



YAMAHA NEWS

1974

NO. 12

Eventful Year 1974 Is Over; Motorcycle Industry Still Maintains Upward Pace



The motorcycle industry of Japan maintained its consistently upward pace throughout 1974. The world-wide oil crisis inevitably made 1974 an eventful year involving many adverse factors such as more stringent public opinion against fuel consumption and air pollution by motorized land vehicles, a sharp rise in material prices or labour wages caused by rampant inflation, etc.

But, the motorcycle industry of Japan proved itself powerful enough to overcome all such adverse factors. Also, the oil crisis made the public at large renew their recognition of a motorcycle's superb advantages as the most economical means of transport. Exports continued to run high and home sales showed a steady increase at the same time. As a matter of fact, manufacturers felt it very difficult to meet always-increasing sales, especially, abroad.

Yamaha Attains 1,150,000 in Total Production; 850,000 Exports and 300,000 Home Sales

Yamaha's total production for 1974 reached a record-breaking total of 1,150,000, some 15% increase over 1973's 1,000,000. Exports also ran high to a level of 850,000, thus exceeding its original target set at 750,000. Home sales totaled 300,000 almost on the same level as before.

Booming exports to North America, Europe, Southeast Asia, Oceania, etc. greatly accounted for such a high total of exports.

Yamaha launched a powerful, nation-wide sales promotion campaign called "Enjoy Riding on Fine Days", with particular emphasis on 50cc models forming the mainstay of home market. The campaign ended in a big success, thus greatly contributing to Yamaha's share expansion. But, as a matter of fact, even with its strengthened production capacity, Yamaha sometimes found it almost impossible to meet upsurging demand both here and abroad all at the same time. As a result, Yamaha had to direct greater efforts toward exports even at the cost of home sales. Now, aiming at another leap forward for the oncoming year, Yamaha is making a steady progress in further strengthening its production system.

Andersson, All Right Now



Hakan Andersson of Sweden looks all right now, and even in higher spirits for the oncoming season. Throughout the '74 championship series, he remained extremely unlucky because of several crashes, eventually finishing 5th in the 250cc championship positions.

Andersson recently visited Japan on his way back to his country after taking part in several rounds of the '74 Trans-AMA Motocross Series.

He spared precious time from his busiest trip schedule for riding a Yamaha production machine at the Sendai Technical Highland, one of the most important motocross circuits in Japan.

At the off-season time Andersson looked at ease, yet, ex-champion's riding techniques deeply impressed a lot of spectators who in turn got much more confidence in his stronger bid for the '75 title.

Vesco's sensational success



Don Vesco, the world's number one speed man set a new world record, piloting a special Yamaha streamliner at the Salt Flats, Bonneville, Utah on October 1, as briefly reported before. Here is further information about this most sensational and dramatic achievement together with photographs. See inside full reports for how he took it.

Symbolic of Yamaha's Enterprising Capacity

The Sugo, an entirely-new motorcycle sport park covering a vast hilly area of 2,100,000m² incorporating a well-designed road race circuit, motocross circuit, trials course, dirt track together with all necessary accommodations, is symbolic of Yamaha's total enterprising capacity.

The main objective of establishing such a giant-scale sport for the first time in Japan, is to further promote the spread and growth of healthy motorcycle sports through offering ideal grounds where sport-minded motorcyclists can ride freely and safely.

Motocross circuit

The circuit is planned and designed so as to meet even the standards of international meeting. It is 2.150km long and 6-15m

wide.

It incorporates a lot of ups and downs of varying degrees by making the most of varied topographic features over a vast hilly area.

Officials stationed at the control tower can command the whole view of the circuit. This allows their easier management of what is going on at the circuit. Also, the excellent around-the-circuit layout enables all spectators to enjoy the thrill and excitement of racing to their hearts' content. Urethane bales placed at each key point of the course are considered ideal safety measures for riders.

"It is the best motocross course ever built in Japan", says national champion Hideaki, "Its ideal layout allows us to try out our riding techniques. Safety measures are also excellent. It is claimed to be a good match for any GP circuit in Europe".

Road race circuit

The 2.62km race circuit is designed to run around the motocross circuit, trials course and dirt track. It is 10-12m wide and has several bends ranging from 50R to 300R, with surface gradients up to 10%.

Thus, in a word, it has much of the characteristics for a high speed race-oriented circuit.

The grand stands accommodate some 14,000 spectators who can take a look over

SUGO



Urethane bales for safety



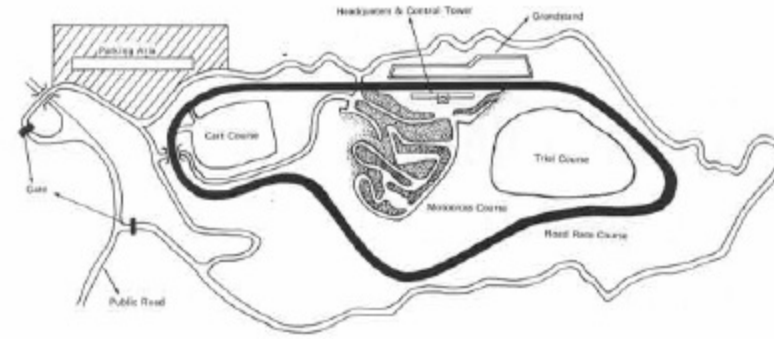
Starting area of motocross

every proceeding on the circuit. The three-storied control tower, well-equipped pits and paddocks and all other necessary facilities are equal to those of any GP race circuit in Europe.

"As you can see, the course is remarkably simple in overall layout", states A. Motohashi, one of the most competent riders in Japan, "Veteran riders can whip their machines at speeds up to top safer and easier on this circuit than on any other course in this country. Also, it must be the best conceivable ground for training novice riders".



Demonstration run by top class riders



Symbol mark



Dirt track

Trials course & dirt track

In an attempt to better meet rising popularity to trials riding, a sophisticated course is prepared near the paddock area of the road race circuit.

Greatly benefited by abundant topographic features, observation sections can be arranged in such a manner that riders may try out their riding techniques coupled with the performance of their machines in a safe and enjoyable way.

Also, established is a dirt track inside the field. This is intended for kart racing after necessary surface modifications have been completed.

Closer communication with regional communities

The advent of such a giant-scale sport park has naturally turned out to be a big wonder to the general public, especially to the occupants in this area.

Motorcycle sports have been less popularized so far in this part of Japan some 300km northeast of Tokyo.

But, things must take a complete turn with the establishment of the "Sugo".

Demonstration runs which took place on Oct. 20 as mentioned afore, attracted a lot of local spectators belonging to various age groups. Few of them had had such an experience before. But, it appeared that all of them were tremendously interested in those demonstration runs. The event was accepted by them as an enjoyable pastime.

It can be considered a very desirable hold for the feasible development of Yamaha's communication with local communities. Yamaha, a pacesetter of motorcycle sports in the world, is now taking a successful step toward the accomplishment of its newly established objective—wider spread of safe & pleasurable motorcycle sports.



Joyful attraction



Healthy, enjoyable pastime



Greatly interested in Yamaha racers



Festive mood at its height



Sound & excitement



Yamaha road race stars

World-Wide Friends of YAMAHA



Welcome to Yamaha

They arrived at the Tokyo Airport at 07:10 on October 15. After completing the schedule of sightseeing tour, they left Tokyo, a gigantic mammoth city, for Hamamatsu by super-express train on Oct. 16.

Hamamatsu, a city located along the coast of the Pacific Ocean some 200 miles west of Tokyo, is called a mecca of motorcycle industry in Japan, or we may now designate it the center of world's motorcycle business.

The three biggest manufacturers of motorcycles in the world have their respective main plants in this area.

Well, their schedule in this area started with a visit to "Tsumagoi", Yamaha's comprehensive recreation center established around the hills of Kakegawa. They looked greatly interested in everything they saw here.

It was on Oct. 17 that Yamaha welcomed them to its headquarters at Iwata. A warm reception party was given for them.

Observation-study tour

Naturally, their interest focussed on an observation-study tour around the world's renowned Yamaha Industrial Group.

Visiting the Main Factory, Hamakita Factory and Sanshin industries one after another, all of them were deeply impressed by a true picture of ever-growing Yamaha. They must have got much more confidence in high performance, high quality products of Yamaha when they personally witnessed every product being processed under the flawless quality control system at each neatly arranged workshop installed with various ultra modern machine tools.

Mid-autumn holidays in Japan

Kyoto in West Japan is a place where "Old Japan" is kept intact as much as possible. Of course, incorporated in their schedule was a trip around this historical city. They enjoyed mid-autumn holidays here. It was a wonder to all of them, maybe.

Visitors from abroad Yamaha dealers from Oceania are deeply impressed by a true picture of ever-growing Yamaha

A party of Yamaha dealers from Australia and New Zealand enjoyed their 10-day trip around Japan at the invitation of Yamaha. As you know, Yamaha motorcycles are now fast rising to popularity in this part of the world.

Yamaha owes a great deal to them for its remarkably successful expansion of motorcycle market.

Thus, they were awarded this nice trip around Japan, an extotic Oriental country.



Attired in Japanese ceremonial dress



At the Yamaha Course



Every work process is smoothly going on



Welcome to Yamaha!



Wonderfully clever-handed!

Another Giant Step

—Port Lincoln, Australia—

The Australian Learn-To-Ride Safety Program has been carried out so successfully since it started early this year.

The Program took another giant step with the session of Port Lincoln, South Australia organized on September 1.



Highly efficient man-to-man teaching system

Response at its height

Port Lincoln, a local town some 300km west of Adelaide, was buzzing with unusual excitement over the LTR session, the first event of the kind ever attempted in this part of Australia. The session was attended by a total of 120 pupils, larger number than had been expected, considering the

number of people in this town. This well reflected upsurging public interest in this sort of event.

As had been the case before, the Port Lincoln session was given overall support by various public and private organizations concerned with road safety.



A 15-minute lecture



Instructors meeting



Man-to-man teaching system

In action were 17 expert instructors including two chiefs for carrying out the proven man-to-man teaching system.

15 Yamaha motorcycles (8 TY80's and 7 AG100's) were offered for use by pupils.

The pupils were divided into 8 groups, each of which was given a 15-minute lecture and a 30-minute practice by turns. Mr. Jaxon from the Road Safety Council served as the chief lecturer.

Most of pupils had had little experience of riding a bike and were eager enough to make the best of this opportunity for learning all the fundamentals indispensable to safe riding.

It was no doubt, the session ended in a big success.

Especially, it attracted particular interest that local Suzuki and Kawasaki dealers took part in this session as instructors. The LTR Safety Program rose above the difference of brands!



Practice just begins

Do you know ? — Center of Gravity

As you know, the center of gravity must be shifted from time to time so as to best fit varying surface conditions while riding. In short, handling balance can not be main-

tained without shifting the center of gravity correctly and timely.

Then, just try the following quiz:

Indicate which is incorrect

- A. On rough surfaces (for example, bumpy or gravelly), the center of gravity tends to rise with your waist raised from a seat.
- B. The center of gravity tends to rise, causing unreliable handling, if luggage is

too heavy or not securely fixed on the rear.

- C. The center of gravity shifts forward at the time of going downhill or employing a brake.



World's fastest motorcycle



8-cylinder Yamaha Roars to A New Record

Incredible 281.714 mph! — Salt Flats, Bonneville, Utah, USA —

American speed king Don Vesco set a new motorcycle land speed record at 281.714 mph at the Bonneville Salt Flats, Utah, USA on October 1.

He averaged this incredible speed for the two one-mile runs, piloting a special Yamaha 1400cc streamliner.

His fully enclosed cigar-shaped machine was powered by two four-cylinder, two-stroke TZ750 (700cc) road racing engines.

Little modifications

The only modifications made were to remove the internals of the gearbox of the front engine unit and to bolt pulleys to both ends of the crankshafts of both engines. These pulleys are used to couple the engines by means of toothed rubber belts of the type used to drive camshafts on many modern cars.

Ignition, carburation and exhaust systems are all standard and so are the internals of the engines including the reed valves and pistons. Normally record machines use wierd fuels not available to the public. Not so Vesco's Yamaha. He ran on 97 octane

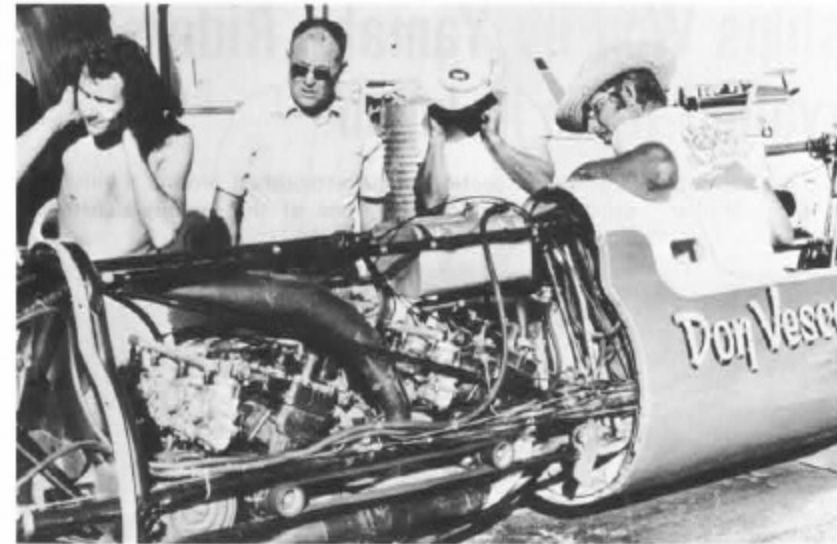
Texaco gasoline bought from the pump of the local Texaco service station in Wendover, Utah.

Normal 5-speed gearbox

The engines drive through the normal five-speed Yamaha gearbox of the rear engine. Both of the cast aluminium Hassad wheels are shown with Goodyear record tyres inflated to 100 psi. The wheels are mounted in pivoted forks controlled by Koni suspension units. The handlebars,

hinged so that Vesco can get in and out of the tiny cockpit, are linked to the front wheel by rods which control the hub-centre steering.

No front brake is fitted but the rear wheel is equipped with a single Yamaha disc. As usual with record machines the main brakes are a pair of parachutes: a 6ft diameter one for high speeds (over 200 mph) and an 8ft one for lower speeds. The streamlining was designed by Lynn Yakel, a record machine specialist, and the complete machine weighs 750 lbs. As usual with the modern type of record machine the driver sits in front of the engine compartment and behind the front wheel. This results in the smallest possible frontal area.



Brilliant success

This year the salt-surfaced record strip at Bonneville was 9-miles long, allowing a four mile run in from both directions to the measured mile. There FIM/AMA certified timing equipment was set up and operated by Earl Flanders, an FIM/AMA certificated timekeeper who has over 15 years experience of timing records at Bonneville.

Vesco and his crew were at the Salt Flats for only two days. On the first day (Monday, September 30) Vesco did one run at 266 mph—fractionally faster than the record of 265.492 mph set by the late Cal Rayborn with a 1,480 cc Harley-Davidson. But trouble with the belts connecting the engines stopped further attempts that day.

On Tuesday, October 1 Vesco returned to the salt and late in the afternoon did his first run of the day at 281,030 mph. At the end of the course Vesco changed both belts coupling the engines, refuelled and in less than one hour he made the return run in the reverse direction of the

course at 282.375 mph—the record had been well and truly broken!

The average of the two runs is 281.714 mph—more than 16 mph up on the old Harley-Davidson figure. This was sweet revenge for Vesco who set a world record of 251.9 mph in September 1970 (using two 350 cc Yamaha engines) only to have it broken three weeks later by Rayborn. Vesco's fastest speed (through the final quarter mile of the return run) was 287.539 mph.

Wonderful Vesco & Yamaha

Aged 35 Vesco is a Yamaha dealer in El Cajon near San Diego, California—just a few miles from the Mexican border. During his motorcycling career he has road raced factory machines for Yamaha (taking a second at Daytona one year) and he now sponsors competitors on Yamaha machines in dirt track and road race events. His next target? 300 mph!



TZ750, that's my engine !

I had long wanted much bigger engines to recapture the record. So you can imagine how excited I was when I first heard about Yamaha's successful development of the fantastic TZ750 engine. As you know, it was raced for the first time at Daytona earlier this year, and thanks to Kel Carruthers, who prepared the machines for the YIC team, I received some of the components from the factory machines used at Daytona. In addition, much to my joy, I obtained a couple of complete engines from the factory on July 1.

New frame built

I found it impossible to fit the new engines into the old frame. So I had to lengthen the machine by 18 inches. The engines were coupled with each other by rubber toothed belts instead of chain. This new method completely did away with lubrication troubles. Also, it eliminated lag when the throttle was opened. It had been often the case with chain-coupled engines. Also, rubber belts were much lighter than chain. Fortunately, the new engines were ideal for coupling. Thus, my new machine was complete within six weeks.

First attempt

My first record attempt was made in August. That was the time when anyone could run, but with so many cars and motorcycles out on the salt, it was not ideal for serious record attempts. Anyway, I ran. But, I hit a lot of snags. For example, eight throttles to work the normal twistgrip was extremely stiff. So a foot throttle had to be built at the pits.

A lot of lessons

I had learnt a lot out of my first attempt and was confident that the machine had the potential.

On October 1 salt was found awfully bumpy but my Yamaha performed amazingly well, hitting 281.030 mph at the first run and 282.375 mph at the second run.

The front wheel got a shimmy on at one time but acceleration was extremely good, though I was changing gear at only 9,000 rpm to save the rubber belts as much as I could.

I did it! My average speed of 281.714 mph was a new record, renewing C. Rayborn's record by big margins. Well, you may ask me why I do it. I really can give no answer to it. It has got into my blood. It is a part of my life.

'74 Championships Won by Yamaha Riders

—Observation Trials in Japan—

The 2nd Observation Trials Meeting counting for national titles took place at Kanagawa near Tokyo on November 23.

200 riders

As the most important event of its kind in Japan, the meeting attracted an entry of as many as 200 riders who had passed elimination heats in their individual regions. The meeting had two different classes, novice and junior.

The riders took part in either of them, depending on the grades of their national licences issued by the Motorcycling Federation of Japan. As a new motorcycle sport ever growing in popularity here, observation trials are now given the status of MFJ-approved national championships. However, no rider is graded higher than junior class yet, so far as riding techniques are concerned at least.

Now, the four motorcycle manufacturers of Japan are showing their extremely keen interest in this sport by introducing their respective production models on the market, and success in actual competitions always turns out to be an excellent PR exercise for their products.

Observation sections were established around a hilly area along the Hayato River, one of the famous sightseeing places in the vicinity of Tokyo.



Junior class best performer H. Kondo

Successful TY 250 machines

The Yamaha TY 250 designed and built over Mick's successful experience of big international trials, proves to be more successful than any other machines in most of cases.

As previously reported by this journal, Haruo Kimura piloting his TY 250 won the national title last year.

Kimura was considered most promising in the junior event this year, too. But, failure in the first 3 sections cost him a second

successive victory, after all. Hiroshi Kondo riding another TY 250 demonstrated his impressive techniques, completing the morning session with no mark lost. Another brilliant performer was Fumihiro Kato on a Kawasaki machine. He also cleared all sections. Toshi Nishiyama on a Honda incurred a considerable number of penalty marks during the first half stages quite against high hopes held by spectators. Throughout the afternoon session, Kimura and Nishiyama launched their serious ' back to close gaps to Kondo and Kato. But, Kondo and Kato performed even better, consistently leading their powerful rivals.

Kondo became an eventual best performer with Kato, runner-up. Kimura led the list of first award riders. But, veteran Nishiyama, the only Japanese rider ever to have taken part in the Scottish Six-Day Trial had to be content with 7th place.

The novice class was also won by a Yamaha rider.



Instructions before start



'73 national champion H. Kimura



Veteran N. Otsuki negotiating a tricky section



No-raise level test



Prize-giving ceremony

Non-Accident Record by Nakaze Factory

The Nakaze Factory belonging to the Yamaha Industrial Group has set a brilliant one-year non-accident record.

A total of 430,000 workhours was covered for the above period. It was a praiseworthy record, considering such an enormous number of hours worked by employees and their most brisk production activity. The Labour Standards Agency of the Government awarded the Factory a special prize for such a significant accomplishment.

Special efforts

The Nakaze Factory which is located in Hamakita near the Main Factory of Yamaha in Iwata, is specialized in the manufacture of large-size FRP motorboats and sailboats, thereby taking a very important part as one of the mainstays within the Yamaha Industrial Group.

Production activity here naturally incorporates some sorts of higher skill-demanding works such as heavy material handling, forklift driving, welding, etc. Nobody is allowed to perform these works, unless he is an officially qualified expert or technician. The staff of management are specially keen to help employees improve their skill for these specialized works.

The right man must be placed in the right place. This will do good for the improvement of safety and also, overall productivity. Now, they are now combining all efforts together, to attain a new target of two-year non-accident record.



The right man in the right place

Safety First



A whole view of Nakaze



Safety helmets are indispensable to their work

Always-growing world of sport leisure

They Use Trials Machines in A Different Way

Trials competitoin is now fast winning popularity among enthusiasts here, as already reported. But, apart from genuine competition enthusiasts, some people are keen enough to contrive another usage of their trials machines.

Comfort unsurpassed at low speeds



They find their machines extremely suitable for off-road touring including some extended miles of steeper or more punishing ups and downs than those allowing passage by conventional trail models.

"Seat position is not always good for touring, as you know", admits one of them, "But, riding comfort at ultra-low speeds is felt unsurpassed while getting through every terrain condition."

Also, all of them cite the Yamaha TY250 as one of the best machines for this particular purpose. With the least necessary modifications made, it becomes street legal, and covers nearly 20 miles per liter, allowing a rider to continue his trip over a considerably long distance with a spare tank holding 3 or 4 jitters aboard.



Hideaki, Most Valuable Rider — National Championship MX —



Hideaki in full action

Randy Memola, Prospective Champion



Randy Mamola, a native of San Jose, now living in Santa Clara, California, joined the American Motorcycle Association Youth Division at the age of 12 and became an expert right from the start. While in the AMA Youth Division, he won 14 out of 15 races at the Fremont Raceway to capture the High Point Series. He raced to the number one spot in the Oakdale High Point Series as well. Two years and 180 trophies later, he graduated into the Sportsman Division, racing to a 2nd, 1st and 1st at High Point Series in San Jose, Santa Rosa and San Francisco. Carrying a full-time schedule as a freshman at Buckser High School in Santa Clara, Randy rides almost everyday 'till dark. On the weekends, he and his parents take off for competition in other northern California cities. Randy's biggest thrill was becoming a number of the distinguished Yamaha Racing Team in April 1974. With expert guidance from factory riders Kenny Roberts and Gene Romero, we will see a lot of young Randy Mamola racing and winning in the Yamaha tradition.

Hideaki Suzuki, elder brother of Torao, continued to score wins in the National Championship MX Series this year, spearheading Yamaha's powerful bid for titles. The Yamaha factory team consisting of Hideaki and other topstars was most successful in each round, and naturally, the title contest developed into a dice among Yamaha team-mates. Veteran Hideaki still proved to be the No.1 national star by beating tough challenge from younger Yamaha riders including Yoshibumi Sugio and Nobuyasu Kinoshita. Hideaki became the eventual winner of both 125cc and 250cc titles of senior category. With this spectacular success, he was nominated the most valuable MX rider for '74 in Japan.



European Kart Race Champion

Here pictured are Mr. A. v. Daalen, European Kart Race Champion, and his wife. Piloting a Yamaha YZ 125cc engine machine, he dominated the national championship series of Holland, first, and then, won the European title.

According to him, the machine powered by the Yamaha engine always performed most dependably. Mr. Daalen is sponsored by Het Motorpaleis, distributors for Yamaha in Holland.

www.legends-yamaha-enduros.com



Lightweight Class Dominator

Yamaha karts are now unbeaten in lightweight class races here. In most of big events as promoted by the Japan Automobile Federation (J.A.F.), Yamaha machines monopolize all major placings. Here pictured is the '74 lightweight class champion Sugiura aboard his always-winning Yamaha machine.



International Trade Fair — Ecuador

The new models of Yamaha motorcycles and outboard motors were exhibited by Almacenes Juan Eljuri C. Ltda. at the Feria Internacional de Transporte which took place in Guayaquil, Ecuador for the period from Oct. 3 to Oct. 14. The Fair, as the

most important event of the kind in this part of the world, attracted approx. 1,000,000 visitors throughout the session. Their interest focussed on the said products of Yamaha which were fast rising to popularity on the local market.



Special Session for Indonesian Mechanics



Five Indonesian mechanics from Harapan Motor in Djakarta had a chance to attend a special one-day Lean-To-Ride session at the Technical Center Iwata. Safe riding is now becoming the matter of increased public concern in their own country with an increasing number of motorcycles on the road. They showed tremendous interest in this session and zealously learnt how to ride a motorcycle safely and correctly under the tutelage of a Yamaha-approved special instructor.



20 Yamahas for Police — Laos

20 Yamaha motorcycles are now awaiting delivery to the Government of Laos. Those are intended for use by policemen. The time of display was short but they made a special appeal to those people who came to see and inspect the machines. It was a very good PR exercise, giving a strong impression to them that Yamaha was positively one of the leading motorcycle brands in the world.

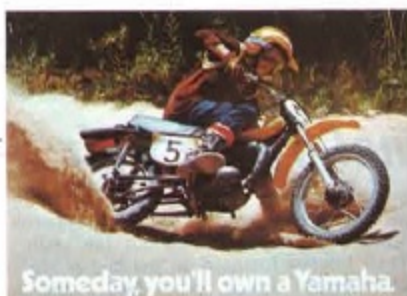


Chappy Finds Favor with Them

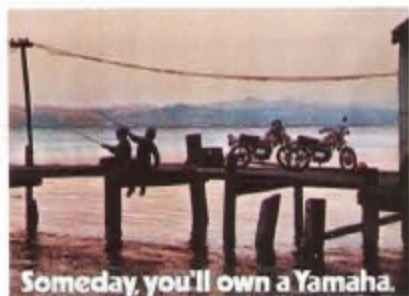
Policewomen in the area of Shizuoka cite the Yamaha Chappy as the best companion in performing their important daily duties mainly connected with various subsidiary affairs of general traffic control. The Chappy can take them to any place safely and quickly by smoothly negotiating whatever heavy traffic.

Yamaha Motorcycle Posters for '75

Here introduced are the gorgeous, impressive posters for '75 motorcycle models. Also, three different sorts of mechanical posters are prepared. All are ready for distribution to Yamaha distributors and dealers. Please make full use of them as complimentary gifts to your customers or as tools for inside or outside shop decoration.



Mini Motocross poster 76 x 101 cm



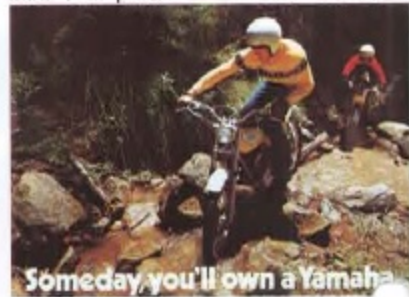
Mini Trail poster 76 x 101 cm



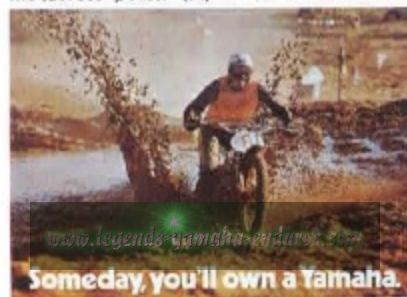
Full line poster 103 x 72.5 cm



Motocross poster (A) 76 x 101 cm



Trials poster 76 x 101 cm



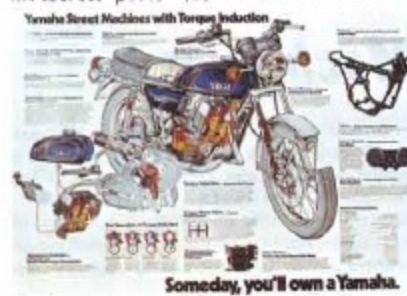
Motocross poster (B) 76 x 101 cm



Trail poster 76 x 101 cm



Mechanical poster (A) 72.5 x 103 cm



Mechanical poster (B) 72.5 x 103 cm



Mechanical poster (C) 72.5 x 103 cm

For Action-Loving Motorcyclists

Nice-looking sport shirts and full-face helmets are now offered for sale by Yamaha. These are especially intended for use by sporty, action-loving motorcyclists wishing to ride their machines more freely and enjoyably in trials, trail or motocross. Please contact the Parts Division, Yamaha Motor Company for their prices and any other particulars.



Yamaha Full-Face Helmets
 Colour: green, orange, yellow and white.
 Size: S 56, M 58, L 60, XL 62



Trail Shirts



Trail Shirts