

A Monthly Journal for Yamaha World-Wide Dealers



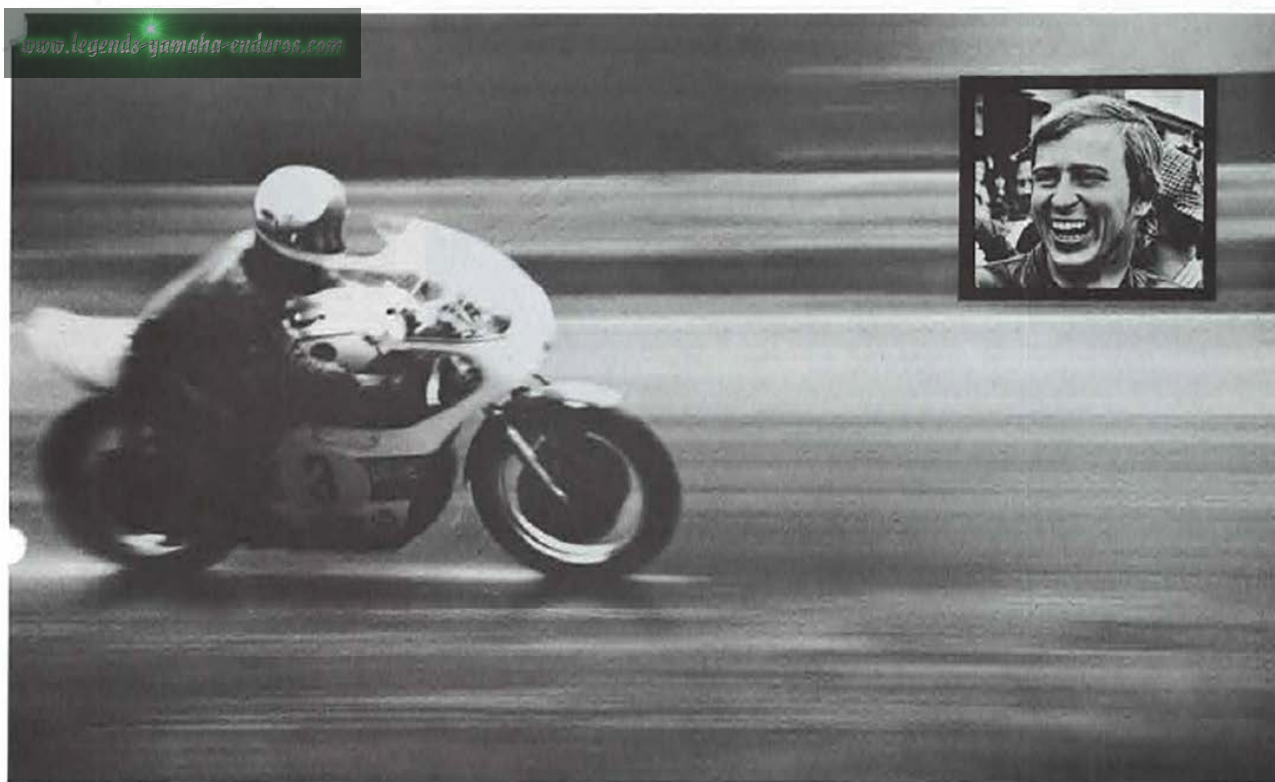
YAMAHA NEWS

1973

NO. 5

Tragedy of Monza

Jarno Saarinen Is Killed at the Spot of the Pile-Up Accident



Italian GP practice (his last photo)

Saddest-ever News

Here we have to inform you of the tragedy at Monza. Jarno Saarinen was killed at the spot when he was involved in an accident which occurred only 800 yards from the start of 250 cc race at the Italian GP on May 20. Renzo Pasolini's Harley Davidson just in front of Saarinen slid back and both riders touched and fell. In a split second, others riders were strewn all over the course. It was an appalling accident. According to some riders, the crash was caused by oil left on the track from the preceding 350cc race.



Jarno Saarinen

One of the Greatest Riders We Have Ever Had

Sudden, and most tragical death of Jarno Saarinen stunned the motor cycle world. We lost one of the greatest road racing riders we have ever had. Graduated from Turku University, Finland, he was a thoughtful, quiet man, but as represented by his nickname 'Flying Finn', his dynamic and spectacular performances dazzled road racing fans across the world.

'Flying Finn' was gone, but his brilliant accomplishments in the world motor-cycle racing will be imprinted in our memory for ever.

This page is specially dedicated to the recollection of the most unforgettable figure—Jarno Saarinen.



His dynamic ride always thrilled and excited spectators.

non-British rider. It was a wonder that the partisan British fans showed their appreciation by voting him into second place. As an engineering student, he displayed his excellent skills and knowledge of machine maintenance. His machines were always best prepared for racing, and he used to make the final check himself, though he had works mechanics, of course.

Spearheading Yamaha Efforts

Until the tragic accident involving him and Italian ace Renzo Pasolini together with many other riders at Monza, Saarinen spearheaded Yamaha efforts for this year's world championships. Riding the newly developed 'Torque Induction' YZR 500 won the French and Austrian rounds, he beat Giacomo Agostini on an Italian MV works machine. Winning both 250cc races in a row, too. Saarinen was steadily consolidating the foothold for retaining the title this year.

He was looking forward to his annual holidays in Finland, not intending to take part in the TT race. He wished to visit his home during summer with his attractive wife Soeli. It was the only chance for them to have a time of relaxation together.

season, and won the title for the first time in his racing career.

Also, by beating Giacomo Agostini of Italian MV Agusta in the 350cc race more than once, Saarinen gave the strongest impact on this usually-invincible world champion.

Most Approachable Rider

Saarinen was one of the most intelligent and approachable riders. He quickly became the favourite of the European motorcycle press for this personality as well as for his impressive successes in the world GP racing.

For example, he ranked 2nd in the Man of the Year Contest for '72 sponsored by 'Motor Cycle News', a famous motorcycle journal in Great Britain. This contest was performed by fans' voting, and Saarinen took the highest placing ever achieved by a



Born in 1945

Saarinen was born in December, 1945 in Turku, Finland. Being mad on bikes, he wanted to race as soon as he was allowed to ride a machine. He attained a fame as a rider for dirt and ice racing to begin with, and became the Finnish ice racing champion in 1965. This gave him a tremendous sense of balance and enormous self-confidence.

In 1970 he rode a Yamaha machine offered by Arvidson, the Yamaha importer in Helsinki for the first time. He brilliantly won the 350cc race of the '71 Czech GP on an Arvidson Yamaha.

Ranking 2nd in the '71 350cc championship standings, he was offered Yamaha works machines for 1972. Teaming with Hideo Kenaya, he proved almost unchallenged in the 250cc race throughout the

Snowmobile Dealers Visit Japan

Impressive Trip around Japan



Taken in commemoration of their visit to the Yamaha Main Factory.

A party of snowmobile dealers from North America visited Japan at the invitation of Yamaha for their excellent business results in their own territories during the 1972-73 season.

Thanks to their strenuous efforts exerted toward sales promotion, the snowmobiles of Yamaha have recently become one of the most popular brands on the market.

During their 3-week trip schedule, they visited the Yamaha Main Factory, Hamakita Factory, Arai Factory and Yamaha Course. Every production process of motorcycles and snowmobiles, or FRP boats which was being performed very smoothly and efficiently, deeply impressed all of them.

Sightseeing tour around Kyoto and Nara turned out to be another excitement to them. It must have been a wonder to them that the old and the new could exist in Japan in a very harmonious and sophisticated way.



At the Yamaha Course, it is one of the best testing grounds for motorcycles in the world.



Mr. G. Kawakami holds a garden party for them. A Japanese classic garden greatly interests them.



Every process of assembly is being performed under a flawless quality control system.



They took most interested in how Yamaha snowmobiles are manufactured.

2nd Y.G.S.F.

The Yamaha Grand Sports Festival which was organized for the first time in August last year, turned out to be the largest scale event of this kind ever attempted in Japan. Yamaha has just laid a plan to promote the 2nd Y.G.S.F. at the Fuji Speedway during a 2-day period from August 4 almost in the same way as last year.

Included in the program will be various sport events such as road race, moto-cross and trials together with kart racing, all designed to develop fun and pleasure to a maximum. Safe driving contest and trials contest as well as gymkhana and trials school which will be open to everybody, will form another main part of program. In addition, 'Music in Yamaha', a fantastic event of music will be held in cooperation with Nippon Gakki, the sister company of Yamaha Motor.

Various exhibits and consultation corners for Yamaha products and motorcycle sports will be arranged, too. Yamaha's business policy which is consistently directed toward the established goal of comprehensive leisure goods manufacturer, will be made known to the public widely and efficiently through the Y.G.S.F. It is Yamaha's hope that the 2nd Y.G.S.F. will see a large attendance from abroad.



CONTRIBUTIONS INVITED

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

YAMAHA MOTOR CO., LTD. 2500 SHINGAI IWATA SHI, SHIZUOKA KEN, JAPAN.

Yamaha's Brilliant Four Wins

Austrian Road Race GP

Jarno Saarinen on a Torque Induction YZR 500 demonstrated his super ride to win the 500cc race of the Austrian GP, second round of the world series held at Saizburging on May 6. Saarinen piloted his water-cooled Yamaha to victory in the 250cc race, too.

Swedish ace Kent Andersson on a 125cc Yamaha also repeated his success of the opening round French GP. In addition, Janos Drapal of Hungary fought all the way to a win in the 350cc race, riding a water-cooled TZ 350. Thus, Yamaha completed a clean sweep of the meeting's solo classes.

Yamaha's 500cc One-Two

Saarinen teaming with Hideo Kanaya, both riding the water cooled Torque Induction Yamaha four's had to work hard to force their way past Phil Read on a new MV four. Read displayed his utmost efforts to fight the Yamaha pair after Giacomo Agostini on an MV 3 had retired because of machine troubles.

Saarinen and Kanaya, however, had consolidated a commanding lead over Read by lap 18 and finished the 35-lap race in this order. Most impressive one-two victory by Yamaha proved the YZR 500 the toughest title contender this year, again.

crossed the line first.

Kanaya secured the safest 2nd place some 13 seconds behind Saarinen. Saarinen added full 15 points to his championship points table, in efforts to clinch the 250cc title for the second consecutive year. Kanaya collected 24 points from two rounds contested this year, by finishing 2nd in both races.



Drapal's 350 Win

Janos Drapal, one of the best Hungarian riders, riding a privately entered water-cooled TZ 350, spearheaded a powerful Yamaha onslaught at the 35-lap 350cc race. During the first stages of the racing, Phil Read and Giacomo Agostini on Italian MV works machines set a pace, but none failed to finish the race, eventually, because of some machine troubles. Drapal displayed his spectacular riding skills to pull ahead of Lansjuvori and Dodds both on similar water-cooled Yamahas, too. Drapal scored his second-ever classic win brilliantly.

Andersson Wins 125

Kent Andersson of Sweden, piloting an air-cooled twin Yamaha did it again in the 25-lap 125cc race in succession to his sensational victory in the French GP.

Angelo Nieto, reigning 125cc champion on an Italian Morbidelli and Borje Jansson riding a West German Maico made their tough attempts to catch up with Andersson, but not successful, eventually. Andersson led the race from start to finish, and convincingly scored his second win of this year's world championship series. He widened the lead over runner-up Jansson in the championship points table.

Close-fought 250 Race

Yamaha proved outright dominant in this class as usual, Saarinen and Kanaya, both Yamaha teamsters, monopolized the first two places in this race. No threat came from other riders, at all. For the first half stages of this race, Saarinen and Kanaya fought a close first place contest, but then Finnish ace pulled ahead of his team-mate and



Race results 500cc class

1st.	Jarno Saarinen	Yamaha
2nd.	Hideo Kanaya	Yamaha
3rd.	Kim Newcombe	Konig
4th.	Guido Mandracchi	Suzuki
5th.	R. Gallina	Paton

350cc class

1st.	Janos Drapal	Yamaha
2nd.	W. Villa	Yamaha
3rd.	T. Lansjuvori	Yamaha
4th.	B. Nielsen	Yamaha
5th.	B. Granath	Yamaha

250cc class

1st.	J. Saarinen	Yamaha
2nd.	H. Kanaya	Yamaha
3rd.	C. Mortimer	Yamaha
4th.	T. Lansjuvori	Yamaha
5th.	J. Dodds	Yamaha

125cc class

1st.	K. Andersson	Yamaha
2nd.	B. Jansson	Yamaha
3rd.	A. Nieto	Morbidelli
4th.	O. Buscherini	Malanca
5th.	B. Lazurini	Maico

Andrews Rides Yamaha Superbly

European Championship Trials

Mick Andrews, reigning European champion of trials, is launching his powerful onslaught at this year's championship events.

He won the 3rd round in France, riding his newly developed 250cc Yamaha in a very impressive way. The toughest rivalry came from the Spanish Bultaco team consisting of British topsters Martin Lampkin, Alan Lampkin and Malcolm Rathmell.

Expertly handled by Andrews, the 250cc Yamaha performed highly and dependably on this most tricky course with the least marks lost. It was the first win of international trials ever recorded by the Japanese machine. By this win Andrews climbed to 2nd place in the championship points table, and is now admitted one of the most promising title winners this year.



Andersson Leads 250cc MX Title Battle

Championship Points

Hakan Andersson of Sweden riding a newly developed Yamaha machine finished 3rd and 1st in both races of the Belgian 250cc MX GP, the 3rd round of this year's world championship series held in the suburbs of Antwerp on April 29. His machine equipped with the newly developed rear suspension proved amazingly reliable on this bumpy, sandy circuit. By these fine placings, he became the virtual winner of this round.

Andersson did it again in the next round Swiss GP which was organized at Payerne on May 6. Andersson rode his Yamaha home first in both races of this round. The only serious threat came from Adolf Weil riding a West German Maico works machine. Andersson lying third during the opening stage of the first race, overtook Weil and then took over the lead from Kawasaki's Torliel Hansen.

In the second race Weil again led Andersson for ten laps, but then, the Yamaha ace easily pulled ahead of Weil and finished first, to become the overall winner.

Points Table (7 rounds to go)

1st.	H. Andersson (Yamaha)	89 points
2nd.	A. Weil (Maico)	81 points
3rd.	H. Mikkola (Husqvarna)	62 points
4th.	J. Pomaroy (Bultaco)	44 points
5th.	J. Falta (CZ)	35 points
6th.	K. Vehkonen (Montesa)	34 points



Improved System

Unlike any conventional type, the swing arm was arranged in such a triangular layout that extra lateral rigidity might be ensured. The damper was placed under the backbone, and its foremost part was designed to reach even the under-seat.

This layout method of damper ensured a larger amount of oil and longer cushion stroke.

Nepal, Always-Growing Market for Yamaha Motorcycles

Nepal is located between India and Tibet at the foot of the Himalayas, the highest mountains in the world.

Yamaha has recently expanded business very successfully to this part of the world in close cooperation with distributors and dealers, with the initiative taken by Bhajuratna Agency in Kathmandu, the capital city. Yamaha's lightweight trail and sport models are enjoying the always-growing market throughout this country with unusual efforts shown by them for a background.



Bhajuratna's newly opened showroom Bazarbazaar attracts great public attention.



Lightweight Yamaha models are winning high popularity on the market.



A sparkling lineup of new models inside the showroom



Just starting for next destination



Group touring on a holiday



An enthusiastic Yamaha fan just sampling a new model



Yamaha fans rapidly increasing in number throughout this country highly value their machines for touring or sporty use.

Boat Show in Madrid

His Royal Highness Don Juan Carlos de Borbon and Princess Sofia were welcomed to the Yamaha stand at the 12th International Boat Show which was recently organized in Madrid, Spain. The Yamaha stand was arranged by Ledasa, distributors for Yamaha in this country. A full line of Yamaha outboard motors and two STR boats were displayed to attract particular interest from enthusiasts.

The Prince and Princess inaugurated officially the Show which was attended by a lot of engine and boat manufacturers not only from Europe but from America or Japan. They looked deeply interested in Yamaha products.



YAMAHA Topics

Championship Winning Machines

Here pictured are the Guatemalan championship winning AT-MX and LT-MX together with the trophies. Those machines of Yamaha proved unchallenged in the '72 national MX championship series of Guatemala, and became the trendsetters of motocross enthusiasm in this country. The picture was taken at the show room of Canella y Cia, distributors for Yamaha in Guatemala.



Safety Education Program Going On — Canada

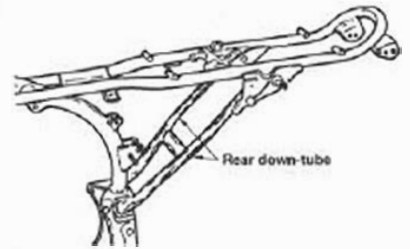
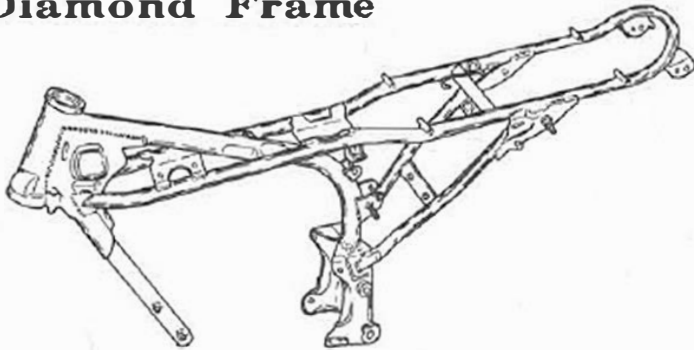
According to the program Canadians from eight to eighty are to be given the opportunity to learn to ride a motorcycle. Residents of Vancouver, Toronto, Ottawa, Hamilton and Chicoutimi, are invited to participate in the Yamaha Learn-To-Ride Safety Program which was initiated in Canada in an effort to reduce the number of accidents that involve novice riders. Approximately, 60% of the accidents involve persons who have been riding less than six weeks and most of these are within five miles of where the rider began his journey. The aim of the program is to provide basic instruction to beginners. The course involves roughly a half hour of verbal instruction and a half hour riding. The verbal instruction is used to familiarize the participants with the controls of a motorcycle, proper wearing apparel and safe riding techniques. The practical part of the program allows the rider to get the 'feel' of a machine and learn proper use of a machine and its controls in a safe environment.



Be Familiar with Them, Now

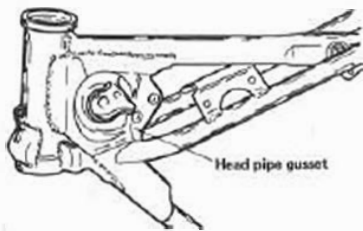
Frames **PART 2**

Diamond Frame



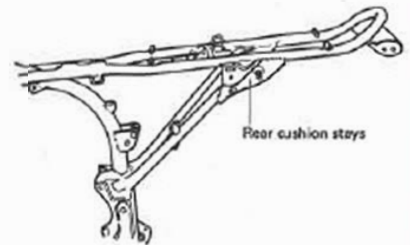
Rear Down-tube

The rear down-tube supports the weight of the rider, and at the same time, it increases the longitudinal deflective strength and torsional rigidity of the seat rail.



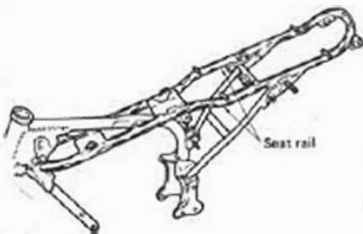
Head Pipe Gusset

The head pipe gusset prevents both main pipe and down-tube from deflection and twisting. Moreover, it reinforces the welded portions of the head pipe thus increasing its rigidity. The head pipe gusset is provided with a fuel tank locating place to hold the fuel tank in position.



Rear Cushion Stays

The rear cushion stays support the rear cushions and withstand the shock from the rear wheel. They also reinforce the welded joints of the seat rail and rear down-tube.



Seat Rail

The seat rail supports the seat by means of the seat fitting brackets. The seat rail cross bar increases the lateral torsional rigidity of the seat rail.

Trans-Africa Travelling on Yamaha

Seen here is Jean-Pierre Carnal (29) who will be leaving South Africa shortly to travel overland to Switzerland on his 360 c.c. Yamaha trail bike. Jean-Pierre who hopes to arrive in Geneva towards the end of June is taking with him only a few items of clothing, a small tent, a primus stove, a selection of essential spares such as plugs and points, and a first-aid kit containing all the necessary tablets for a journey of this nature.



Jean-Pierre will travel up the West Coast through the Sahara desert to Tangier, and will reach the Continent at Gibraltar from where he will travel through Spain and France to Switzerland. The trip from Cape Town to Geneva is a long one for both man and machine, but Jean-Pierre's Yamaha is already a veteran of trans-Africa travelling. Last year it was ridden from Geneva to Cape Town by François Gindr  a friend of Jean Pierre's. The trip which took seven months

was rather uneventful and Gindr  suffered only four punctures and a cracked frame which was easily welded. The chain stretched to such an extent that a total of three links had to be removed at intervals to retain the correct tension. Apart from these minor irritations Gindr  suffered no mechanical defects whatsoever and the Yamaha arrived in Cape Town 21,000 kms. later, none the worse for wear and still on its original tyres.