



Road Race Championships

Agostini Scores Third Successive Win - 350cc Class

Round 4, Italian GP



Giacomo Agostini rode his works Yamaha to an easy win at the 350cc race of the Italian GP, the 4th round of this year's title series.

The meeting took place at the Imola circuit on May 19.

Agostini proved unbeaten, storming ahead with a new lap record of 95.01

mph to score his third consecutive victory this year, thus further widening his point lead over others.

Ago's team-mate Teuvo Lansivuori, however, was not so lucky. His Yamaha went sick and forced him out when he held third place.

Andersson Stays Second

Reigning 125cc champion ~~Ken~~ Andersson unfortunately hit the straw bales while leading the 20-lap 125cc race. He restarted from

21st place. It was impressive to see the way Andersson came back to finish second just behind Angel Nieto on a works Derbi.



Unlucky Ago —500cc Class—

Agostini led the entire field right from the start in the 36-lap 500cc race, the main event of this meeting.

His pace was so fast and fierce that even Jack Findley on a new works Suzuki lying fifth after lap 22 was lapped!

On lap 35, with just one lap to go, Agostini's Yamaha stopped with a fuel tank completely run dry! What a happening!

Gianfranco Bonera, as a result, rode his MV to a lucky win.

Agostini suffered a disastrous crash in the 500cc class of the Swedish GP after winning the Dutch TT and finishing second in the Belgian GP. It virtually put him out of contention for the 500cc title this year.

Final results

125cc class

1st.	A. Nieto	Derbi
2nd.	K. Andersson	Yamaha
3rd.	P. Bianchi	Minarelli
4th.	M. Salonen	Yamaha
5th.	L. Ghiselli	Harley-Davidson

250cc class

1st.	W. Villa	Harley-Davidson
2nd.	B. Kneubuhler	Yamaha
3rd.	P. Pons	Yamaha
4th.	G. Proni	Yamaha
5th.	K. Andersson	Yamaha

350cc class

1st.	G. Agostini	Yamaha
2nd.	M. Lega	Yamaha
3rd.	M. Rougerie	Harley-Davidson
4th.	W. Villa	Harley-Davidson
5th.	C. Mortimer	Yamaha

500cc class

1st.	G. Bonera	MV
2nd.	T. Lansivuori	Yamaha
3rd.	P. Read	MV
4th.	J. Findlay	Suzuki
5th.	R. Gallina	Yamaha

News Flash

5 Solo Wins! -'74 Isle of Man TT-

The '74 Isle of Man TT took place during a period from June 1 to June 7 as the fifth round of the world championship series. Though no works team took part in it, a lot of privately-entered riders made each race more hectic than ever.

Yamaha riders monopolized the wins of the five main solo classes, that's to say, 350cc TT by Tony Rutter, 250cc TT by Charlie Williams, 500cc TT by Phil Carpenter, 125cc TT by Clive Horton and Formula 750cc TT by Chas Mortimer.

This beat the previous record of four wins which was achieved by MV Agusta in 1958, 1959 and 1960.

Trials Championship

Rounds to go!

- Aug. 18 Finland
- Aug. 25 Sweden
- Sept. 22 Czechoslovakia
- Sept. 29 Switzerland

Mick Snatches the Lead Polish Round—May 19

The event consisted of 2 laps with 15 sections per lap and time limit was 3-1/2 hours. The sections were made much more difficult to negotiate than usual. In Mick's opinion, some of them were rather dangerous. Mick was the only rider to get through all sections without losing any points on time. Previous rain had flooded the rocky streams

and tree-rooted terrain and all other riders including Malcolm Rathmell on a works Bultaco lost considerable points on time. Mick finished 3rd behind U. Karlsson (Montesa) and M. Lampkin (Bultaco) with Rathmell 5th. As a result, Mick snatched one point lead over Rathmell in championship positions.

Rathmell Recaptures the Advantage West German Round—June 2

Malcolm Rathmell (Bultaco) hit back at the West German round, the 9th of the series on June 2 to recapture the lead which he had lost to Mick before. The competition was run over 4 laps of a 16-mile course with plenty of rocky stream beds and muddy tree

roots. Martin Lampkin (Bultaco) finished first with Rathmell second. Finnish ace Yrjo Vesterinen (Bultaco) was third and Mick stayed 4th.

Final results

1st. M. Lampkin	Bultaco	35 lost	4th. M. Andrews	Yamaha	45 lost
2nd. M. Rathmell	Bultaco	43 lost	5th. A. Lampkin	Bultaco	47 lost
3rd. Y. Vesterinen	Bultaco	43 lost			

Final results

1st. U. Karlsson	Montesa	58 lost
2nd. M. Lampkin	Bultaco	66 lost
3rd. M. Andrews	Yamaha	69 lost
4th. Y. Vesterinen	Bultaco	69 lost
5th. M. Rathmell	Bultaco	71 lost

Championship positions after 9 rounds

1st. M. Rathmell	Bultaco	89
2nd. M. Andrews	Yamaha	85
3rd. Y. Vesterinen	Bultaco	67
4th. M. Lampkin	Bultaco	65
5th. U. Karlsson	Montesa	55

Moto-Cross Championships

250cc Series

Czech. GP (3rd. round)—May 5

1st. heat

1st. J. Churavy	CZ
2nd. A. Baborovski	CZ
3rd. P. Rulev	KTM
4th. T. Hansen	Kawasaki
5th. M. Halm	CZ

2nd. heat

1st. J. Falta	CZ
2nd. M. Halm	CZ
3rd. J. Pomeroy	Bultaco
4th. H. Everts	Puch
5th. V. Allan	Bultaco

Polish GP (4th. round)—May 12

1st. heat

1st. G. Moiseev	KTM
2nd. G. Rahier	Suzuki
3rd. P. Rulev	KTM
4th. H. Everts	Puch
5th. S. Gebores	Suzuki

2nd. heat

1st. G. Moiseev	KTM
2nd. G. Rahier	Suzuki
3rd. M. Halm	CZ
4th. V. Allan	Bultaco
5th. H. Maisch	Maico

Yugo. GP (5th. round)—May 19

1st. heat

1st. T. Hansen	Kawasaki
2nd. M. Halm	CZ
3rd. P. Rulev	KTM
4th. G. Rahier	Suzuki
5th. H. Maisch	Maico

2nd. heat

1st. J. Falta	CZ
2nd. G. Moiseev	KTM
3rd. T. Hansen	Kawasaki
4th. M. Halm	CZ
5th. K. Vehkonen	Husqvarna

British GP (6th. round)—June 2

1st. heat

1st. H. Everts	Puch
2nd. T. Hansen	Kawasaki
3rd. G. Moiseev	KTM
4th. J. Falta	CZ
5th. V. Allan	Bultaco

2nd. heat

1st. T. Hansen	Kawasaki
2nd. H. Maisch	Maico
3rd. G. Moiseev	KTM
4th. H. Everts	Puch
5th. P. Rulev	KTM

West German GP (7th. round)—June 9

1st. heat

1st. G. Rahier	Suzuki
2nd. G. Moiseev	KTM
3rd. S. Gebores	Suzuki
4th. J. Robert	Suzuki
5th. R. Boven	Montesa

2nd. heat

1st. J. Robert	Suzuki
2nd. J. Falta	SZ
3rd. G. Rahier	Suzuki
4th. V. Allan	Bultaco
5th. H. Everts	Puch

500cc Series

Italian GP (3rd. round)—May 26

1st. heat

1st. H. Mikkola	Husqva
2nd. A. Jonsson	Yamaha
3rd. A. Weil	Maico
4th. B. Aberg	Bultaco
5th. J.v. Velthoven	Yamaha

2nd. heat

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

Danish GP (4th. round)—June 3

1st. heat

1st. H. Mikkola	Husqvarna
2nd. A. Weil	Maico
3rd. J.v. Velthoven	Yamaha
4th. G. Wolsink	Suzuki
5th. W. Bauer	Maico

2nd. heat

1st. R. de Coster	Suzuki
2nd. H. Mikkola	Husqvarna
3rd. A. Kring	Husqvarna
4th. B. Lackey	Husqvarna
5th. G. Wolsink	Suzuki

Yamaha Outboard Motors

Powerful 55AE - Japan

The Yamaha 55AE, the largest model of Yamaha recently introduced on the market, is now expected to further broaden the areas of utility for fisheries and for recreations on the water as well.

The pleasure boat powered by this model ensures more fun and excitement for water sport enthusiasts. On the other hand, the fishing boat equipped with this model enables fishermen to perform their operations in a safer and more efficient way than ever before.

Here introduced are the scenes of demonstration which was recently held around the Island of Awaji, Hyogo, Western Japan.

This area is noted for brisk sea-weed cultivation and fishermen are always eager to improve their method of work for the sake of higher efficiency and more income. They looked deeply impressed by this model's various noteworthy technical refinements including the drainless system, remote control device, etc.



New Office & Show Room -Kuwait-

Here pictured are the new office building and show room of Yamaha distributors in Kuwait. The lightweight Yamaha outboard motors and FRP boats are fast rising to popularity on the market in this country, too.

The neatly arranged show room displaying new sparkling models of Yamaha attracts a lot of visitors every day.

A Yamaha outboard motor and FRP boat are widely accepted here as the best combination.



Yamaha-powered Canoe-Nigeria

A Yamaha dealer affiliated to the Warri branch of J. Allen, distributors for Yamaha in Nigeria, recently had a demonstration for a Yamaha-powered canoe called "Yamaha Chidi". The combination of a 15hp outboard motor and a wooden canoe proved to be a ideal means of transport on the water. Also, the lightweight models of Yamaha are now making great contributions to the improvement of fisheries in this country, of course.



New PR Films

MICK ANDREWS Trials Champion



Mick Andrews, one of the best trials riders in the world, explains his wonderful techniques himself through his flawless ride over punishing trials sections of various types at the '73 Scottish Six Days Trial and other important events which he contested on a 250 Yamaha. His advice and actual demonstrations will greatly contribute to both the novice and the experienced wishing to further improve their riding techniques.

50 minutes, narrated in English, Spanish or French.

All color 16mm. Price - US \$ 200.

Make Good Use of Them

Films prove one of the most effective sales promotional tools for the worldwide distributors and dealers of Yamaha. Their impressive, visual appeal to customers, new or old, greatly helps elevate the brand image of Yamaha. Here introduced are the two new films available for your use.



First-Ever Victory by Japanese Machine

'74 Scottish Six Days Trial

Mick & YAMAHA Win



Yamaha moto-cross machines equipped with the Mono Cross & Torque Induction system proved most successful throughout the '73 world championship series. This film is designed to show how Yamaha machines ridden by star riders including

250cc champion Hakan Andersson through the vivid highlight scenes of championship events.

40 minutes, narrated in English or French. All color 16mm. Price - US \$ 180.



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Only 41 Marks Lost

Final placings

1st.	Mick Andrews	250 Yamaha	41
2nd.	Malcolm Rathmell	325 Bultaco	51
3rd.	Thore Everson	250 Ossa	55
4th.	Martin Lampkin	325 Bultaco	65
5th.	Alan Lampkin	325 Bultaco	68
6th.	Rob Shepherd	310 Montesa	70
7th.	Dave Thorpe	250 Ossa	72
8th.	Clive Smith	250 Montesa	78
9th.	Rob Edwards	310 Montesa	83
10th.	Mick Wilkinson	250 Ossa	85
11th.	Peter Gaunt	250 Yamaha	100

Mick won the Alexander Trophy as the best performance rider.

Mick Andrews riding a 250 Yamaha gave Japan and Yamaha the first-ever win in the Scottish Six Days Trial which took place around Edinburgh, Scotland for a period from May 6 to May 11.

Mick who had won this event three times before, displayed his flawless skill while attacking 164 tricky and punishing observed sections established along the 721-mile course.

Fighting off tough challenges by strong rivals such as Malcolm Rathmell (Bultaco) and Thore Everson (Ossa), Mick checked the number of lost marks to only 41, a 10-mark lead over runner-up Rathmell who made his utmost efforts to close gaps to the Yamaha ace on the last day. It was Mick's fourth Scottish win.



One of the Closest-Ever Fights

First Day

The first day of the greatest trials event in the world covered the route from Edinburgh to Fort Williams, and 241 riders from 13 countries tried out 23 observed sections along the 160-mile course in bright, glorious sunshine.

Superbly piloting his Mono-Cross/fuel feeding system-equipped 250 Yamaha, Mick cleaned all sections except one—Edramucky where he lost a couple of marks. It was claimed to be the most difficult section. On the first day Dave Thorpe (Ossa), Jack Galloway (Bultaco), Thore Evertson (Ossa) and Clive Smith were tied at one mark lost. Malcolm Rathmell, last year's winner and Mick's archrival, also lost two marks. Thus, both Yamaha and Bultaco aces began their struggle for supremacy.

Placings

1st.	Dave Thorpe	250 Ossa	1
2nd.	Jack Galloway	325 Bultaco	1
3rd.	Clive Smith	250 Montesa	1
4th.	Thore Evertson	250 Ossa	1
5th.	Mick Andrews	250 Yamaha	2
6th.	Malcolm Rathmell	325 Bultaco	2
7th.	John Hemingway	175 Montesa	2
8th.	Rob Edwards	310 Montesa	2
9th.	Alan Lampkin	325 Bultaco	2



Edwards Tops the Table Second Day

The second day covered a total distance of 128 miles and 32 observed sections. Thousands of spectators attended to watch this most famous trials event. They braved the rain which made nonsense of the week of fine weather as had been forecast. The world's best riders' wriggling through the narrow stream bed high on the mountainside kept them thrilled and excited.

Mick and Rob Edwards on a 310 Montesa were the best riders up to lunch with 3 points lost each. Mick and his Yamaha looked really good.

In the afternoon Mick changed his boots. The new boots with a large toe cap unfortunately caught a gear lever, causing his machine to lose balance. But he managed to push it off quickly without stopping for two marks.

Throughout the day Edwards superbly performed to 1st place in the final standings.

Placings

1st.	Rob Edwards	310 Montesa	5
2nd.	Mick Andrews	250 Yamaha	8
3rd.	Alan Lampkin	325 Bultaco	9
4th.	Dave Thorpe	250 Ossa	10



5th.	Nick Jefferies	250 Honda	12
6th.	Thore Evertson	250 Ossa	13
6th.	Clive Smith	250 Montesa	13
8th.	Mick Wilkinson	250 Ossa	14
8th.	Jack Galloway	325 Bultaco	14
10th.	Martin Lampkin	325 Bultaco	15
10th.	Malcolm Rathmell	325 Bultaco	15

Mick Snatches the Lead Third Day

The third day route covered 87 miles comprising 32 observed sections. With only five marks separating the top four men, this day's competition was going to be vital.

Mick incurred only 1 point loss, while Edwards, the leader of the previous day lost 11 points during the first half stages of competition. In the afternoon, Mick kept his most steady and reliable riding to negotiate a lot of machine-breaking sections including a famous "Pipe Line" section, eventually losing only 3 points for the latter half stages of the day. This fantastic ride gave him the lead for the first time in this year's SSdT.

Placings

1st.	Mick Andrews	250 Yamaha	12
2nd.	Alan Lampkin	325 Bultaco	17
3rd.	Thore Evertson	250 Ossa	19
4th.	Rob Shepherd	310 Montesa	20
5th.	Martin Lampkin	325 Bultaco	24
6th.	Dave Thore	250 Ossa	24
7th.	Rob Edwards	310 Montesa	29
8th.	Mick Wilkinson	250 Ossa	31
9th.	Clive Smith	250 Ossa	32
9th.	Malcolm Rathmell	325 Bultaco	32



Rethmell Hits Back

Fourth Day

The fourth day route consisted of 114 miles and a total of 29 observed sections.

Mick was expected to make his tremendous efforts to retain or further widen his lead over others. Really, he did it!

He lost only 13 points, 2 less than Martin Lampkin, 3 better than Evertson and an impressive 7 fewer than his previous nearest rival Alan Lampkin.

Thus, Mick retained his lead, but the man of the fourth day was positively Malcolm Rathmell, who with the loss of only 9, shot up to the leaderboard from 9th to 4th.

Rathmell, the winner of the '73 SSdT, proved to be the toughest rival to Mick again this year.

Placings

1st.	Mick Andrews	250 Yamaha	25
2nd.	Malcolm Rathmell	325 Bultaco	45
3rd.	Thore Evertson	250 Ossa	48
4th.	Martin Lampkin	325 Bultaco	55
5th.	Alan Lampkin	325 Bultaco	58
6th.	Dave Thorpe	250 Ossa	62
7th.	Rob Shepherd	310 Montesa	62
8th.	Rob Edwards	310 Montesa	65
9th.	Clive Smith	250 Montesa	69
10th.	Mick Wilkinson	250 Ossa	74
11th.	Peter Gaunt	250 Yamaha	90

Hectic Dice Fifth Day

Both Yamaha and Bultaco aces extended a hectic dice over a distance of 77 miles with 32 observed sections on the fifth day.

Rathmell well knew that if he was to stand a chance for the double successive SSdT victory, he would have to make an all-out effort to close gaps to Mick.

Rathmell did his utmost with a fantastic loss of only 4—one of the best rides ever shown by him—6 better than Mick.

Mick still secured his lead but Rathmell shot up to second spot 3-point ahead of Evertson. Thus, Rathmell came within 10 points away from Mick.

Placings

1.	Mick Andrews	(250 Yamaha)	35
2.	Malcolm Rathmell	(325 Bultaco)	45
3.	Thore Evertson	(250 Ossa)	48
4.	Martin Lampkin	(325 Bultaco)	55
5.	Alan Lampkin	(325 Bultaco)	58
6.	Dave Thorpe	(250 Ossa)	62
7.	Rob Shepherd	(310 Montesa)	62
8.	Rob Edwards	(310 Montesa)	65
9.	Clive Smith	(250 Montesa)	69
10.	Mick Wilkinson	(250 Ossa)	74
11.	Peter Gaunt	(250 Yamaha)	90



Mick Wins!

Mick, with a 10-point lead over Rathmell, had to try the 154-mile run back to Edinburgh with a total of 16 sections under the handicap of an early starting number.

With intermittent rain, the first group of sections became extremely slippery. Mick got through rocky streams at Callart with only 1 point lost. The sections at Pipeline which the riders had already tried on Wednesday were found much more difficult to negotiate.

But, he showed one of his best rides here for only 1 point.

The last group consisting of 8 sections where he had lost the game the previous year, was successfully negotiated by him with only 2

points lost, which amazed all other competitors.

Most of riders belonging to the early starting group could not find wheel grip.

Throughout the last day Mick stayed cool and was on his top form.

He eventually covered all sections with 6 points post.

Runner-up Rathmell, hoping for a miracle and doing all he could, made equal best score of the day. But, this meant that Rathmell failed to close gaps to Mick.

As a result, Mick scored his 4th SSdT victory only one away from Sammy Miller's 5 wins.



13th S.S.D.T. & 4th Victory

Thrilling Mono Cross & New Fuel Feeding System



on the 4th day (Thursday). It was one of the most difficult hazards of the SSdT week of this year. Then, I lost five marks for stopping.

My Yamaha ran perfectly throughout the competition. I used two sets of tires and two rear chains but I did not even take out the air filter.

The only thing I changed was a mudguard stay. Especially, I was thrilled with the Mono Cross suspension and new fuel feeding system. It is a pity I was second last year without them. But, I suppose five-in-a-row was too much to hope for.

Before the competition on the last day we serviced the machine with special care. I knew I had a bad number for the last day, being at the front as a result of the unlucky starting rota. Many people feared if I might lose a stack but it worked out perfectly".

After his 4th SSdT win, Mick Andrews stated as follows:

"This was the 13th time I have competed in the Scottish Six Days Trial.

I was a bit worried on the first day. My Yamaha was equipped with a smaller fuel tank. Yamaha sent me two bigger ones but they did not fit the machine. Luckily, however, it proved nothing serious, eventually.

By Tuesday evening I was second, and took the lead on Wednesday. My worst moment was when my back tire went flat at Glenuig

In the 52-year SSdT history, the most successful rider was Sammy Miller of Great Britain who won this event five times during the sixties as a member of Bultaco factory team.

But, Mick is never inferior to Super Miller. With one more win Mick will share the greatest glory of the SSdT with his predecessor Miller. Furthermore, high hopes can be held with the Yamaha ace to renew Miller's record in the near future.



Mighty Mick!

Thus, Mick rode one of his best-ever rides in this year's SSdT to bring Yamaha the first win in the world's largest and most important observation trials event. Also, the 250 YZT became the first Japan-made machine to win this event which had been long dominated by Spanish machines such as Bultaco, Ossa or Montesa.

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Yamaha Lends Special Dimension to Festival

Sierra Leone

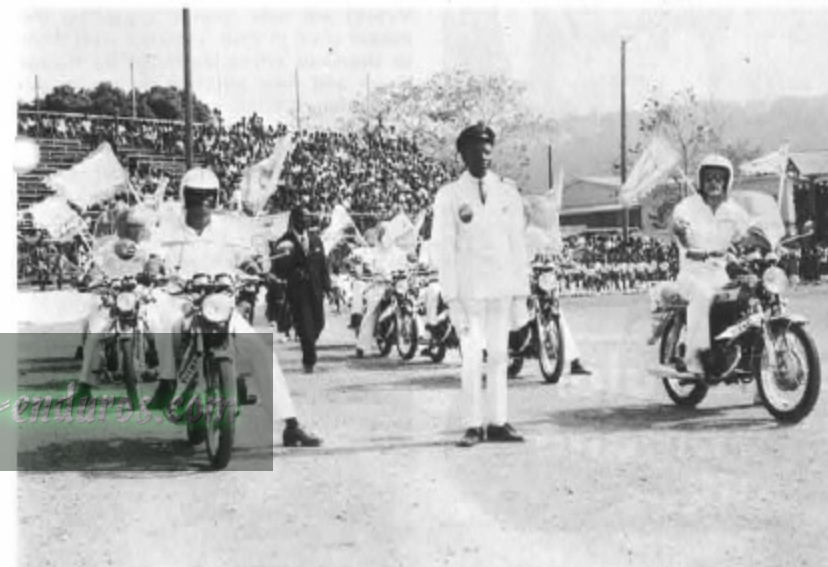
During the celebrations of the feast for the birth of Prophet Mohammed on the 6th of April, ten RD200 bikes were used to lead the procession.

The procession was witnessed by two cabinet ministers, namely, Honourable S. A. T. Koroma, Minister of Natural Resources and Honourable A. B. S. Jannah, Minister of Social Welfare.

With those Yamahas leading the procession

in a very impressive way, the celebrations for the birth of Prophet of Mohammed were given extra grandour and dimension. Thus, this year's celebrations were made the best ever in this country. A record crowd watched Yamaha bikes leading the wonderful procession.

Those bikes were offered by Adnan & Adel Mullah, distributors for Yamaha in this country.



Topics around Mick

His New Van

The day after winning the Scottish Six Days Trial Mick Andrews took delivery of his new van.

A Bedford CF with a 2.3 lit. OHC engine is fitted with a Phase-three Coburg head and



free-flow exhaust giving a top speed of well over 100 miles an hour.

Costing over £2,000 the van is painted in Yamaha racing livery and even has Mick's name painted in Japanese on the door panel. Oakley's of Long Eaton have supplied it, and managing director Mr. Tom Oakley's son Peter rides one of Mick's Yamahas.

Mick Tries Yamaha Chair

Two of the East Midlands Centre's leading "chair" men have joined forces to do battle on the country's first Yamaha sidecar trials



outfit. Mansfield coal mine deputies Walter Bullock and Bernard Checklin were both BSA "Goldie" men in their own right, but the offer of Mick Andrews' original 360 Yamaha tempted them to get together. Mike Peeling did most of the work on the outfit but Walter and Bernard assembled it. "We spent all night assembling the machine and then took it 50 yards down the road before going on to the Lomax Trial. The only trouble was that when we got there we did not know how to ride the bike," grinned Walter.

Fortunately that is behind them and already the pair have won a trial. They are now looking forward to the national championships "with a fair amount of optimism."

Racing Hero-Thailand

Mr. Suvit Yatimi, one of the staff of Siam Yamaha Co., Ltd. in Bangkok, Thailand won two classes of a big road race event titled "Ubol Grand Prix" which was organized in East Thailand on May 4-5. Yatimi monopolized the wins of 100cc and 125cc races, riding Yamaha machines specially prepared by Siam Yamaha.

In line with those racing successes, Yamaha motorcycles are steadily expanding their share in this part of the world, too.

Siam Yamaha is always leading Yamaha's brisk PR activities for sales promotion here.



Moto-Cross Winner

Affars des Issacs

A Yamaha rider won a big moto-cross race which was recently organized in Affars des Issacs. Mr. Robert Senges, the winner, is one of the staff of Establishments Marill, Yamaha distributors in this country. Moto-cross racing is relatively a new sport here but Yamaha machine's wonderful performance will fast increase the number of enthusiasts.

Graphic Reports from Indonesia

Brisk Motorcycling Activities



Yamaha motorcycles are fast rising to popularity in Indonesia which is a vast country with a population of more than 100 million. Yamaha has long attached a special importance to this country as one of the most important and promising motorcycle markets in the world. Yamaha's marketing and local KD production activities are now going on very smoothly in close cooperation with Harapan Motor, general distributors for Yamaha with the head office located in Jakarta.

The YB100, L2S, LS3T, RD125K and V75(E) are now steadily expanding their market share in their respective class thanks to strenuous efforts extended by Harapan Motor and their affiliated dealers for sales promotion. All these lightweight models of Yamaha feature excellent handling ease and highly dependable performance coupled with outstanding safety as well as very attractive style, all of which are the fruits of Yamaha's long-proven 2-stroke motorcycle engineering.

Yamaha motorcycles are making a special appeal to a lot of people in Indonesia, in particular, to the novelty-minded youth.



Popular Yamaha Bikes

Big Touring Ends in Success!

In order to further elevate Yamaha motorcycles in image, several dealers in Surabaya, Jawa combined efforts together to organize a big touring event covering a total distance of 1,000km to and from the Bali Island. The event was participated by 150 enthusiastic motorcyclists riding Yamaha bikes.

The event was intended to demonstrate the reliability and dependability of Yamaha motorcycles as part of a large-scale "Safe & Pleasurable" motorcycling campaign. It ended in a tremendous success, thereby winning higher and wider public recognition for Yamaha motorcycles.



Attractive Style Plus Dependable Performance

Yamaha RS100

New Model



The Yamaha RS100 which has recently made its debut on the market, is a multi-purpose lightweight street model featuring an attractive style and dependable performance.

This model is an entirely-new member of the Yamaha's lightweight sport series which has been designed and engineered with more versatile utility for more widely ranged users in mind.

The model is mounted with the 2-stroke single-cylinder "Torque Induction" engine incorporating a proven Keystone piston ring to help develop consistently reliable performance over a range of low-to-medium speeds, and also to ensure smooth power delivery throughout a range of high speeds, thus better meeting the riding conditions of varying types while going through city traffic or cruising along an expressway.

Also, in an effort to reduce the weight and increase the durability of the engine, the large-size aluminum cylinder and cylinder head finning has been adopted. This also improves heat dissipation efficiency.

Improved economy, better handling

Mixed-gas can be set leaner in a carburetor, thus decreasing fuel consumption by some 10%, as compared to the conventional iron cylinder.

Yamaha-exclusive separate oil injection system "Autolube" meters the supply of oil that it can best fit engine load. This lubrication system coupled with the advantages of the 7-port "Torque Induction" system helps keep the engine in the best conceivable operative condition at all times. The super-smooth 4-speed transmission ensures easy gear shift with no grating nor clashing. All gear ratios are ideally selected with all riding conditions in mind.

The front & rear cushion units are designed for maximum riding comfort and reliable load carrying.

Both front and rear brakes are designed water-and-dustproof, ensuring safe stopping,



Nice outlooking

The RS100 has an attractively designed 9-litre fuel tank which lends a striking accent to this model and also provides increased range for a longer distance of touring.

The plaid-patterned dual seat is newly designed for nicer appearance and for better

riding comfort as well. A seat belt is available for a passenger.

This model's chaincase is handsomely finished in chrome. For riding on unpaved roads, a full chaincase is available.

The RS100, with attractive style plus highly dependable performance basing on Yamaha's time-proven, race-bred 2-stroke motorcycle engineering, is positively one of the most noteworthy 100cc models on the market.

SPECIFICATIONS

PERFORMANCE	
Max. speed range.....	115 km/h
Climbing ability.....	25 degrees
Min. turning radius.....	2,000 mm
Min. braking distance.....	7.5 m @ 35 km/h

ENGINE	
Type.....	2-stroke, 7 port, "Torque Induction", Single Aluminum-cylinder
Displacement.....	97 cc
Bore & Stroke.....	52 x 45.6 mm
Compression ratio.....	6.8 : 1
Max. horsepower.....	11.5 hp @ 8,500 r.p.m.
Max. torque.....	1.05 kg-m @ 7,500 r.p.m.
Lubrication system.....	Autolube
Starting system.....	Primary kick starter
Transmission.....	4-speed gearbox

DIMENSIONS	
Overall length.....	1,900 mm
Overall width.....	785 mm
Overall height.....	1,020 mm
Seat height.....	770 mm
Wheelbase.....	1,200 mm
Min. ground clearance.....	150 mm
WEIGHT (Net).....	89 kg.
FUEL TANK CAPACITY.....	9.0 lit.
OIL TANK CAPACITY.....	1.5 lit.
TIRES front.....	2.50-18-4PR
rear.....	2.75-18-4PR
COLORING.....	Brilliant Red Marine Blue

*Specifications subject to change without notice.

Yamaha is most successful-Greece



E. Bailas of the Makrakis team sponsored by Eliopoulos Brothers, Ltd., Yamaha distributors in Greece, rode his Yamaha machine to an impressive double victory. Piloting his fantastically fast and reliable Yamaha, Bailas won 250cc and 350cc classes of the famous Tatoi 1974. The Tatoi series has 6 events and Bailas is expected to win the title.



Big Yamaha Fans

Mr. Louis Belmans, a 43-year old policeman in Antwerp, Belgium, is a big Yamaha fan. He is very proud of a Yamaha 250 DS7F which performs highly and dependably. His 20-year old son also rides a Yamaha 100 LS3 which blends high performance w/ extra handling ease. Here pictured are their helmets which are well symbolic of their enthusiasm to Yamaha.



Brisk Sport Activities Bahrain

Motorcycle sport activities are fast becoming popular in Bahrain. Motorcycle clubs are also increasing in number. They are specially keen to organize sport events such as motocross racing, trial riding, etc. Also, in line with Yamaha's established motto "Safe & Pleasurable", particular efforts are being put in promoting safe driving habit.



Good Opportunity!

The Yamaha sweep of this year's Daytona event presented a very good marketing opportunity for Yamaha dealers. According to a marketing research, success in such a prestigious event, favorably reflects in Yamaha sales. The sweep poster as shown above is drawing tremendous attention in each dealer's showroom. (The poster and matrix were made by Yamaha International Corporation.)

Apology

The location of the Gippsland Field Days as reported on the 8th page of last issue, is shown as Orange, New South Wales, Australia by mistake. Correct location is: Lardner, via Warragul, South Melbourne, Australia.