



Yamaha Announces Racing Plans for '75

road race
motocross
trials



14-time world champion Giacomo Agostini is in high spirits to launch a stronger bid for championships this year, too.

Yamaha Star Riders
to Lead Efforts for
'75 Championships



Mick Andrews riding a new works Yamaha to contest the 14 rounds of the World Championship Trials.

Yamaha's motocross trio, from left to right, Jaak van Velthoven, Hakan Andersson and Ake Jonsson.

For more successful research & development of motorcycle technology

Yamaha's racing plans are to cover the world championship road racing, motocross and trials events as well as the FIM championship Formula 750 and AMA championship road racing and motocross events even on a larger scale than before.

After assessing the general situation concerning motorcycles very carefully, Yamaha has officially decided to launch such brisk racing efforts for the reasons that they are absolutely indispensable to the more successful promotion of technical research and development works, which would in turn make great contributions to the manufacture of road models, and that sound and enjoyable motorcycle sports should be further popularized world-wide with consistently strenuous efforts exerted to this end, and participation in the world championships and other big international events must serve this particular purpose best by making Yamaha's basic policy widely and efficiently known to as many people as possible.



Agostini in Japan

Giacomo Agostini who is expected to launch his hectic bid for the championships this year, stayed in Japan for a week in the Mid-Feb. His main objective was to try out Yamaha's newly developed factory racers at the Yamaha Course at Fukuroi. Also, he was present at the press conference held on February 13 when Yamaha announced its racing plans for 1975.

In this issue, the four inside pages are devoted to Yamaha's racing activities for '75 with special concentration on "Ago".

On-line computer system ensures flawless control of every business activity

It was in April 1967 that Yamaha adopted the on-line computer system for the first time to control and dispose of information concerning some kinds of business activities, with the staff of 12 employees including 5 key punchers. In those days, this system was operated just for the smoother performance of general accounting works. In November 1968, the system was put into operation to control the work process of service parts supply, too.

Ever since, in parallel with the expansion of markets for Yamaha products both here and abroad, the services rendered by this system have become much more diversified and sophisticated naturally, covering even the control or analyzation of various information concerning both domestic and overseas shipments of products.

Now, the computer room of Yamaha is one of the most important work groups, with the staff of 80 employees. The room has six different sections.

Planning group

The group consisting of planners and programmers is studying and deciding the method of computerizing any new work item. Basing on the thorough analyzation of all accumulated data, they have to program every detail of computerization in the best conceivable way.



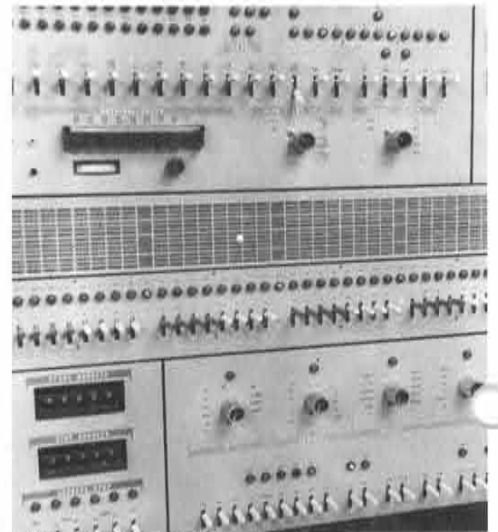
Programming work



A key puncher

Key punchers

20 key punchers are now working hard to prepare all necessary data to be put in a computer machine. Needless to say, data must be perfect and flawless. In order to ensure 100% accuracy, every punched card must be mechanically verified. That's to say, all the data punched must be repunched by another key puncher in order to see if the card is perfectly free from any mistake.



CPU operator panel



A computer works day and night

Operators

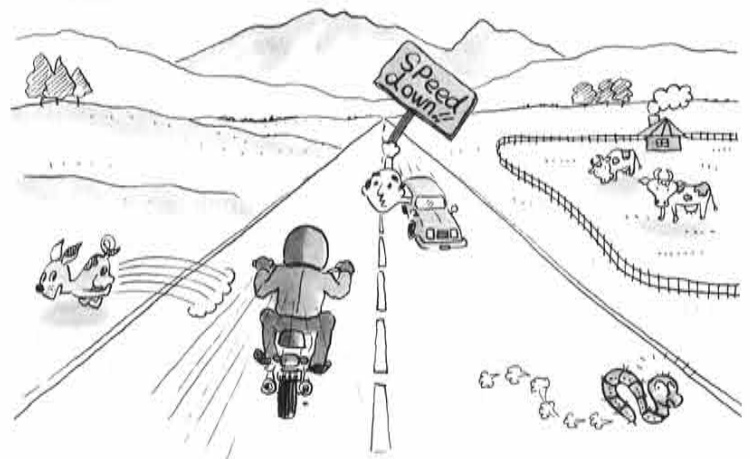
Directly operating computer machines, they have to make all prepared data into necessary documents. Now, 14 operators are working day and night by three-shift system.

Do you know?—How to sense actual speeds

Generally speaking, when a machine runs at less than 50 km/h, a rider feels as if it ran faster than it does actually. On the contrary, in the case of more than 50 km/h, a rider feels as if a machine ran slower than it does actually.

Affected by various factors

1. Darkness extremely reduces one's eyesight. He feels as if he is riding slower than in the daytime, even if both speeds are quite the same.
2. One feels as if he was riding considerably slower than he is actually doing, with no obstacle around him.
3. Drinking, fatigue and any other bad physical conditions affect one's sensing ability.



Work group of Yamaha



Tackling a new programme

Checkers

They must be responsible for checking all sorts of vouchers, in order to see if every punched figure is correct and accurate. All figures must be accumulated by means of a manual calculator.

In case calculated figures and punched figures are not the same, checking must be repeated over and over again.

Any mechanical mistake can be found and corrected by their superb skill of manual calculation. Thus, every punched card must get through double or triple checking before it is documented. Some 100,000 cards can be checked here per month.



Ensuring 100% accuracy

MINCS

MINCS stands for Marketing Information Network & Control System. It is the on-line computer system utilizing the public telephone network. Yamaha has adopted this system for the first time in Japan.

Through this system all sorts of information concerning the trend of home market can be collected.

Yamaha intends to perfect this system as the means of total information control covering even the matters directly concerned with users.



Collecting various data concerning Yamaha's dealer network.



A console display

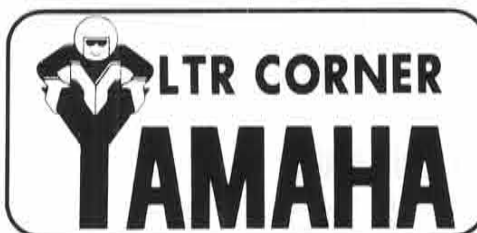


Setting a tape

CSG

CSG means the computer science group.

This group is responsible for establishing a general policy of the computer room from the far-reaching point of view, aiming to further improve and facilitate the computerization system in all aspects. This work group was newly established in September 1974, and they are always in high spirits to perform this important duty better and more successfully.



Learn-to-ride training in tie-up with an automotive school

A Yamaha distributor in Kumamoto, Southern Japan recently promoted a learn-to-ride session for licensed motorcyclists in tie-up with a local automotive school. The session was intended to train them for correct manners and techniques of riding a bike.

Together with normal lectures and practices, various attraction events by motorcycles were held in an effort to bear better PR effect upon the general public.

Every licensed motorcyclist will be not a good rider on the road, unless knowledge and techniques acquired at a training school

are brushed up again under a proper guidance.



Champions Meet Together – Switzerland

All the champions of Switzerland met together at a small Yamaha festival held by Mr. Hosttler, distributor for Yamaha in that country. Riding Yamaha machines, they swept the '74 national road race and motocross championships of Switzerland as follows:

- Road race 125 cc class: Mr. Bongard Daniel on a Yamaha AS3.
- Road race 250 cc class: Mr. Muller Hans on a Yamaha TZ250.
- Road race 350 cc class: Mr. Keller Ruedi on a Yamaha TZ350.
- Road race 500 cc class: Mr. Harzenmoser Felix on a bore-up. Yamaha TZ350.
- Motocross 250 cc class: Mr. Maret Philippe on a Yamaha YZ250
- Motocross sidecar class: Messrs. Frei Robert and Meier Egon on a Yamaha TX750 outfit.
- Motocross 500cc international class: Mr. Graf Fritz ranking 2nd on a Yamaha YZ360B.

Also Mr. Bruo Kneubuhler ranking second in the final standings of the '74 125 cc road race world championship attended the festival. They were all in high spirits to be in even tougher bid for the upcoming season.



Champions meet together for a dinner party



Their good time



A lineup of Yamaha champions



B. Kneubuhler (center)

He knows where he is going !

Mr. John Trembath of South Australia rode his Yamaha backwards for 32 km in this manner! 47-year old Trembath is a happy-go-lucky soul who, as a lad, used to pedal his machine in direct opposition to the conventional method. For him, it was just a means of easing the monotony of riding to and from school.

Recently, he read in the paper that Brian Taylor of Western Australia had broken a world backward bike-riding record and said to himself: "I can easily do that".

His attempt was made at Aldinga Beach on Jan. 17.

Riding a Yamaha TY250, he made his run in fourth gear in one-mile looping laps—half a mile each way on the hard sand.

Trembath successfully set a new record at 32 km.



Trials Championship

The opening round of the '75 world championship trials took place in Northern Ireland on February 15. Dave Thorpe riding a 325 Bultaco best performed with only 11.1 marks lost. Mick failed to finish because of some mechanical troubles.

Final results

1st.	D. Thorpe	Bultaco	11.1
2nd.	B. Sellman	Montesa	16
3rd.	M. Lampkin	Bultaco	23
4th.	U. Karlsson	Montesa	24
5th.	Y. Vesterinen	Bultaco	25.1
6th.	T. Evertson	Ossa	26

Sammy Miller riding a Honda machine made a sensational comeback in this round but his Honda hit a gearbox trouble. According to a news from abroad, Miller intends to take part in this year's S.S.D.T.

In quest of the better and the higher

— Yamaha's racing activities —



Mr. Hata announcing Yamaha's racing plans

Long-expected Yamaha's racing plans were officially announced at the press interview held on February 13 at the Iwata Grand Hotel near the headquarters of Yamaha.

The interview was attended by the representatives of almost all motorcycle journals in Japan. The outline of Yamaha's racing activities as announced by Mr. Hata, General Manager of Technical Research & Development Division, were exciting enough.

New works machines and selected top class riders! Yet, more impressive was Yamaha's ideal consistently underlying such giant-scale racing activities yet to be promoted world-wide this year.

Yamaha is aiming to develop and improve all production models by collecting valuable technical data through brisk racing activities and also, to make greater contributions to the growth of sound and healthy motorcycle sports across the world.

Yamaha's basic policy for racing activities has long proven highly successful. This year it should be much more fruitful than ever before.

Agostini's statement

The presence of 14-time champion Giacomo Agostini added extra dimension to the press interview for the announcement of Yamaha's racing plans. He expressed his firm confidence in contesting the world championship races in tougher bid for the titles. He looked in the best condition with the season opener Daytona event coming soon, and made all present convinced that Ago would lead Yamaha's tremendous efforts in a more successful way this year.

Also, unveiled were the new works trialer and motocrossers to be ridden by Mick Andrews, and factory motocross riders for the world championships this year.



Outline of Yamaha Racing Teams

Road racing

The Yamaha factory team will contest all the rounds of the 350 cc and 500 cc world championship series. Also, the team is to contest the FIM championship Formula 750 series including the Daytona event. 14-time champion Giacomo Agostini will spearhead Yamaha's efforts, aided by Japanese ace Hideo Kanaya and new star Ikujiro Takai. The Yamaha International Corporation will field a powerful team consisting of Kenny Roberts, Gene Romero and Don Castro in a strong bid for the AMA championship. Also, Steve Baker under contract with the Yamaha Motor Canada will contest the AMA championship.

In Europe, Yamaha's distributors will enter their contracted top class riders in the world championship events or FIM championship Formula 750 events.

Motocross

Hakan Andersson of Sweden teaming with No.1 Japanese rider Hideaki Suzuki will launch his powerful challenge to repeat the success of 1973. Ake Jonsson of Sweden and Jaak v. Velthoven of Belgium are to form a factory team for the 500 cc championship series.

In the United States, the Yamaha International Corporation and Yamaha Motor Canada will enter their selected riders in the AMA championship series.

Trials

Mick Andrews will contest all the rounds of the world championship observation trials series. Also, he will aim at the fifth victory of the Scottish Six Days Trial this year.

Ago tries out new factory Yamahas !



Excitement at the Yamaha Course

Fantastic combination

Superstar Agostini and formidable Yamaha racer—that was a fantastic combination. Accompanied by Japanese topstars including Hideo Kanaya or Ikujiro Takai, Ago tried out new works racers one by one at the Yamaha Course.

The new version of the sensational TZ750 came in a full-bore 748 cc racing weapon to claim more wins than ever.

Also, both of the YZR500 and YZR350 featured more raceworthy improvements including the adoption of Mono-Cross rear suspension system. Piloted and tamed by this world's superstar, they must prove to be the ultimate in performance.



Ikujiro Takai



Hiroyuki Kawasaki



Hideo Kanaya

Japanese trio

Hideo Kanaya who was rather unhappy the previous year, is all right for the upcoming season. Teaming with Agostini, he is expected to launch his powerful attack again in the world championship events.

Ikujiro Takai, the best rider of national road racing in Japan, will also contest the championship rounds for the first time in his racing career.

Tall and tough Hiroyuki Kawasaki is one of the most experienced riders in Japan. He is to achieve a long-cherished ambition this year. Kawasaki will ride a new TZ750 machine at the Daytona-200 on March 9.

Trio of new racers

Mono-Cross rear suspension system is now adopted for all machines. Overall maneuverability has been greatly improved. Both front and rear wheels of the YZR350 are equipped with a single disc brake for surer machine control under all riding conditions. As for the TZ750R, total cylinder displacement

has been increased from 694 cc to 748 cc, ensuring the delivery of higher, and more dependable power.

Also, the four mufflers of this model are arranged in one-up and three-down layout in an effort to reduce the width of whole power-unit.



Specification: TZ 750R

Weight.....under 170 kg
 Performance.....270 km/h plus
 Engine Type.....2-stroke, water-cooled,
 7-port Torque Induction
 Cylinder layout.....In-line four
 Displacement.....748 cc
 Bore x stroke.....66.4 x 54 mm
 Max. power.....100ps/9,500 rpm plus
 Ignition system.....C.D.I.
 Lubrication system.....Fuel-oil mixed
 (15 : 1)
 Fuel tank capacity.....24 lit.
 Carburetor.....VM34SC
 Clutch.....Dry multi-plate
 Transmission.....6-speed gearbox
 Suspensions (front).....Telescopic
 (rear).....Mono-Cross type
 swing arm
 Tire size (front).....3.25-18
 (rear).....3.50/5.25-18
 Brakes (front).....double disc
 (rear).....single disc

Specification: YZR 500

Weight.....under 155 kg
 Performance.....250 km/h plus
 Engine Type.....2-stroke, water-cooled
 7-port Torque Induction
 Cylinder layout.....In-line four
 Displacement.....494 cc
 Bore x stroke.....54 x 54 mm
 Max. power.....90ps/10,000 rpm plus
 Ignition system.....C.D.I.
 Fuel tank capacity.....28 lit.
 Carburetor.....VM34SC
 Clutch.....Dry multi-plate
 Transmission.....6-speed gearbox
 Suspensions (front).....Telescopic
 (rear).....Mono-Cross type
 swing arm
 Tire size (front).....3.25-18
 (rear).....3.50/5.25-18
 Brakes (front).....double disc
 (rear).....single disc



Specification: YZR 350

Weight.....under 125 kg
 Performance.....230 km/h plus
 Engine Type.....2-stroke, water-cooled
 Cylinder layout.....In-line twin
 Displacement.....347 cc
 Bore x stroke.....64 x 54 mm
 Max. power.....60ps/10,000 rpm plus
 Ignition system.....C.D.I.
 Lubrication system.....Fuel-oil mixed
 (15 : 1)
 Fuel tank capacity.....23 lit.
 Carburetor.....VM34SC
 Clutch.....Dry multi-plate
 Transmission.....6-speed gearbox
 Suspensions (front).....Telescopic
 (rear).....Mono-Cross type
 swing arm
 Tire size (front).....3.00-18
 (rear).....3.50-18
 Brakes (front).....Single disc
 (rear).....Single disc

Rider's profile

Superstar Agostini

Agostini made his racing debut at an Italian event in 1962 as a works Morini rider. For the early stages of his career, Ago was well known as one of the most successful riders of hill climb racing, rather than road racing.

It was in 1964 that he arrived at an important turning point. That year, the national championship contest developed into a hectic two-man battle, that's to say, between Ago on a Morini and ex-MV star Tarquinio Provini riding a works Benelli racer.

The veteran was not match for the new star. Provini lost the position of Italian No. 1 to Ago, eventually.

Contract with MV Agusta

The late Count Agusta had had a long-cherished ambition. He had wished to have a promising Italian rider ride the MV works machines for the world titles. Ago, a new Italian champion just met with his requirements.

Throughout the 1965 season, young Ago supported Mike Hailwood, an eventual 500 cc champion. He himself finished runner-up to Mike in the final standings. Thus, he attained an international fame for the first time.

1966 was one of the most eventful years in the history of world's road racing. That's to say, mighty Honda entered a powerful team in the world championship series, aiming to monopolize all solo class titles.

Ago, new ace of the MV factory team, hit back against a strong challenge by Mike or Jim Redman in the 500 cc title contest. It was his first glory ever attained in the world championship series.

Ago defended his 500 cc title for seven years in a row until it was lost to Phil Read in 1973. Also, for the period from 1968 to 1973, he was invincible in the 350 cc title contest.

Switch to Yamaha

Ago's switch to Yamaha in 1974 turned out to be the most sensational news to all concerned with international road racing. Though he remained rather 'unhappy' in the 500 cc class, Ago retained the 350 cc glory for the 7th consecutive year, on a 2-stroke Yamaha.

Motocross



Hakan Andersson

Swede ace Hakan Anderson will make a strong bid for the 250 cc title this year, riding an improved Mono Cross-equipped machine.

He won the 250 cc title in 1973 for the first time and finished overall 6th in 1974.



Ake Jonsson

Teaming with young Velthoven, Jonsson is one of the most promising riders in the 500 cc title series. Riding a Mono-Cross Yamaha, he is bound to be a threat to R. Decoster, reigning champion. Jonsson finished overall 7th in 1974.



Jaak van Velthoven

Tall, young Velthoven who finished 3rd and 4th in 1973 and 1974, respectively, will also be one of the most powerful 500 cc title bidders this year. His dynamic ride will provide many a highlight throughout the '75 season.



Hideaki Suzuki

Supporting Andersson, Hideaki is to make a debut at the classic events this year. For his brilliant success in the national motocross title series, he was nominated the best rider of the year in 1974.

Trials



Mick Andrews

Piloting an improved trials machine, Mick will display his trained techniques in the strongest bid for the world championship. Also, as a matter of course, he is aiming to score the fifth success of the prestigious Scottish Six Days Trial.

YZM 250 & YZM 400

Specification: YZM250

Engine type.....	2-stroke, air-cooled single
Bore x stroke.....	70 x 64 mm
Displacement.....	246 cc
Max. power.....	32ps/7,000 rpm plus
Ignition system.....	C.D.I.
Carburetor.....	VM36SS
Lubrication method.....	Fuel-oil mixed (15: 1)
Transmission.....	5-speed gearbox
Tire size (front).....	3.00-21
(rear).....	4.60-18



Both machines feature the improved front forks and Mono-Cross rear suspension system to ensure better road traction and maneuverability. A new method of engine setting provides a wider power band. Also, a newly developed semi-monocock frame just fits the construction of the Mono-Cross rear suspension system.

Specifications: YZM400

Engine Type.....	2-stroke, air-cooled single
Bore x stroke.....	82 x 75 mm
Displacement.....	396 cc
Max. power.....	40ps/6,500 rpm plus
Ignition system.....	C.D.I.
Carburetor.....	VM36SS
Lubrication method.....	Fuel-oil mixed (15: 1)
Transmission.....	5-speed gearbox
Tire size (front).....	3.00-21
(rear).....	5.00-18

YZT 250



Yamaha-developed fuel injection system works to better meet ultra-delicate requirements on a trials course.

Also, the improved Mono-Cross rear suspension system ensures superb handling reliability in connection with the lowered center of gravity and overall modified layout of handlebar and riding position.

Specification: YZT250

Engine Type.....	2-stroke, air-cooled single
Bore x stroke.....	70 x 64 mm
Displacement.....	246 cc
Max. power.....	17 ps/6,500 rpm plus
Ignition system.....	Magneto
Carburetion.....	Fuel Ignitoin
Lubrication method.....	Fuel-oil mixed
Transmission.....	5-speed gearbox
Tire size (front).....	2.75-21
(rear).....	4.00-18



Yamaha Outboard Motors

He sticks to "Yamaha"

As you know, Yamaha outboard motors are now occupying some 70% of total market here. Such an unrivaled share is supported by a lot of ardent Yamaha fans throughout Japan.

Mr. Shigeo Tanaka, a veteran fisherman in the southern district of Kanto along the coast of Tokyo Bay, is one of the greatest Yamaha lovers. He has stuck to the Yamaha brand for the past 15 years since Yamaha marketed its first production model PC-3 in 1960.



Dream comes true

His relation with outboard motors began some 30 years ago when he was an army soldier. He was greatly interested in a landing craft powered by an outboard motor, dreaming that he could use such a compact and powerful motor for fishing operations some day, too. His dream came true! Pioneering the engineering effort in this field in Japan, Yamaha developed and introduced the first domestic outboard motor models on the market.

Even in those days when the motorization of fishing boats was premature yet, a considerable number of fishermen were ready to use these motors on their boats.

First in a village

Mr. Tanaka, as a matter of course, became the first to buy a Yamaha in his village.

His PC-3-powered wooden boat allowing easy handling and ensuring appreciable labor-time saving brought him a larger catch of fish than before.

Other fishermen who had watched the outcome with big curiosity, were convinced of tremendous merits of the outboard motor and followed Mr. Tanaka one after another.

Later, Mr. Tanaka replaced his wooden boat with a Yamaha-developed FRP boat, too, as he believed that the combination of both Yamaha products must be the best. For the past 15 years, he has used the Yamaha models of different sizes and none disappointed him, according to him. "I have changed my model for the larger one every several years for the past 15 years", said he, "This means that my fishery operations have constantly grown larger in scale".

His FRP boat equipped with a 20 hp Yamaha is quickly and smoothly running around his favorite fishing grounds, bringing him a bumper catch of fish each time. He will stick to "Yamaha", so far as the products are available on the market, it is expected.

Easy handling by women



Among the special merits of Yamaha outboard motors is there "superb handling ease". Even women or novice fishermen are allowed to handle Yamahas in a very effortless manner. "Our daily work has become much more enjoyable than before since a boat was mounted with a smooth-handling Yamaha outboard motor", say all of them, "We could do very little in actual fishery operations needing tremendous physical strength in those days when Yamaha outboard motors were not available".

All of them are pleased to work better and to earn more for a better, richer life.



Safe & Pleasurable Part II

Try to broaden the area of pleasure for small displacement bikes

Here introduced again are some examples of how to enjoy leisure-time sports by small displacement bikes. Game rules and other necessary matters may be arranged in your own way.

Load race

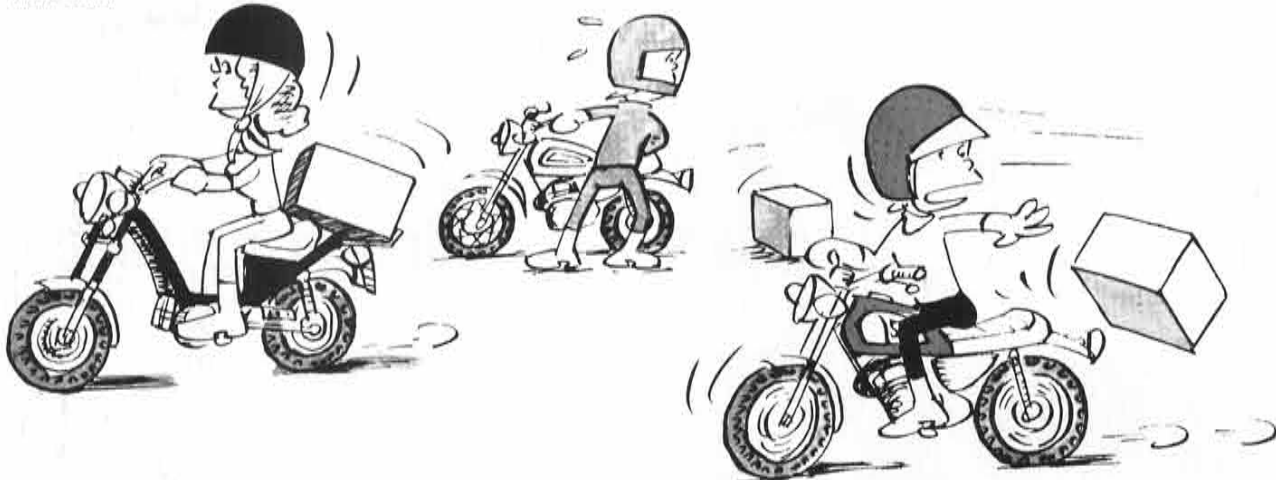
The course should be some 100 m long. Each participant must ride a whole distance with a box carried on the rear all the way. In the case of any box-falling, the rider in question must take it back to a machine.

Effect: A rider will learn how to keep a machine upright.

Tools:
1. Boxes
2. A check list.

Knack: Try to ride in a beeline with a body kept upright and eyes onto the ground ahead. A fuel tank must be securely gripped by knees.

Instruction: Wherever practicable, each race should be competed by the machines of the same displacement class.



Low gear game

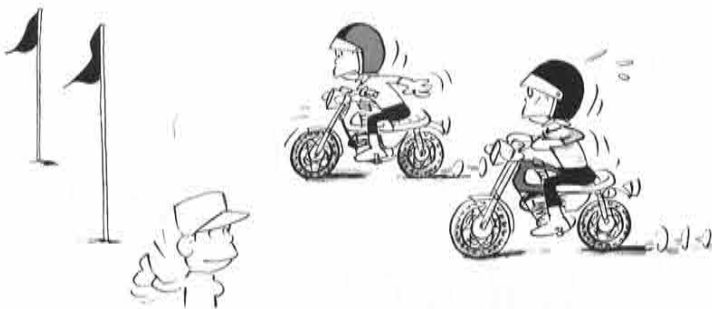
The course should be some 200 meters long with a turning pair installed in the middle of it. Each participant must cover a whole distance only in low gear. Footing will cause no penalty marks.

Effect: A rider will get used to sensing the limit of low gear.

Tools:
1. Several poles (approx. 2m long each)
2. A stopwatch
3. A check list

Instruction: Wherever practicable, a game should be competed by the machines of the same type.

Course: The space between poles must be wide enough to allow an easy passage.



Three-on race

The total length of a course should be approx. 50 m. A rider and two passengers must be on a bike.

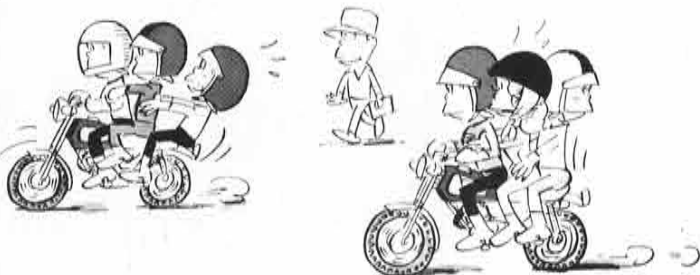
The machine that finishes fastest will win a race.

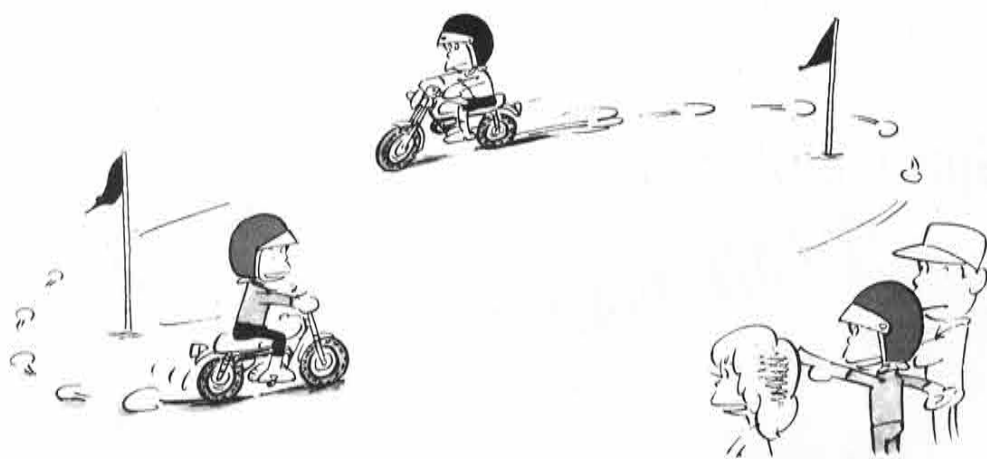
Effect: A rider will learn how to control a machine with heavy load carried on the rear.

Tools: A check list.

Knack: All must try to take their positions on the foremost possible part of a seat with bodies kept as close to each other as possible.

Instruction: The space between two machines should be 2 meters at least. Each game must be competed by the machines of the same displacement class.





Tag game

Two poles must be placed 40-50 meters apart. Two riders will ride their bikes around those poles in pursuit of each other. When one has closed gaps to his rival he will win a game.

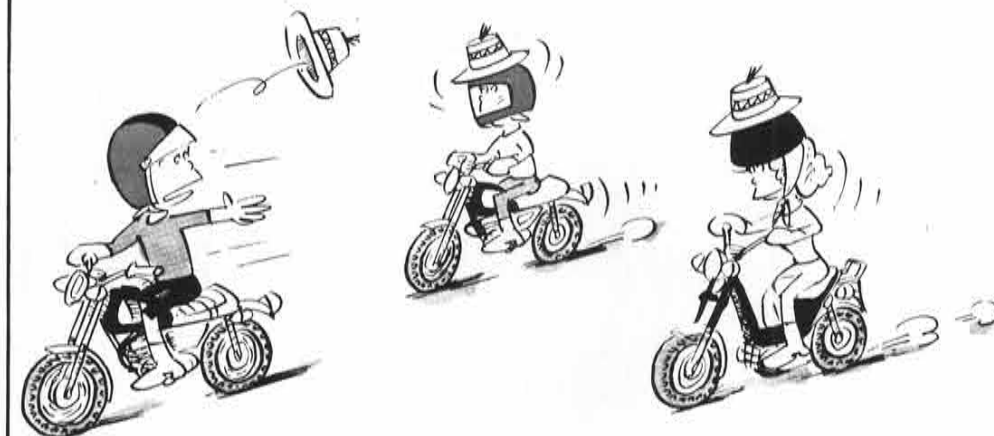
Effect: A rider will get used to quick acceleration and cornering which are basic dirt techniques.

Tools:

1. Two poles (2 meters long each)
2. A measure and stopwatch
3. A check list

Knack: Try to repeat acceleration, deceleration, braking and turning in a rhythmical manner.

Instruction: A safety zone must be installed in order to prevent head-clashing.



Wind-pressure game

The course should be approx. 200 meters long. Each participant must ride a bike with a paper hat put on a helmet all the way. In case a hat is blown off, the rider in question must take it back at the spot.

Effect: A rider will learn how to control a machine for stable riding.

Tools:

1. A considerable number of paper hats
2. Several poles (2m long each)
3. A check list

Knack: A rider must incline his head deeper forward as speed is increased.

Instruction: Any rider must not disturb others when he is going back to the spot for taking a hat back.

Bike Relay

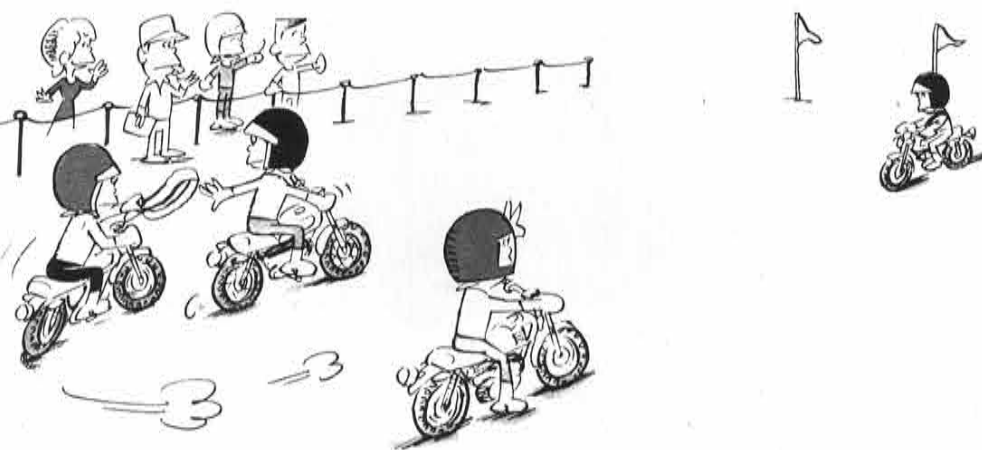
3-5 machines should make up a team. The total length of a course will be some 100 meters with a midway turning point established.

Effect: A rider will learn how to seize the best timing for engine start. Also, he will get used to a correct cornering work.

Tools:

1. Several sashes (for batons)
2. Several poles
3. A check list

Instruction: In order to avoid clashing, poles indicating a turning point must be placed considerably apart from each other.



For your sales promotion

Yamaha Sport Shirts

Specially designed shirts for all sporty motorcyclists wishing to ride their machines in road racing, motocross, trials and any other motorcycle sports more freely or more enjoyably.

Available in red or white. Made from synthetic fiber.

Size: S,M,L,LL(each color)

Price: Red - S & M US \$7.00; L & LL US \$7.50 per piece, FOB Japan
White - S & M US \$4.50; L & LL US \$5.00 per piece, FOB Japan

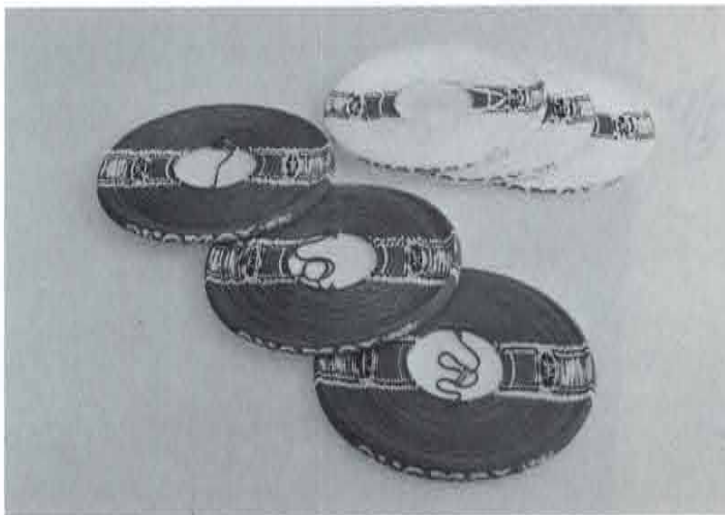
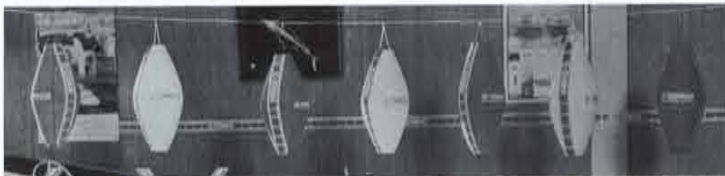


Red



White

Decoration Paper Lanterns



Six pieces, red and white, make up a set. Please make use of them for decorating your shop or for general demonstration purpose.

Price: US \$6.00 per set, FOB Japan

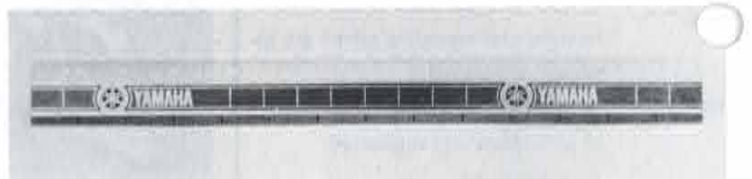


Salesman Bag

Made of nice-looking synthetic leather finished in black. Leaflets, pamphlets and any other literatures can be put in it in good order.

Size: 30cm(wide) x 34cm(deep)
Price: US \$8.50 per piece, FOB Japan

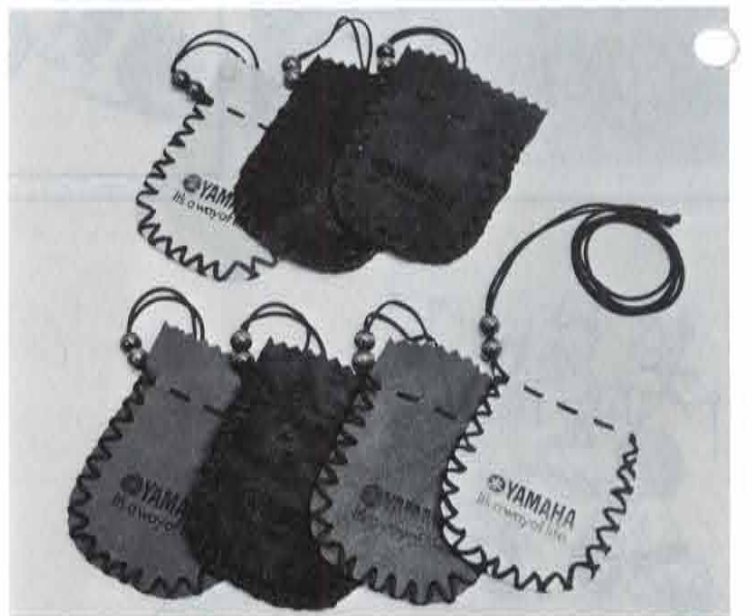
Yamaha Ruler



Intended to be utilized as a complimentary gift item to your customers. Graduated by cm and by inch, respectively, the ruler can be used for the measurement of a length up to 35 cm or to 12 in. Also, decorated with a newly designed, eye-pleasing Yamaha stripe between both graduation boards, the ruler will attract special attention from all Yamaha fans. It is made of light yet strong aluminum, allowing no easy breakage or bending.

Price: is US \$1.10 per piece, FOB Japan.

Money pouch with a string



Made of soft leather. Intended to be used as a give-away item to your customers.

Size: 7.5cm(wide) x 10.5cm(deep)
Price: US \$0.25 per piece, FOB Japan

* As for each item introduced here, design and/or price may be subject to change without notice.