250 Montesa	69
6th.	Charles Coutard	325 Bultaco	71

British (5th) round results

1st.	Malcolm Rathmell	325 Bultaco	31
2nd.	Yrjo Vesterinen	325 Bultaco	32
3rd.	Mick Andrews	250 Yamaha	33
4th.	Thore Evertson	250 Ossa	40
5th.	Ulf Karlsson	250 Montesa	48
6th.	Dave Thorpe	250 Ossa	49

Final results

1st.	Mick Andrews	250 Yamaha	57.1
2nd.	Ulf Karlsson	250 Montesa	59
3rd.	Thore Evertson	250 Ossa	63
4th.	Benny Sellman	250 Montesa	70.8
5th.	Dave Thorpe	250 Ossa	71
6th.	Yrjo Vesterinen	325 Bultaco	71.7

Road Race Championships

Round 3, Austrian GP

Ago's Double



K. Andersson

West German GP Round 2

The West German GP, the second round of the '74 World Road Racing Championships was organized at Nurburgring on April 27 & 28. Due to a trouble arising between riders and organizers in connection with safety measures against steel guard rails, most of famous solo riders did not start.

As a result, each race was contested by a small number of privateers.

Yamaha riders performed well and monopolized almost all first places of three classes as follows:

250cc class

1st.	H. Kassner	Yamaha
2nd.	H. Lahfeld	Yamaha
3rd.	H. Hoffmann	Yamaha
4th.	F. Reitmaier	Yamaha
5th.	J. Reisz	Yamaha

350cc class

1st.	H. Kassner	Yamaha
2nd.	W. Stephen	Yamaha
3rd.	F. Weidacher	Yamaha
4th.	W. Kaletsch	Yamaha
5th.	U. Kochanski	Yamaha

500cc class

1st.	E. Czihak	Yamaha
2nd.	H. Kassner	Yamaha
3rd.	W. Kaletsch	Yamaha
4th.	U. Kochanski	Konig

Final Results

500cc class

1st.	Giacomo Agostini	Yamaha
2nd.	Gianfranco Bonera	MV
3rd.	Barry Sheene	Suzuki
4th.	Jack Findlay	Suzuki
5th.	Dieter Braun	Yamaha

350cc class

1st.	Giacomo Agostini	Yamaha
2nd.	Chris Mortimer	Yamaha
3rd.	Dieter Braun	Yamaha
4th.	Patrick Pons	Yamaha
5th.	Michel Rougerie	Harley-Davidson

125cc class

1st.	Kent Andersson	Yamaha
2nd.	Angelo Nieto	Derbi
3rd.	Otello Buscherini	Malanca
4th.	H. van Kessel	Bridgestone
5th.	L. Gustafsson	Maico

Giacomo Agostini won the 350cc and 500cc races at the Austrian GP which was organized at the Salzburgring on May 5 in bitterly cold weather. It was his first world-championship double victory since joining the Yamaha factory team.

In the 500cc race Agostini riding a Mono-Cross-fitted 500 Yamaha rocketed away in company with G. Bonera and P. Read both on MV works machines. Though the reigning champion Read retired on lap 9 because of some mechanical troubles to his machine, Bonera proved to be a strong rival to Agostini. Throughout this 33-lap racing on the ultra-fast 2.63-mile circuit, they continued their wheel-to-wheel dice to the very end. Agostini finished first with a split-second advantage over Bonera, eventually.

During the first half stage of the 31-lap 350cc racing, Chris Mortimer on a Yamaha set the pace but Agostini was steadily closing on him lap by lap. Eventually, Agostini pulled ahead of Mortimer and rode his Yamaha to a win.

Andersson vs. Nieto

The 25-lap 125cc racing developed into a big battle between reigning champion Kent Andersson and ex-champion Angelo Nieto. Both were never more than a few yards apart from each other going into the last lap. Andersson on a Yamaha, then, opened a slight gap from his archrival on a Spanish Derbi. In his desperate efforts to catch Andersson, Nieto came off at the last corner. Thus Andersson scored his second GP win of the year.

Moto-Cross Championships

250cc Series

Spanish GP (1st round)

1st heat

1st.	R. Boven	Montesa
2nd.	P. Rulev	KTM
3rd.	H. Andersson	Yamaha
4th.	G. Moiseev	KTM
5th.	J. Robert	Suzuki

2nd heat

1st.	G. Moiseev	KTM
2nd.	H. Everts	Puch
3rd.	J. Falta	CZ
4th.	H. Andersson	Yamaha
5th.	H. Maisch	Maico

Italian GP (2nd round)

1st heat

1st.	J. Falta	CZ
2nd.	H. Maisch	Maico
3rd.	H. Everts	Puch
4th.	J. Robert	Suzuki
5th.	Torao S.	Yamaha

2nd heat

1st.	J. Falta	GZ
2nd.	G. Moiseev	KTM
3rd.	M. Halm	CZ
4th.	G. Rahier	Suzuki
5th.	R. Boven	Montesa

500cc Series

Austrian GP (1st round)

1st heat

1st.	H. Mikkola	Husqvarna
2nd.	A. Weil	Maico
3rd.	W. Bauer	Maico
4th.	B. Aberg	BSA

5th.	G. Wolsink	Suzuki
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2nd heat

1st.	H. Mikkola	Husqvarna
2nd.	A. Weil	Maico
3rd.	W. Bauer	Maico
4th.	B. Aberg	BSA
5th.	A. Jonsson	Yamaha

French GP (2nd round)

1st heat

1st.	H. Mikkola	Husqvarna
2nd.	R. de Coster	Suzuki
3rd.	A. Kring	Husqvarna
4th.	O. Toman	CZ
5th.	J. v. Velthoven	Yamaha

2nd heat

1st.	H. Mikkola	Husqvarna
2nd.	R. de Coster	Suzuki
3rd.	V. Popenko	CZ
4th.	G. Wolsink	Suzuki
5th.	J. v. Velthoven	Yamaha



It's a poetic name which is derived from a Japanese old poem called "Waka."

つま恋
Tsumagoi

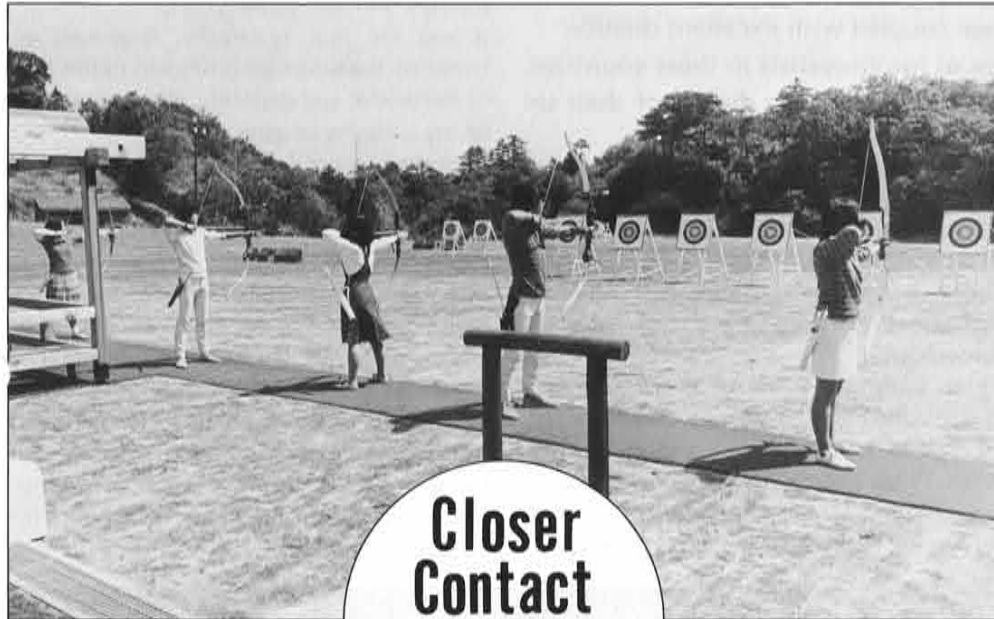
Tsumagoi

Opens as Giant-Scale Modern Recreation Center for General Public

"Tsumagoi", a giant-scale modern recreation center which is located at the hilly area of Kakegawa, near Iwata, opened on May 1.

In an attempt to develop the real pleasure of leisure-time sports to a maximum for lots of people of all age groups, both male and female, Yamaha has combined all efforts together to construct such a unique establishment.

Reflecting a constantly steadfast pace of growth, or symbolizing an outstanding enterprise capacity, "Tsumagoi" has added extra dimension to the fame of Yamaha Industrial Group.



Closer Contact with "Nature"



Occupying approx. 1,700,000 square meters in total area through the hilly land, "Tsumagoi" enables visitors to enjoy closer contact with "Nature" which is always ready to present bright sunshine and sweet, fresh air.

By making full use of all topographic features of this vast area, such as gentle up or down slopes, ponds, forests, bushes, fords and other various natural things as kept intact as much as possible, recreational sport facilities in wide variety are established so as to meet the diversified tastes of visitors.

Included in the established facilities, are the 22-face tennis court, horse-ride ground, archery ground, golf link, exhibition hall, multi-purpose ground for baseball, soccer and other sports as well as a hotel, camping lodges, artificial lake for angling, swimming pool, etc.

Running, shooting, hitting, riding, swimming, listening, singing or doing nothing—everybody can spend leisure time in his or her own way here.

Reports from Central-South America



Trail School Creates A Good Response

Yamaha motorcycles are now fast rising to popularity in the area of Central-South America for their proven performance coupled with excellent quality. In line with a constantly increasing number of motorcyclists in these countries, "how to enjoy motorcycling safely" is also becoming the matter of their increased concern.

Yamaha motorcycles are occupying 40%, 50%, 30% and 40% of total sales, respectively, in Brazil, Venezuela, Guatemala and Panama.

Yamaha's campaign aiming at the spread of safe & pleasurable motorcycling, will also lead to another increase in sales.

Training sessions were organized in close cooperation with Yamaha Motor do Brazil in Brazil, Venemotos in Venezuela, Canella y Cia Ltda. in Guatemala and Panama Automotive Engineering Inc. in Panama. All of them are distributors for Yamaha in their respective countries, and are greatly contrib-

uting to recent notable upswing in sales through their strenuous efforts for market expansion.

Tadao Suzuki, one of the best Japanese moto-cross riders served as a chief instructor throughout.

Three training sessions were given in each country and enthusiastic motorcyclists learned how to trail ride safely and pleurably under Tadao's coach. His long-proven techniques and knowledge of off-road riding were very useful for this particular purpose.

Safe & Pleasurable

Yamaha recently promoted one-month program of trail school campaign sessions for the first time in the area of Central-South America as part of its world-wide campaign for the spread and encouragement of safe & pleasurable motorcycling activities.

A total of 12 training sessions took place in Brazil, Venezuela, Guatemala and Panama. Each session attracted a lot of pupils and spectators, thus well reflecting high public recognition to this campaign.

Improved Sense of Safety

Training grounds were established on trail lands, moto-cross circuits, river beds, hills, etc. by making use of every terrain feature. Each session opened with pre-riding instructions and physical warming-up exercises which were indispensable to safe and comfortable off-road motorcycling.

It was the first systematic, large-scale attempt of the kind ever promoted in this part of the world, and therefore, greatly stimulated the curiosity of general public.

Each time lots of spectators gathered around the course, giving cheers to every fine performance.

Pupils had been relatively less interested in safe riding techniques before, but those training sessions gave them an important lesson that real pleasure of motorcycling should be always coupled with riding safety. Their improved techniques for off-road riding are expected to prove advantageous for safe riding on normal roads, too, which will in turn win higher public recognition for Yamaha's campaign.



Yamaha Wins Big Race-24-Hour Endurance — Brazil —

Denisio Casarini and Walter Barchi (Tucano) riding a Yamaha TX500 won this year's 24-Hour Endurance Race which took place at the famous Interlagos circuit in Sao Paulo, Brazil.

It was one of the most important international speed events annually held in this part of the world. The event of this year was contested by many powerful pairs riding various superbikes including Honda, Suzuki, BMW, etc., attracting a crowd estimated at 10,000.

The Yamaha TX500 which was ridden by a pair of Yamaha riders performed impressively throughout this punishing 24-hour racing. Casarini and Barchi, both top class riders of Brazil, piloted the Yamaha by turns in a flawless way, maintaining their lead over others from the start to the finish.

They covered a total of 356 laps within 24 hours at an average speed of 120.02 km/h, enjoying a 9-lap lead over 2nd finishers (Honda 750).

Winning pair's fastest lap was 3' 42" 1 which was established on lap 351.



**Good Riders
Good Dealers**

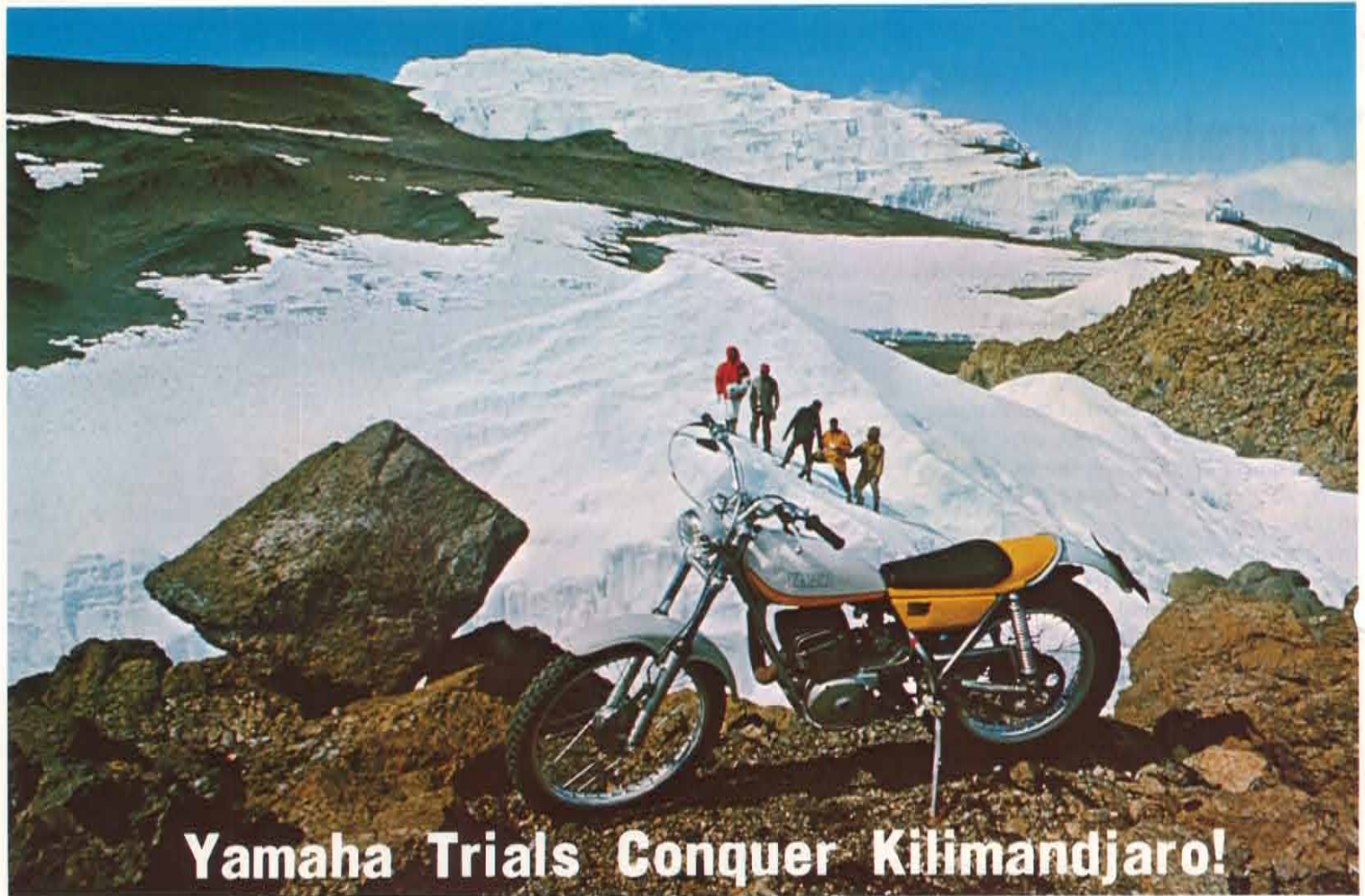
They Open A New Yamaha Shop Casarini & Tucano



Denisio Casarini and Walter Barchi Tucano, both famous riders of Yamaha in Brazil, recently started their new business as distributors for Yamaha in Sao Paulo. The new company is called "Casarini & Tucano" and their vast, excellent experience and knowledge of road racing and machines are utilized for their business to the fullest extent, proving themselves to be good dealers as well as top class riders.

Kent Andersson of Sweden, reigning 125cc. world champion who had taken part in this year's championship road races of Brazil, once visited their new shop.





Yamaha Trials Conquer Kilimandjaro!

Peaceful but monotonous

A man desires to live in peace and quiet. But, on the other hand, it is also true that an uneventful or monotonous life often drives him into an extraordinary adventure.

Never say, it is a contradiction. Both are undoubtedly the inborn natures of human being.

A couple of French gentlemen, Messrs. Christian Lacombe & Pierre Barret, both journalists by profession whose rare experience is about to be introduced, are positively men in this regard.

Idea of Kilimandjaro-conquering

An idea of climbing Kilimandjaro by motorcycle just came to their mind when they felt their "peaceful life" dead boring.

Kilimandjaro—it is a lofty, beautiful mountain rising 5,000 meters high in the sky of Tanzania, East Africa.

The name of this mountain sounds

mysterious or sometimes romantic in association with novels or movies as written or produced on this subject.

Kilimandjaro conquering! A big adventure, but never impossible. It is accessible to climbing by motorcycle, at least.

Preliminary reconnaissance

It was absolutely necessary for them to make a preliminary reconnaissance in putting their adventure into reality.

Also, all necessary arrangements and preparations for equipment and expenses had to be made well in advance to this big trip, with all foreseeable conditions taken into con-

sideration.

The reconnaissance was most carefully done and they learnt what kinds of equipment would be necessary, also acquired various important knowledge concerning all conditions peculiar to this mountain.

When they came back to Paris, there were

only two weeks left for them to give finishing touch to their expedition.

First of all, they had to make a choice for motorcycles. Becoming excited about their project, Mr. J.C. Oliver, commercial director of Sonauto, distributors for Yamaha, kindly offered a couple of new machines for their use—Yamaha 250 trials model.

The engineers of Sonauto did not hide their





anxiety when they were told that the Yamahas were going to tackle the height of nearly 6,000 meters. Though resting full confidence on the reliability of Yamaha trials model under normal conditions, they confessed possible fear that extremely abnormal conditions at the altitude of 6,000 meters might badly affect it.

In an effort to increase effective horsepower, both adventurers decided to fill the tank with the mixed fuel of gasoline and nitromethane at 50 : 50.

But, much to their disappointment, an engineer suggested that the normal gasoline of 80 octanes might better serve their purpose, as nitromethane would evaporate at the height of 5,000 meters and would be useless, eventually.

There was another thing. The preliminary reconnaissance by foot had told them that the extreme lack of oxygen at such a high place



would place them under stiff conditions. With motorcycles needing heavy efforts for handling, the situation would be much worse. Thus, some bottles of oxygen were absolutely indispensable to their adventure. Their personal equipment such as boots, trousers, gloves, helmets, jackets, etc. were all prepared, too.

Also, they hired a Toyota Land Cruiser in Nairobi, Kenya, to carry all goods to the destination.

One more thing—one of their trials machines was mounted with a 360 cc Rayer engine as a solution to the problem of power under extremely abnormal conditions.

Big departure

They left Nairobi at 1500 hours, December '73. It was a big departure, really.

Normally it takes anybody three days to attack Kilimandjaro, but they had to do it within two days by any means, as they had needed much more time for having everything settled than originally scheduled.

After taking first stop at Mandarahut (300 meters high). They had kept a speed of 7km/h to get there early in the afternoon, which gave them time enough to pass the Rainy Forest, a jungle with thick lianas and huge trees.

They had to ride another punishing 16km to Horombo Hut (4,000 meters high). The forest gave its place to the savanna, and roots to the rolling stones, which made their going extremely hard. Much worse, the path was often found a mere mire 40cm deep.

At Horombo they began to worry about the health of their Yamahas which had withstood punishments all the way.

But, they were found all right. Nothing to adjust or replace. Between Horombo and Kibo-Hut (5,000 meters high), they had no serious difficulty. In every delicate or tricky passage, the 250 bike tried first and the other next.

Another world above the clouds



Fog, snow and drizzle

Kilimandjaro has two tops—the Mawenzi (5,300 meters high) and the Kibo (5,900 meters high). Between the two tops, there is a desert of raked sand just like a Zen garden. It is another world above the clouds. But, they were not so lucky. Therewerefog, snow and drizzle there.

They decided to stay at Kibo-Hut that night, since it seemed impossible for them to climb higher and even to take pictures.

They fell asleep like angels just after having inhaled a copious amount of oxygen. Early in the morning they found their bikes covered with frost. It was fiercing and the ground was frozen.



Dramatic success!

Their final attack started. Undoubtfully, it was the hardest of all. All bottles were fast running out of oxygen!

Terribly exhausting, and it was very hard to breathe without oxygen.

Once, a bike happened to roll down into the mud and they were forced to stop there to pull it back. They started again to progress meter by meter.

Still seen were the cliffs, the mud and the sun high above their heads. Terribly sweating and thirsty, but nothing to drink!

Hours passed. It took them some 7 hours to cover a distance of less than 700 meters!

They were there at the summit of Kilimandjaro!

What actually kept them going was that they were so furious. "We are here", shouted they, "We have done it!"



Wonderful Yamaha

Mrs. Betty Thurling, an employee of Peninsular Motors, one of the Metropolitan dealers for Milledge Bros Pty., Ltd. in Australia, composed a nice poem in her admiration for a Yamaha bike as follows:

*One day last November,
Betty bought a bike;
She'd never driven a motor car,
But didn't want to hike.*

*Heikki the boss showed her the brake,
And how to work the gears;
The first time Betty tried to ride,
She finished up in tears.*

*For days she practiced in the scrub,
And then on to the road was sent;
She steadfastly rode this way for weeks,
And then across the highway went.*

*She carefully turned the blinkers on,
But didn't care to look;
And they were showing the opposite way,
To the jolly route she took.*

*You should have seen the chaos,
Cars piled for near a mile;
Betty knew she was a lucky girl,
And gave them all a smile.*

*She practiced on and persevered,
And really progressed well;
But on her poor instructor,
It all began to tell.*

*He carefully showed her what to do,
Her ego he did bolster;
He was looking the worse for wear,
For he had a flaming ulcer.*

*The weeks went by until licence time,
Was drawing mighty near;
Betty learnt her road rules,
But the Tester she did fear.*

*At last the great day dawned for her,
Betty rode off for her test;
She was so full of tranquilizers,
But she really did her best.*

*She had to ride along the street,
And then a "U" turn do;
She couldn't keep her balance,
And landed in a heap.*

*The Tester was a patient man,
A smile he couldn't refrain;
He gave her an extension paper,
And booked her in again.*

*The moral of this story,
To all of you today;
Is if you see a "learner",
Please give a wider bay.*

**HURRAH FOR BETTY,
WHO DOES NOT HAVE TO HIKE,
HURRAH FOR GOOD OLD YAMAHA,
IT IS A SPECIAL BIKE.**

Mrs. Thurling, a middle aged lady, loves riding the V90 for which she has recently obtained a licence.

Around Australia Gippsland Field Days

The Gippsland Field Days which are annually organized at Orange, New South Wales, Australia, is now considered a very good place for making Yamaha motorcycles widely known to the general public.

Milledge Bros Pty. Ltd., distributors for Yamaha in this part of Australia arranged the Yamaha stand at this year's event, displaying a full line of Yamaha's off-the-road models including the unique AG series (agricultural bikes) and the production trials models TY80 and TY250, all of which had a greater impact on a lot of visitors.

As for the AG bikes, slow uphill climbing and zig-zagging for following sheep and dairy cattle were performed very successfully. Farmers were allowed to experience the performance of all demonstration bikes and were full of praise and enthusiasm.



Carp streamers add extra interest to the event.

Impressive Display!



Here pictured are the display units which have been recently designed for Ken George, distributors of Yamaha in Perth, Australia.

They are designed portable and can be used in the future for any motor shows.

When recently used at the Perth Motor, visitors showed great interest in them displaying Yamaha models in a nicer and more attractive way than ever before.



Delightful Yamaha Night

— Nigeria —

J. Allen & Co., Ltd., distributors for Yamaha in Nigeria, Africa, recently organized a delightful "Yamaha Night" in Warri as part of their image-up campaign program for Yamaha motorcycles in close cooperation with the affiliated dealers.

"Yamaha Night" had delightful attractions

in wide variety, such as acrobat, musical performance, beauty contest, etc.

In this country Yamaha fans are now fast increasing in number thanks to the continued efforts for sales promotion on the side of Yamaha distributors and dealers.



①



②



③

YAMAHA Topics



④

1. Miss Abigel nominated "Miss Yamaha '74"
2. Bright, delightful band performance
3. A good player and a nice singer!
4. A Yamaha YB100 is one of the most popular models here.

'74 National Championships

— Japan —

Moto-Cross

The '74 National Championship MX series opened with a sweeping victory by Yamaha riders. The first round which took place at Yatabe, East Japan, was outright dominated by Yamaha riders including Hideaki Suzuki and Katsuhiko Seo, both riding their Mono-Cross works machines. Spectators' special interest focussed on senior 125cc and 250cc races which were contested by all top class riders of Japan.

Veteran rider Hideaki flawlessly piloted his powerful Yamaha to finish first in the 125cc racing. On the other hand, Young Seo demonstrated his wonderful skill to lead the 250cc racing throughout.

Also, Yamaha riders repeated their spectacular success at the Suzuka round, the 2nd of the series.



Road Race

Hiroyuki Kawasaki, riding for Yamaha, set a new lap record both for the Suzuka circuit and for the Fuji Speedway while piloting his highly performing water-cooled TZ750 racer for championship wins.

Hiroyuki covered a lap of the tricky Suzuka circuit at 2' 24" 6 (149,480 km/h). Then, he established an absolute lap speed at 1' 57" 7 (184 km/h) for the ultra-fast Fuji Speedway, thus breaking the barrier of 2'0" for the first time.



Brand-New Powerful 55 AE

Yamaha's brand-new, large-size outboard motor 55AE is now introduced on the market at a time when the trend is fast getting ripe for the advent of higher-power, wider-utility and more durable outboard motors.

The Yamaha outboard motor 55AE has been designed and engineered so as to better meet users' demand of advanced degrees, both for fisheries and for recreations, basing on long-accumulated technological experience and abundant data of far-reaching market research.

First of all, the focus of development has been on the improved operation safety with exceptionally heavy duties on the water in mind.

In elevating safety characteristics for this model, Yamaha has thoroughly examined all sorts of troubles arising in conjunction with the use of outboard motors in an effort to develop the best possible counter-measures.



Improved Safety Measures & Devices

The model is equipped with a newly developed safety device to permit engine starting only with a gear in neutral. This prevents any runaway trouble as might be the case with engine starting with a gear left in shift. The throttle opening can be regulated so as to prevent engine's undesirable and dangerous power-up with a gear in neutral or reverse.

The kill switch is designed to stop the engine immediately after an operator happens to be thrown overboard.

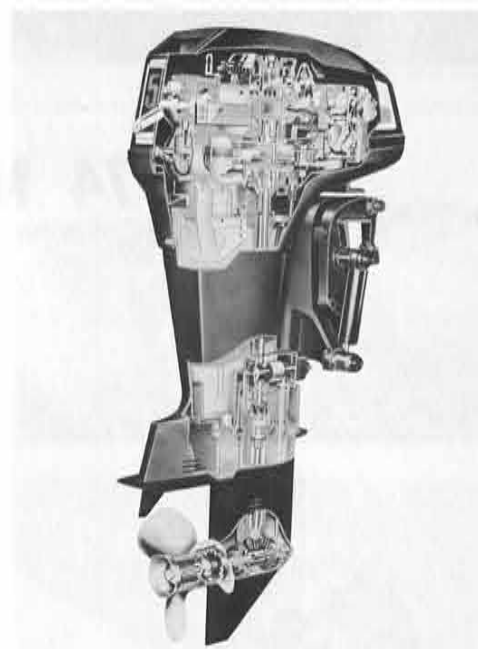
The primary ignition circuit is designed to

make a short circuit which stops the engine, thereby preventing any accidental tilt-up while running.

Also, the 55AE, just like the earlier marketed smaller models, features the unique drain-less system which is designed to prevent any water-pollution and plug fouling by feeding back any unvaporized mixed fuel when running at low speeds. Also, by utilizing the feed pipe of this system, forced lubrication can be performed for the bearings on the upper part of drive shaft for the sake of extra durability.

Nice Outlooking

The overall design represents an elegant but dynamic fast-shape line with the impressive, low-silhouette engine construction. That's to say, the general design concept of this model is that the outboard motor should push a boat forward from behind with tight, secured grip to the transom.



Higher Power, Better Economy

SPECIFICATION

PERFORMANCE

Max. horsepower 55 hp/5,000 r.p.m.

ENGINE

Type..... 2-stroke, Twin

Displacement..... 760 cc. (46.37 cu.in.)

Bore & Stroke 82 x 72 mm.
(3.228 x 2.834 ins.)

Cooling system Water

Starting system..... Electric starter

Ignition system..... C.D.I. (Point less)

DRIVE SYSTEM

Gear shift Forward-neutral-reverse

Reduction ratio..... 1.84 (24/13)

BRACKET

Tilting position..... 5-stages

Fuel..... Gas-oil mixture
(50 : 1)

Fuel tank capacity..... 24 lits.
(6.4 US gals.)

*Specifications subject to change without notice.

The combustion chamber has been designed so as to keep the density of fresh mixture higher around the spark plug, which will in turn greatly improve the ignition characteristics. Also, fuel economy has been appreciably improved. With the V-type reed valve mechanism and twin carburetion system adopted for higher intake efficiency, the engine always shows a quick, smooth response over a wide range of speeds. In addition, the newly developed propeller-boss exhaust system featuring the highly efficient dual exhaust pipe with larger port opening, always ensure the overall balanced function. The crank is of one-piece construction design for reduced weight and increased rigidity.

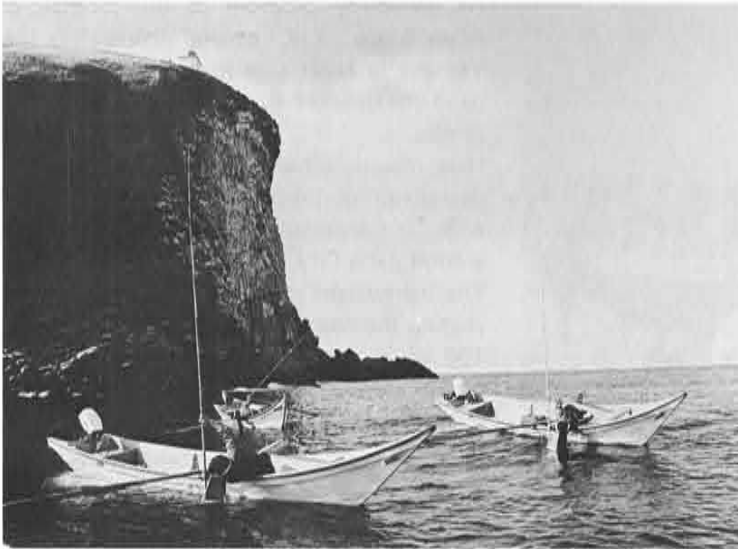
The airtight L-type piston ring is contributory to less ring troubles and higher cooling efficiency.

The automatic choke device is adopted for obtaining the best possible mixture of fuel

and air for engine starting. The use of the thermostat in combination with the pressure valve has increased operation reliability at trolling speeds, and also cooling efficiency at high speeds.

The special surface-discharge spark plug-fitted C.D.I. system has eliminated plug-fouling and overheating troubles as well as point troubles, permitting the maintenance-free operation.

Yamaha Outboard Motors



Youth-Favorite Yamaha

The combination of Yamaha's FRP boat and lightweight outboard motor is specially favored by young fishermen who are engaged in fishing operations along the seashore. The nimble boats powered by the dependable outboard motors can carry them to their favorite fishing grounds quickly and safely.

Here pictured are the Yamaha Fisherman J-21A boats which have been specially developed and built so as to fit sea-weed collecting as well as abalone or sea-urchine picking. "Operations are always smart and enjoyable", say all of them with one voice.

Residence office opens in Mexico

Mexico is one of the most important markets for outboard motors as well as motorcycles.

Facing the Bay of Mexico in the east and the Atlantic Ocean in the west, this country is blessed with good fishing grounds.

Yamaha has long attached particular importance to this country as the most promising market in the area of Central and South America, and in an effort to further promote business expansion in a more efficient way and on a larger scale, Yamaha's residence office has recently opened in

Mexico City. The office will take an active part in the development of sales promotion activities in close cooperation with local Yamaha distributors and dealers.



Impressed by Yamaha

The King of the State of Bahrain in Middle East graciously paid his visit to the Yamaha stand at the International Exhibition on the opening day. The stand was established by A.J.M. Kooheji & Sons, distributors for Yamaha outboard motors in this country. Thanks to their constant efforts, the brand of Yamaha is fast rising to popularity here. The King looked impressed by Yamaha products. Standing behind the King is Mr. Abdul Hameed Kooheji, the eldest son of the proprietor.



Barcelona Boat Show

Here pictured is a Yamaha stand arranged by Ledsa, importers for Yamaha in Spain. Along with Yamaha's popularity-winning FRP cruisers and snowmobiles, a full line of outboard motors including the newly

marketed 55hp AE made a special appeal to spectators. The Barcelona Boat Show is one of the most important international events of the kind in Europe.

Yamaha Demonstration by J.Allen—Nigeria



As previously reported in this journal, J. Allen & Co., Ltd., general distributors for Yamaha in Nigeria, is specially eager to expand the market share of Yamaha motorcycles.

Here introduced are the scenes of Yamaha demonstration recently organized by J. Allen in cooperation with affiliated dealers around Zaria City.

The lightweight motorcycles of Yamaha including the newly introduced farm bike AG 100 which were used for a demonstration parade through the city obtained maximum publicity effects.



Festival Attraction -New Zealand

At the Thames Centenary Celebrations in New Zealand, John Mann, a local Yamaha dealer affiliated to W. White Ltd., has an attractive, magnificent display of Yamaha motorcycles. Sitting on a Yamaha GT80 is 8-year old Rodger Clark on the roof of a car, while sister Wendy sat astride a Yamaha LT3 on the bonnet. Also, an AG100 is shown on the back of the float.

Their float proved to be one of the most colorful and nice attractions.



17 Wins out of 18 Dutch Rounds

K.v.d. Kruijs rode his water-cooled TZ 350 to win 17 races of 18 during the '73 road racing season in Holland. By these unsurpassed success, he clinched the Dutch championship of road racing. Also, he contested the 250cc class, piloting his fast and reliable TD3. He won 13 rounds of the series and secured the title for the second consecutive year. For this new season, he will ride a new TZ 250 and TZ 350 to defend the titles.



CONTRIBUTIONS INVITED

Just send us pictures you've taken of stories, interesting happenings or, extraordinary incidences-any-thing if it's about YAMAHA. A commemorative gift will be sent to those subscribers whose pictures are accepted for publication.

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