

A Monthly Journal for Yamaha World-Wide Dealers



YAMAHA NEWS

1975
No. 11

21st Tokyo Motor Show

Yamaha's Most Impressive Line-up for Renewed Valuation of Motorcycles



The Yamaha corner attracts a lot of visitors.

The 21st Tokyo Motor Show, now claimed to be one of the largest and most important shows in the world, took place for a 11-day period from October 31 at the International Trade Center, Harumi, the Bay of Tokyo.

At a time when various environmental conditions were not always in favor of motorcycles in connection with air pollution, noise nuisance, speed maniacs, etc. causing a serious anti-bike mood here, the 21st Show was naturally charged with special importance as a place for announcing and demonstrating each maker's policy and fruits of technical development or research intended to make things take a favorable turn for motorcycles.

That's to say, industrywide efforts concentrated on making the general public renew their recognition of motorcycles through exhibiting new, improved models, establishing various consultation corners or arranging varied presentations designed to make a successful appeal to the general public.

A total of 235 machines were shown by the four manufacturers, namely, Honda, Yamaha, Suzuki and Kawasaki. Of all, Yamaha unveiled the most impressive line-up for '76, including the exciting 4-stroke 3-cylinder shaft-drive DOHC superbike XS750C. (domestic designation - GX750)

News flash

"Wing of Yamaha" finishes first!

The Wing of Yamaha, a single-hand class racing yacht which was introduced in our No. 7 issue arrived at the goal, Okinawa late on the 2nd of November, thus overall winning the Trans Pacific Single-Handed Yacht Race between San Francisco and Okinawa at a new record time.

Mr. Hiroshi Totsuka, pilot of the Wing of Yamaha, was all OK after this 12,000-km marathon on the sea.



YAMAHA

Racing Highlights

Ken Roberts Wins Ontario-200, Final Round of the '75 AMA Grand National Championship;



Katayama Finishes Overall Second

The '75 American Grand National Championship Series was ended in a grand finale when Ken Roberts entered by the Yamaha International Corporation in Los Angeles rode his TZ750 to an overall victory at the Ontario-200, one of the world's richest-purse races on Oct. 2.

200-mile race final results

1st.	K. Roberts	Yamaha
2nd.	T. Katayama	Yamaha
3rd.	Y. Duhamel	Kawasaki
4th.	S. McLaughlin	Yamaha
5th.	P. Evans	Yamaha
6th.	M. Sayle	Kawasaki



K. Roberts

Roberts' Perfect Win

Roberts riding his usual TZ750 prepared by Kel Carruthers easily won the first 100-mile leg, beating the toughest challenge from Gary Nixon on a Suzuki 750 who showed an outstanding ride all the way.

Roberts gunned his Yamaha straight into the lead again right after the start of 2nd leg. Nixon was lying second this time again. Roberts relentlessly accelerated his Yamaha to draw away from Nixon at the rate of almost 4 seconds a lap. The Suzuki ace

later dropped his pace following a lengthy pit stop because of some clutch troubles.

With Nixon left behind, Roberts went on to establish his commanding lead over others lap by lap.

Roberts made a 4-second refuelling stop but lost his lead to none. Katayama on a privately-entered Yamaha TZ750 finished 2nd and third in both legs, respectively, and secured an overall second spot.



T. Katayama

250cc race final results

1st.	S. Baker	Yamaha
2nd.	T. Katayama	Yamaha
3rd.	M. Grant	Kawasaki
4th.	G. Scotto	Harley-Davidson
5th.	J. Long	Yamaha
6th.	W. Villa	Harley-Davidson

S. Baker's 250 Win

Steve Baker entered by the Yamaha Canada led 15 of the 18 laps and Yvon Duhamel on a twin Kawasaki racer set a pace for the rest of 250cc race. Duhamel retired because of front wheel troubles during the latter half stages of racing and Baker finished first some 19 seconds ahead of Katayama.

OK, AGO, You did it!

As already reported, Giacomo Agostini recaptured the 500cc title this year after contesting tough 10 championship rounds. Phil Read on a works MV proved to be the strongest rival throughout the season. Nobody could forecast the outcome of such a fierce title battle between both riders, at least until the Finnish GP, the 9th round of the series.

By Ago's winning the crucial Finnish round, the status of 500cc championship points was reversed between them. Ago led Read by one mark! It was an extremely important turning point for this year's championship battle. Look at Ago's bright face when leaving the Imatra circuit after racing, accompanied by his mechanics getting excited over Ago's dramatic victory.





Andrews' Best Performance

— Czech. Round —

The final round of the world championship trials held at Ricany near Prague was a very good event and was attended by over 15,000 spectators. The twelve sections were ridden four times by the competitors in a time limit of 6 hours. Though very cold, it was sunny and the sections were dry but very tricky. They were consisting of various rocky streams, rocky gulleys and climbs. Every one was difficult, needing concentration.

Mick had a very good ride, especially on the final lap when he lost only 4 points, the best score of the day. Mick's start was not so good. He lost 5 points on the first lap instead of 1. This also occurred on another lap but he was riding well enough to overcome this. Eventually, Mick secured the best performance position in this round. He is getting more confidence using the 360cc

machine.

The fight for 2nd place was very close as this round determined the championship. Lampkin and Rathmell tied but Lampkin cleared 9 more sections than Rathmell. This earned him the runner-up spot, and eventually, the championship '75.

Czech. round final results

1st.	M. Andrews	Yamaha	42
2nd.	M. Lampkin	Bultaco	51
3rd.	M. Rathmell	Montesa	51
4th.	Y. Vesterinen	Bultaco	62
5th.	U. Karlsson	Montesa	66
6th.	R. Shepherd	Montesa	67



Andrews finishes 4th West German Round-Oct. 5

Mick Andrews on a 250 Yamaha finished 4th at the West German round, the 13th of the series which took place in the area of the Barvaria Alps on Oct. 5.

The winner was Y. Vesterinen on a 325 Bultaco. He covered the 4-lap course with a total of 23 marks lost.

West German round — final results

1st.	Y. Vesterinen	Bultaco	23
2nd.	C. Coutard	Bultaco	28
3rd.	M. Lampkin	Bultaco	41
4th.	M. Andrews	Yamaha	42
5th.	U. Karlsson	Montesa	46
6th.	M. Rathmell	Montesa	52

'75 final championship positions

1st.	M. Lampkin	Bultaco	101
2nd.	Y. Vesterinen	Bultaco	100
3rd.	M. Rathmell	Montesa	99
4th.	M. Andrews	Yamaha	82
5th.	C. Coutard	Bultaco	66
6th.	U. Karlsson	Montesa	62



Road race

D. Braun Monopolizes Double Wins

Yugo GP. Final Round

Dieter Braun of West Germany monopolized both 125cc and 250cc classes at the Yugo. GP, the final round of the series held at Opatija on Sept. 19-21.

Final results

125cc class

1st.	D. Braun	Morbidelli
2nd.	L. Conforti	Malanca
3rd.	E. Lazzarini	Piovatizzi

250cc class

1st.	D. Braun	Yamaha
2nd.	C. Mortimer	Yamaha
3rd.	P. Pons	Yamaha

350cc class

1st.	P. Korhonen	Yamaha
2nd.	O. Busherini	Yamaha
3rd.	C. Mortimer	Yamaha

J. Findlay Snatches F750 Title

40-year old Australian Jack Findlay on his privately-entered Yamaha won the F750 title when he finished overall third in a dramatic ninth and final round of the series at Hockenheim, West Germany on Sept. 28.

His strongest rival Barry Sheene on a works Suzuki missed this crucial round because of injury. Thus, Findlay needed only to finish in the first three overall to clinch the title just by a single mark from the Suzuki ace.

Findlay finished third only behind P.

Pons on a private Yamaha and J. Williams on a works Suzuki.

Final championship status

1st.	J. Findlay	Yamaha	46
2nd.	B. Sheene	Suzuki	45
3rd.	P. Pons	Yamaha	42
4th.	J. Newbold	Suzuki	27
5th.	J. Cecotto	Yamaha	25
6th.	B. Ditchburn	Kawasaki	22

'75 National Road Racing Championship — Japanese GP

Kanaya on a YZR500 sets a new lap record; Asami on a TZ350 clinches Senior 750 title '75

The '75 Japanese GP, the final round of the national road racing championship series was organized at Suzuka on Oct. 11 & 12.

Largely counting for the final championship status of each class, the Japanese GP is claimed to be the most important road racing event here.

Tricky Suzuka circuit

13 years have already passed since Suzuka was constructed as the first-ever domestic racing circuit in 1962.

Extending just 6km and incorporating a lot of bends of varying degrees, Suzuka is claimed to be one of the most tricky circuits in the world.

For the past 13 years top class riders both here and from abroad have contested many a dramatic or impressive race.

In the meantime, many records have been established, earning the Japanese GP the same prestige as other international events. It is dated back to 1965 that Mike Hailwood on an MV works machine teaming with Giacomo Agostini set an amazing lap record at 2' 28" 9, convincingly demonstrating his unchallenged capability. Then, Japanese top class riders became specially keen to renew Mike's record.

The late M. Sumiya became the first Japanese rider to break Mike's record. He hit a new record at 2' 26" 61 on a Honda CB500 in 1973. But, Hiroyuki Kawasaki riding a fantastic Yamaha TZ750 was clocked at 2'24"6 in 1974. He further boosted his record to 2'22"4 that year.



S. Asami



Seen on the extreme right is Mr. R. Gould.



H. Kanaya

Kanaya breaks 20" barrier

Practice session opened in rather inclement weather conditions on the morning of the 11th.

Spectators' interest was focussing on who could break the barrier of 20".

The highest hope was naturally placed on H. Kanaya piloting a Yamaha YZR500 on which he had won the 500 race of the Austrian GP early this year.

Kanaya did it, really! He was clocked at 2' 18" 1 even during the opening stages of practice, much to spectators' surprise. A new record! He broke the barrier of 20" for the first time! This record was further improved

to 2' 16" 2'

The meeting on Oct. 12 took place in heavy rain. Bad weather conditions inevitably spoiled the interest of racing. But, starting from the pole position, Kanaya went on to lead the entire field of FL 750 race.

He won this race maintaining his commanding lead over runner-up Ishii (Yamaha TZ350).

Asami piloted his TZ350 to a valuable third spot to bring him the national senior 750 championship this year.

Y. Sugio, the best MX rider for '75 in Japan

The close-fought '75 national motocross championship series ended in Yamaha's success.

Throughout the season, especially, Yamaha-entered Yoshibumi Sugio achieved the most impressive results in the senior 125cc and 250cc classes.

With greater efforts put in the 125cc class, Sugio won the title for the first time after a season-long dice with his team-mate K. Seo, both riding Yamaha's newly developed water-cooled racers.

Sugio also ranked overall fourth in the 250cc class championship status.

These superb results hoisted him to the position of the best MX rider for '75 in Japan.



した車を
しよう

転技術を
しよう

作業点検と定期点検
をしましょう



Yamaha's Brand-New Superbike

3-Cylinder DOHC Shaft-Drive GX750(domestic designation) Monopolizes Show Limelight!

**21st
Tokyo Motor
Show**

A total of 235 motorcycles were exhibited by four makers, namely, Honda 70, Yamaha 59, Suzuki 59 and Kawasaki 47, all over the motorcycle show hall occupying a considerably larger space than ever before. Much to spectators' disappointment, however, very few impressive models

were introduced, except for Yamaha's most exciting line-up of new models for '76, including the 4-stroke 3-cylinder DOHC shaft-drive superbike model GX750 (domestic designation) which had aroused a tremendous sensation when unveiled as the XS750C in the United States before.

GX750 Main Technical Data

Engine

Type 4-stroke 3-cylinder, DOHC,
air-cooled
Displacement 747cc
Bore x Stroke 68 x 68.6mm
Ignition Battery
Starting Kick & electric
Lubrication Wet sump
Transmission 5-speed gearbox

Dimensions

Wheelbase 1,465 mm
Min. ground clearance 150 mm
Fuel tank capacity 17 liters
Tires front—3.25H-19
rear—4.00H-18

Yamaha's determination

The GX750 naturally monopolized show limelight as Yamaha's first-ever built 4-stroke multi-cylinder superbike representing Yamaha's renewed determination for '76. First of all, attention is invited to its style. It is refined and eye-catching enough to set a pattern of popular café racer design. The 4-stroke 3-cylinder DOHC engine features a blow-by gas reburning device to check HC emission to a minimum. Three mufflers are of a unique three-into-one design so that high, dependable power can be developed and noise can be held to the lowest possible level. Both hydraulic disc brakes, constant-velocity Mikuni carburetors, auto-

matic cancelling turn signals, 5-speed transmission, etc. — all these are the fruits of Yamaha's long-proven 4-stroke motorcycle technology.





50 cc bike corner



Spacious Yamaha corner



Most interested in the GR50

Pursuit of a new, better life

A full line of Yamaha topped by the GX750 was arranged all over a spacious Yamaha corner under a main theme "A new life with Yamaha motorcycles". Nobody denied that the grandest highlight of the 21st Tokyo Motor Show was provided by Yamaha.

Yamaha's untiring pursuit of a new, better life with motorcycles was embodied in a full line of new models for '76.

More utility plus higher pleasure – 50cc bikes

As already reported, the sales of Yamaha's 50cc bikes are constantly rising at a sharper rate than ever.

Particular efforts are concentrating on the establishment of wider-selection line-up in order to better meet the always-growing diversification of users' need or taste.

Yamaha's 50cc line-up including individual scale-up versions made a special appeal to the most widely ranged users at the Show. Young, novelty-minded users naturally showed their keenest interest in the newly introduced GR50 designed and engineered as a mini café racer-type model.

GR50 Main Technical Data

Engine

Type	2-stroke single, air-cooled
	Torque Induction
Displacement	49.9cc
Bore x Stroke	40 x 39.7 mm
Compression ratio	6.9
Max. power	4.0 ps/7,500 rpm
Max. torque	0.42 kg-m/7,500 rpm
Starting	Primary kick
Fuel tank capacity	7.0 liters
Transmission	5-speed gearbox



GX500, a real bike for sporty users



TY175 is a positive answer to trials fans here.

GX Sp

Yamaha's trendsetting trendsetter mentioned in the previous page for the TX500, 8-valve twin and built-in hydraulic reduced ur



21st Tokyo Motor Show

A new life with Yamaha motorcycles

RD400, New Largest Model of the Series

Yamaha's world-renowned 2-stroke twin street RD series was also massively beefed up with the new largest model RD400 introduced. Carrying a direct lineage from Yamaha's world-dominating GP racers, the RD series

has long established a fame among sporty users across the world. The brand-new RD400 and '76 RD250 are characterized by their popular café racer style.



New RD400 comes in a café-racer model.



GX500 Adds Extra Splendor to Sports Bike Corner

Yamaha's on-and-off sports bike corner exhibited the 4-stroke TX series, racing trail DT series, production trials TY series and the above mentioned twin RD series. The newly introduced GX500 lent another splendor to the Yamaha corner. Developed from Yamaha's 4-stroke big twin engine, the new model is also mounted with the proven 4-stroke DOHC, twin engine. But, as represented by its café-racer style, it is designed with more sporty users in mind. Front and rear disc brakes are of a hydraulically operated single-piston type. This model has also been introduced under the designation of XS500C abroad.



New DT250

Spirited and Dynamic, XT500

Also, unveiled was Yamaha's first-ever developed 4-stroke single off-road model XT500 just to meet the expectation of big enduro fans.

The leaning-forward single OHC engine features a great deal of Yamaha's technological achievements in the field of 4-stroke motorcycle engineering.



XT500 for action-loving enthusiasts

21st Tokyo Motor Show

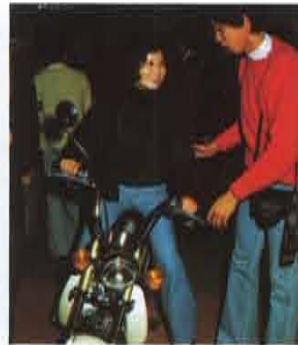
1,200,000 Spectators!

The 21st Tokyo Motor Show attracted a total of 1,200,000 spectators during its 11-day session.

Especially, benefited by fine weather conditions, some 170,000 visited the Show on Nov. 2. It was a record number of visitors attained on a single day.



①



②



③



④

- ① Seating comfort is excellent!
- ② Handling is effortless.
- ③ A good companion for family recreation
- ④ The Yamaha corner attracts lots of visitors each day.
- ⑤ GP-winning racers
- ⑥ Feeling as if he were a GP driver!
- ⑦ A foreign visitor looks interested in a racer.



⑤



⑥



⑦

Family Bike Land

The motorcycle industry showed its positive attitude toward safe driving through the establishment of a unique family bike land. Occupying some 2,000m² on the southern part of the Harumi seaside court, the land was designed to be a ground for training novice motorcyclists. Instructors as appointed by each manufacturer taught visitors how to ride safely and correctly. 50cc bikes were used. That was the first attempt ever made in the Tokyo Motor Show and highly appreciated by visitors.



Practice just starts!



Warming-up exercises

Yamaha's Share Boosts to 33% Here for the Jan.-Sept. period of This Year

Yamaha's particular efforts directed toward the home market since early this year, are now steadily taking shape. That's to say, Yamaha occupied approx. 33% of gross total motorcycle sales here for the January-September period of this year. That was the largest share ever attained by Yamaha on the home market.

As already reported, some speed maniacs called hot rodders riding big bikes have caused serious public nuisances, thus inevitably driving the industry into a harder situation.

This has also resulted in a sharp drop in big bike sales here. In addition, the stringent licence system newly adopted will further affect the sales of those bikes.

On the contrary, however, 50-80cc bikes with the backing of the most widely expanded users have continued to increase in sales. Yamaha, with the most powerful line-up of 50-80cc models has convincingly expanded the share of home market.

Yamaha models provide the biggest topic — Paris Salon —

The new motorcycle models of Yamaha highlighted the '75 Paris Motor Show which took place in the First-Oct. The Show attracted sparkling exhibits from all major motorcycle manufacturers in the world, reflecting an upward trend in motorcycle sales in Europe. The area allocated to the motorcycles and cycles in a show hall was four times bigger than last year and twice as big as it was for the claimed previous best one in 1973. Really, it was the biggest and best show ever held in Paris.

The latest version of the popular RD125 twin and brand-new RD400 as well as the improved XS500 provided the biggest topic at the Show.



Don Vesco and Yamaha, the fastest combination in the world

Don Vesco, a 36-year old tuner and motorcycle dealer, achieved a long-cherished ambition aboard his favorite Yamaha 1500cc streamliner called "Silver Bird".

He and Yamaha broke the barrier of 300 mph for the first time in the world!

His 302.928 mph average for two one-mile

runs was hit at Salt Flats, Bonneville, Uta, USA late in September, was recognized as a new AMA record. It will also be put forward to the Fédération Internationale Motocycliste for necessary confirmation as a new world record to renew the late Cal Raybon's 265.492 mph in 1970 on a Harley-Davidson machine.

More difficult return trip

Vesco used the 21-ft. cigar-shaped streamliner mounted with a couple of 2-stroke 4-cylinder TZ750 engines in his "Target 300" bid.

"It is relatively easy to clock 300 mph or more in one direction" says the greatest speedster, "But, as you know, both the AMA and FIM rules call for two-way runs — one in each direction. The weather was not so bad with a little wind.

My Yamaha with the gear ratio raised a little bit performed impressively well all the way, clocking 302.928 mph on the average for two one-mile runs. The Yamaha ran on normal pump fuel. Good-year tires which were made in 1972, were used. They are found good.

The ultimate speed of my Yamaha is unknown. It handles so well. If there is no wind blowing, very little handling care is needed.

Next year, I may make another attempt on this or my new machine."



A true picture of always-growing fishing industry

The fishing industry of Japan has achieved a remarkable progress for the past decade.

Now, Japan is claimed to be the largest fishing country, so far as total value of catches is concerned.

Japan Fisheries Fair



Attractive Yamaha compartment



Various mascots for fishermen



Panel boards are arranged all over the hall.

Diversified fishery operations

Fishery operations here are roughly divided into four different categories, namely, open-sea, coastal, inland and culture fisheries.

Fishing methods and equipment have been developed and improved in such a way that they may best fit the different kinds of fish and conditions of individual fishing grounds. All improvements have been intended just to bring fishermen larger catches of fish at less labour and time.

The Japan Fisheries Fair which was organized in Tokyo for a period from Sept. 30 to Oct. 3 represented a true picture of ever-growing fishing industry in Japan.

Exhibits from all major boat manufacturers and other related industries were in rich variety. Yamaha producing the largest quantities of FRP fishing boats and varying sizes of outboard motors in Japan arranged a well-designed compartment with outboard motor models and impressive panel boards to make a special appeal to lots of spectators including visitors from abroad.



"Sea - the Mother of Japanese" is a theme.



Local marine products

Squid fishing

Squid fishing is one of the most popular fishing operations almost all around Japan. Especially, the northern areas of the Pacific Ocean and the Japan Sea are noted as the best fishing grounds.

The DY series boats which are manufactured at the Ofunato Plant of Yamaha in Iwate Pref., Northeast Japan, are designed and equipped so as to best fit those fishing operations. Most of the boats are now equipped with a modern catcher automatically operated to lure a school of squids to baits.

This improved fishing method greatly helps fishermen raise their work efficiency in terms of more catches within a shorter period of time.

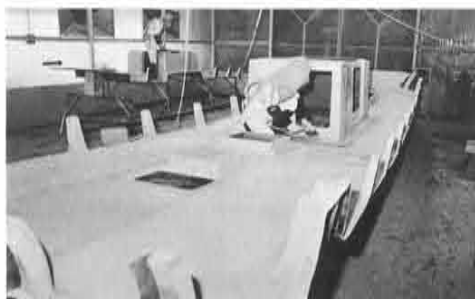


Yamaha FRP Boats

The Ofunato Plant of Yamaha which is located in Iwate Pref., Northeast District facing the Pacific Ocean, is now taking a vital role for the improvement of fisheries around North Japan.....



Applying FRP material in many layers



Deck assembly



Hull-deck assembly

Ofunato Plant Takes An Important Role for Fisheries in North Japan



Ofunato Plant

Advanced technology plus modern facilities

Yamaha's established policy is to contribute to local fishermen through offering such FRP fishing boats as may best fit the particular needs of individual local fisheries all over Japan.

Devoted to the manufacture of high quality FRP fishing boats of varying sizes or types basing on the above policy, the Ofunato Plant of Yamaha is serving as a mainstay production base in the area of North Japan where a great deal of importance is attached to fisheries.

Covering 44,967m² in total site area and 10,400m² in total building area, the Ofunato Plant is proud of its advanced technology and ultra-modern production facilities essential to the manufacture of Yamaha's popular DY and DT series boat as well as small-sized W models.

Specially designed and engineered for overall better adaptability to local fishery conditions, all these FRP boats are meeting with fishermen's high approval.

'75 Yamaha Yacht Week

Yacht enthusiasts meet together

Yachting is positively one of the most popular exercises on the water here. Enthusiasm to it is rapidly growing with the introduction of light, easy-to-operate FRP models of Yamaha such as the Yamaha 15, Yamaha 14 (Sea Hopper) and Yamaha 13. Those models are the best sellers in their respective fields here.

The '75 Yamaha Yacht Week which was recently held on the Lake of Hamana, was a general assembly of all Yamaha yacht fans first ever organized in this country. A two-day schedule comprised races, dinner parties, foundation ceremony for the Yamaha 14 Association, etc.



Youngest trialist — Japan



Yamaha adds extra dimension to the parade

Yamaha's lightweight bikes ridden by local motorcyclists added extra dimension to a recent Political Parade organized by the Malaysian ruling party, the Barisan Nasional. A team of Yamaha riders formed by Motorcycle Industries(m) sdn. bhd. in Kuala Lumpur put up a procession watched by a lot of spectators along the route. It must have been a very good PR exercise for Yamaha.



8-year old Naojiro Onuki has already started taking a crack at trials riding. His father and elder brothers are ardent trials enthusiasts, all riding Yamaha TY machines. Naojiro under their influence naturally got interested in this sport of balance and

control.

At first he rode a bicycle around to acquire the knack of off-road riding. His mastery of techniques was impressive enough to make his father purchase a TY80 for him.



Expanding market — Tahiti

Yamaha outboard motors have been finding a good market in Tahiti, French Polynesia since Tahiti Automoto embarked on developing their active sales promotion upon distributorship agreement concluded between Mr. Nelson Levy, Managing Director and Yamaha Motor in July this year. Meeting Yamaha's request to improve and strengthen the local after-service system, Mr. Albert Alphonse taking care of outboard motor servicing and repairing for Tahiti Automoto, recently took the service course at Iwata. Overcoming the barrier of languages, Mr. Alphonse successfully completed the whole course. He will take a very important role

for the more effective development of after-service activity, thus helping Yamaha outboard motors win higher popularity on the market.



Do you know

What to do in the case of flat tire

Tire puncture is one of the most ordinary troubles. But, never make light of it, otherwise, it may lead to more serious troubles.

- If a tire is going flat or has gone flat your ride will begin to feel mushy and your motorcycle may begin to sway.
- Keep the motorcycle pointed straight ahead and tighten your grip on the handlebars.
- Stay off the brakes as they will only increase skidding and cause the flat tire to lock up. Keep the clutch in at all times, and hands off the throttle.
- As you regain stability, use brakes/clutch lightly as need.
- Be sure to pull over and stop when you can do so safely. Be sure to signal your direction.

