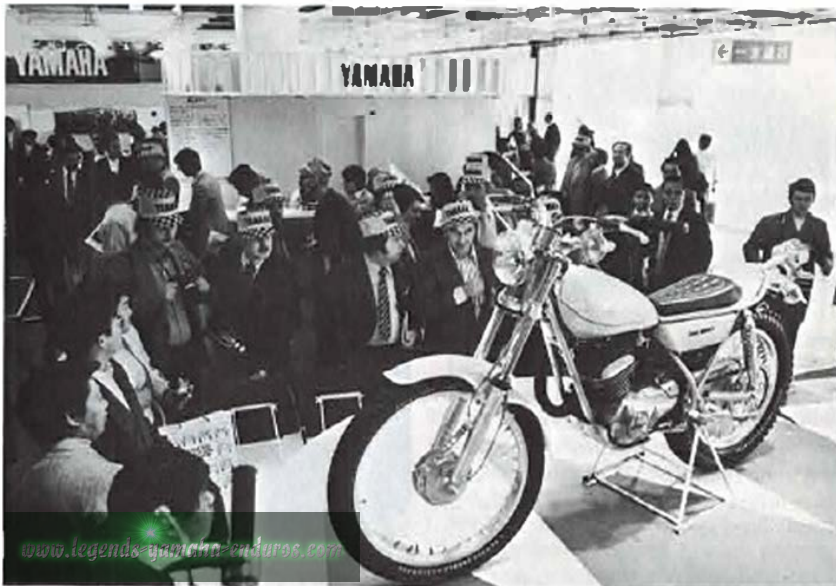




20th Tokyo Motor Show

Yamaha Always Sets A Trend

Backed by the past brilliant success in every field of motorcycle sport across the world, Yamaha highlighted the motorcycle hall as usual by exhibiting a full line of new models for '74 under the established motto—Healthy Growth of Motorcycle Sport. (See inside color pages for details)



Yamaha corner draws lots of spectators each day.

Lots of Spectators

The 20th Tokyo Motor Show which took place for the 2-week period ended in a tremendous success, attracting approx. 1,400,000 spectators throughout the session.

Participated by 19 automobile and 2 motorcycle manufacturers, from abroad, this year's event featured much more internationality than ever before.

Taken as a whole, the 20th Tokyo Motor Show positively represented manufacturers' particular efforts exerted for the solution of various difficult problems arising in conjunction with the crisis of fuel or other raw materials, and air-pollution, so far as the automobile industry was concerned.

On the other hand, however, the world-leading motorcycle industry of Japan still demonstrated its aggressive policy for another leap forward by introducing a lot of noteworthy new models centering on sport-oriented machines. Also, it attracted special attention that each of the four manufacturers, directed particular efforts toward the further popularization of safe & pleasurable motorcycle sport.

World Champions Visit Tokyo Show

This year's Tokyo Motor Show welcomed a couple of the world's most famous riders—Kent Andersson of Sweden and Dieter Braun of West Germany, 125cc and 250cc road race world champions on Yamaha machines—who had accompanied a party of Yamaha dealers from Europe at the invita-

tion of Yamaha. The true picture of the booming motorcycle industry of Japan, especially, a massive lineup of Yamaha on display deeply impressed them.

It appeared that Yamaha's newly developed 2-stroke super racing machine TZ 750A drew their keenest interest.



Agostini Switches to Yamaha

Giacomo Agostini, road race champion who had won 13 world titles for Italian MV Agusta, decided to switch to Yamaha for the forthcoming season. He is to ride the 350cc, 500cc and 750cc machines for the world championships and F-750 championship. The contract will be good for two years and renewable.

Ken Roberts, '73 AMA Grand National Champion; First on A Japanese Machine

Amazingly Versatile Rider

Yamaha welcomed one of the most accomplished racing riders to the main factory from America almost at the same time as Kent Andersson and Dieter Braun from Europe. His name was Ken Roberts, a 21-year old rider born in Modesto, Calif. Throughout the '73 AMA championship series, Roberts demonstrated his wonderful versatility riding the Yamaha machines.

Eventually, he became the '73 AMA Grand Champion, enjoying a 538-point lead over runner-up Gary Scott as the first rider ever to win the title on a Japanese machine.

Happy with Yamaha

Roberts began riding the reliable Yamaha machines in 1971 and, despite very little experience with road courses, quickly adapted to the technique under the tutorage of former world 250cc champion Kel Carruthers.

He rode the full circuit which embraces half-mile and mild dirt, road races, short track (less than half a mile) and Tourist Trophy (a type of twisting competition which ordinarily includes a jump).

What specially impressed veteran observers about Roberts was his versatility. His ability on oval tracks was long recognized but he also showed vast improvement in road racing, battling into contention in several of those events only to drop out with mechanical problems.

One such example occurred in the final race of the season at Ontario (Calif.) Motor Speedway. He finished second to teammate Kel Carruthers in the first 125-mile heat of

the 250-mile event, only to experience magneto failure three laps into the second portion. That cost him dearly in his bid to gain third place in final season standings.

"That was a freak development," Roberts observes. "Racing is hard on any motorcycle but that's the way they are perfected. We find the problem areas quickly and remedy them. My Yamaha racing bikes were as dependable, even more so, as anything else. They'll be even better this year, which makes me happy to be a member of Yamaha team again."



With movie star Gren Ford.

Powerful Yamaha Team

"We have had supreme confidence in him from the outset and he has expressed a similar confidence in the Yamaha motorcycle.

"We are extremely happy for and proud of Kenny," said Terry Tiernan, vice president of the Motorcycle Division, Yamaha International Corporation.

Roberts teams with Don Castro, Hollister Calif. to ride the full schedule under Yamaha colors. They are joined on the

road circuits by Gary Fisher, Parkesburg, Pa., and, on selected occasions, the veteran Carruthers.

"It is Kenny, along with the others—Don, Kel and Gary Fisher—who, with their unique talents, help us to perfect the reliability and durability that is built into the Yamaha street and recreational motorcycle model."

Now, high hopes can be held with him to take part in the '74 Daytona.



Roberts and his favourite Yamaha 650.



Roberts and his wife at the Haneda Airport.

Final AMA Manufacturers' Championship Standings

1. Yamaha	2834
2. Triumph	1765
3. Harley Davidson	1625
4. Kawasaki	1132
5. Suzuki	741
6. Norton	535
7. Rickman	120
8. Bultaco	100
9. Honda	68
10. BMW	30

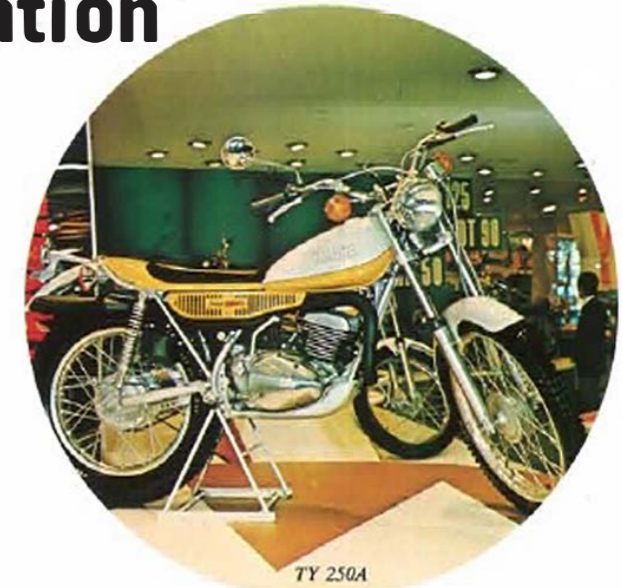
Final AMA Grand National Championship Standings

1. Kenny Roberts (Yamaha)	2014
2. Gary Scott (Triumph)	1241
3. Gary Nixon (Kawasaki-Yamaha)	887
4. Mert Lawwill (Harley Davidson)	839
5. Don Castro (Yamaha)	812
6. Rex Beauchamp (Harley Davidson)	701
7. Geno Romero (Triumph)	584
8. Dave Aldana (Norton)	546
9. Scott Brelsford (Harley Davidson)	543
10. Dick Mann (Triumph)	504

Trials Corner, Focus of Public Attention



Lots of fans are intently listening to her explanation of technical features.



TY 250A

Trials riding has recently won tremendous popularity in Japan with an increasing number of enthusiasts. Each manufacturer here is now putting greater efforts in further popularizing this safe and enjoyable motorcycle sport.

Yamaha, as a world-wide trendsetter of motorcycle sport, has also led this relatively new section of sport with the introduction of the first real production trials model TY 250 ever built in Japan basing on various technical data obtained through Mick Andrews' participation in the '73 European Championship Observation Trials and other important events in Europe.

Healthy Growth of Motorcycle Sport—it was Yamaha's main theme for this year's show. Under this theme Yamaha introduced the first home market-oriented trials model TY 250J together with Mick's prototype 250 and scale-down model TY 80A, thereby convincingly demonstrating its leadership in this field of sport and attracting a lot of spectators to the corner each day throughout the session.



TY 80A

Trials Movie Interests Fans



The prototype 250 ridden by Mick in the European Championship events.

Another attraction of the trials corner was the new PR film titled "Mick Andrews' Trial" which was being projected every day so as to efficiently popularize real pleasure of trials riding.

Mick's wonderful performance on the prototype Yamaha in the Championship event or in the Scottish Six Days Trial was impressively and vividly covered by this film. Also, the film contained many interesting scenes of how-to-learn trials riding sessions as promoted in Japan under special instructions and guidance of Mick Andrews,



Trials film greatly interests spectators.

Strengthened 2 & 4 Sport Series; Yamaha RD & TX



Home market-oriented RD 50.



At the sport corner Yamaha's strengthened 2 & 4 sport series were introduced. The large displacement 4-stroke TX series monopolized the topics of big bike fans at the motorcycle hall. On the other hand, the 2-stroke RD series was complete with the five models including the newly marketed RD 50 and forthcoming RD 90 (both home models) in addition to the earlier marketed RD 350, 250 and 125 models. Representing every merit of Yamaha's long-proven 2-stroke technology, the RD short series naturally became the focus of sporty enthusiasts' interest. With these massively strengthened 2 & 4 sport series, Yamaha proved to be the unsurpassed leader in a sport world.

Exciting TZ 750A Racer

The 2-stroke 4-cylinder water-cooled racing machine TZ 750A which had made its unusual debut at this year's Yamaha Grand Sports Festival, was also exhibited at the sport corner of Yamaha. No technical detail was announced yet, but its massive, sporty appearance was exciting enough to let all spectators hold their high prospects for this machine's fabulous performance. Undoubtedly, the TZ 750A was one of the biggest highlights at the motorcycle hall.



Mono Cross Dominates World Moto-Cross

Yamaha's exclusively developed cantilever rear suspension 'Yamaha Mono Cross' attracted lots of visitors to the MX corner. The performance of this new suspension system was really excellent and wonderful, greatly contributing to Håkan Andersson's winning the '73 250cc World Championship. Also, Torao Suzuki, contender for the '73 FIM Cup 125 cc MX series, rode the Mono Cross-fitted machine to finish 1st in the A group and 2nd overall. The functional mechanism of this system was plainly explained by means of the actual machine and panel illustrations.



Powerful DT Trail Series, Notably Improved



A full line of the notably improved Yamaha trail series was introduced at the show for off-the-road motorcycling fans in Japan for the first time under the new series designation 'DT'. The series had the five different models ranging in cylinder displacement from 100cc to 360cc together with the Mini MR50. Compared to their respective predecessors, they featured some noteworthy technical improvements including the more refined and functional styling, and smoother delivery of torque eventually leading to

the overall improved performance and safer, easier handling under every terrain condition. Ever since the first unique off-the-road model 250 DT1 was introduced on the market some 5 years ago, Yamaha has constantly widened its advantages over other manufacturers by establishing a line of wider selection in an effort to meet the progressive diversification of demand. Now, the new, powerful DT series is expected to further expand Yamaha's share in this field of market.

Full of Delightful Mood Leisure Bike Corner



World-renowned production racers



Colourful parts & accessories corner



Instruction corner



New snowmobile models



An attractive lineup of mini & leisure bikes



Leisure bikes wins high popularity.



What a nice style!



The leisure bike corner where 8 different models—15 machines were introduced, was always full of delightful mood. Those bikes specially appealed female and youngsters for their nice, eye-pleasing style. Being compact in size but dependable in performance, ensuring the maximum pleasure of leisure-time riding, those models proved to be the very efficient developers of entirely-new segment of market.

Popular Mini-Bikes

Yamaha's unique mini off-the-road models GT 50 & 80 were also attracting special interest from youngsters and novice trail fans. Those models which Yamaha developed and engineered in an attempt to broaden the base segment of trail enthusiasts, are fast winning popularity among novice fans for their effortless handling and dependable performance.

New Snowmobiles

As the leading manufacturer of comprehensive leisure-time sport goods in Japan, Yamaha exhibited the new snowmobile models S-300M and GP-338F, thus adding extra dimension to Yamaha's overall display at the show. Just like motorcycles, Yamaha snowmobiles are fast expanding their market both here and abroad.

Lady Rider's Tour around Europe — Part IV Yamaha Speeds through Alps

Austria-Switzerland

After leaving Duesseldorf amid a hearty send-off by Yamaha people, I rode breezily through rain, I stayed in Heidelberg overnight and then rode through Bregenz, a town on the border of three countries—Germany, Austria and Switzerland. The road I followed ran through the Alps, going up and down. So it was a really hard ride for a novice that I am. But here again, I was fortunate enough to experience warm human kindness. When I lost my way en route to Innsbruck, a gentleman driving a Japanese-made car kindly led my way for scores of kilometers. He said he likes Japan very much. Then a couple took over the task of escorting me. They were riding a Yamaha 125cc on a trip to Yugoslavia.

What was interesting about them was that the boy could not ride a motorcycle and so, was carried on the Yamaha driven by the girl. After staying in Salzburg for a couple of days, I headed for Geneva in Switzerland, again wending my way along the foot of the Alps.



The inside shop of Hostettler AG.



They are kind enough to show her the way through the Alps.

I was to visit Hostettler AG in Switzerland in the vicinity of Geneva. I was impressed with the beautiful scenery of Switzerland, in particular the view of the Alps as I rode ahead on an autobahn. I found Hostettler AG in a small, quiet town between mountains a short distance away from the autobahn. Mr. Hostettler president of the firm, looked very astute



The outside shop of Hostettler AG.

and serene, but I found him to be an affable man with a charming smile. His firm was founded by his father in 1933, and in 1957, he took over the presidency and became a Yamaha importer from 1967. A Yamaha enthusiast, Mr. Hostettler briefed me on the motorcycle situation in Switzerland with a staid attitude. He told me sales of Yamaha machines in that country had been rising fast in the past two or three years, adding Yamaha will probably assume the No. 1 position in the sales of Japanese-made motorcycles in Switzerland this year. I departed from Switzerland, pinning great hopes on the future activity of Mr. Hostettler, whose quiet bearing seemed to hide an intense fighting spirit.

Torao Nominated the Best MX Rider for '73 in Japan



The Motorcycling Federation of Japan (M.F.G.) officially confirmed the standings of the '73 national championships as for all categories. Torao who ranked overall 2nd in the international 125cc MX championship standings, also clinched the national 125cc title with his elder brother Hideaki, eventual runner-up. Vice versa, Hideaki won the 250cc championship with Torao, 2nd. Thus, Yamaha brothers monopolized the 1st and 2nd places of both classes for the second

consecutive year. As a result, Torao was nominated the best MX rider of Japan for '73. He is expected to ride Yamaha machines in the '74 international events again. As for the category of road racing, Ken Nemoto and Ryoichi Mori (both on Yamahas) together with Hidenobu To (Honda) were nominated the best ones in their respective classes. They are to be awarded a special prize of trip-around-Europe, too.

New Outboard Motors

YAMAHA 5B & 5BS

Unique Drain-less System



YAMAHA OUTBOARD MOTOR 5B (L type)



YAMAHA OUTBOARD MOTOR 5BS



Both models feature a unique anti-water-pollution device called 'drainless system'. When cruising at low speeds, unvaporized mixed fuel tends to stay in the crankcase or cylinder port. This inevitably causes the spark plug to become sooty, thus spoiling the efficiency of engine performance. As for any conventional type outboard motor, unvaporized mixed fuel has to be discharged through a drain hole on the crankcase, in an effort to prevent the above-mentioned undesirable condition. But, in this case water will be inevitably polluted. Yamaha's newly adopted system, on the other hand, is designed to feed any unvaporized mixed fuel back to the crankcase for perfect vaporization and combustion, thereby maintaining the performance of engine at a very satisfactory level and causing no water-pollution nor plug fouling.

SPECIFICATIONS OF 5B

PERFORMANCE	
Max. horsepower	..... 5 hp/5,000 r.p.m.
ENGINE	
Type	..... 2-stroke, Single
Displacement	..... 92 c.c. (5.61 cu.in.)
Bore x stroke	..... 40 x 47 mm. (1.969 x 1.850 ins.)
Cooling system	..... Forced air-cooled
Starting system	..... Recoil hand starter
Ignition system	..... Flywheel magneto
DRIVE SYSTEM	
Gear shift	..... Forward-neutral-reverse
Reduction ratio	..... 1.92 (25/13)
Standard propeller size	..... 3 x 185 mm. x 165 mm. (B x D x P) (3 x 7.25 ins. x 6.5 ins.)
BRACKET	
Tilting position	..... 4 stages
Fuel	..... Gas-oil mixture (50:1)
Fuel tank capacity	..... 3.2 litres (0.92 US gals.)
DIMENSIONS	
Overall length	..... 520 mm. (20.47 ins.)
Overall width	..... 360 mm (14.17 ins.)
Overall height (S)	..... 1,035 mm. (40.75 ins.)
Transom height	..... (S) 381 mm. (15 ins.) (L) 508 mm. (20 ins.)
Weight (S)	..... 23 kgs. (51 lbs.)

SPECIFICATIONS OF 5BS

PERFORMANCE	
Max. horsepower	..... 5 hp/5,000 r.p.m.
ENGINE	
Type	..... 2-stroke, Single
Displacement	..... 92 c.c. (5.61 cu.in.)
Bore x stroke	..... 50 x 47 mm. (1.969 x 1.850 ins.)
Cooling system	..... Forced air-cooled
Starting system	..... Recoil hand starter
Ignition system	..... Flywheel magneto
DRIVE SYSTEM	
Gear shift	..... Forward-neutral-reverse
Reduction ratio	..... 1.92 (25/13)
Standard propeller size	..... 3 x 185 mm. x 165 mm. (B x D x P) (3 x 7.25 ins. x 6.5 ins.)
BRACKET	
Tilting position	..... 4 stages
Fuel	..... Gas-oil mixture (50:1)
Fuel tank capacity	..... 12 litres (3.2 US gals.)
DIMENSIONS	
Overall length	..... 450 mm. (17.72 ins.)
Overall width	..... 300 mm. (11.81 ins.)
Overall height (S)	..... 1,005 mm. (39.57 ins.)
Transom height	..... (S) 381 mm. (15 ins.) (L) 508 mm. (20 ins.)
Weight (S)	..... 24 kgs. (53 lbs.)

*Specifications subject to change without notice.

The two new outboard motor models have been recently introduced by Yamaha. One is the 5B, improved version of the 5A and the other, the 5BS which is the brand-new model featuring a separate type fuel tank.

Both are mounted with the proven 2-stroke, 5-port aluminum cylinder engine and newly developed 3-stage gear shift system. Also, the separate ignition coil/flywheel magneto mechanism has greatly improved the efficiency of engine starting.

Every movement is easy and smooth thanks to the full pivot system, eventually bringing on quicker, safer fishing operation at less fuel consumption.

The 5BS, equipped with a separate type fuel tank containing full 12 litres, meets the need of fishermen who want to work longer for a larger catch of fish without refuelling. It proves to be a special advantage for the outboard motor of this size.

The style of this model has broken a conventional image of the air-cooled outboard motor model, too. The newly adopted cowling bottom and top cowling have made this model a nicely low-silhouetted outboard motor.

Also, as for both models, noise level has been noticeably lowered by the adoption of large-size intake silencer and aluminum air shroud.