



YAMAHA NEWS

1976

NO. 5

Trans-American Demonstration Tour

Very few models aroused a bigger sensation even prior to their market debut than Yamaha's new superbike model XS750C.

Yamaha Street XS750C topping Yamaha's full line '76 is an exciting superbike model literally covered with numerous technical improvements and refinements as represented by its advanced engine design of 4-stroke, 3-cylinder DOHC shaft drive. A superbike age which opened during the First-Seventies, is now entering the second stage.

Yamaha XS750C — it's a real bike of the day, symbolic of Yamaha's long-accumulated motorcycle technology bound to set a trend throughout the second stage of the superbike age.



XS750C

Arouse A Sensation among
Big Bike Fans Everywhere
along A 10,500-km Route

Finishing touch

A recent Trans-American demonstration tour by five of the new XS750C machines was positively a finishing touch to the already-proven performance and dependability of this model. Also, it was a well-organized attempt aimed to launch the best possible PR exercise for this model in advance to its actual debut on the gigantic market of the United States. Demonstration tour was conducted by a 7-man team including Messrs. Higure and Yoshida from Yamaha Motor along a route eastward to Daytona, Florida and back for a period from February 28 to March 15, starting Los Angeles, California where the headquarters of Yamaha International Corporation is located.

The course ran through the vast deserts of the West and the boundless plains of the Deep South. That was a real Trans-American tour and all machines were customer ready with no special modifications done.

(continued to inside pages)



Review of Japanese Motorcycle Market Part II



Increased female users

It is a matter for special interest that female users doubled their share up to a level of 19%. More than 100% advance over last survey (1973).

On the other hand, femal users took only 1% of total over-251cc bike users, just like before.

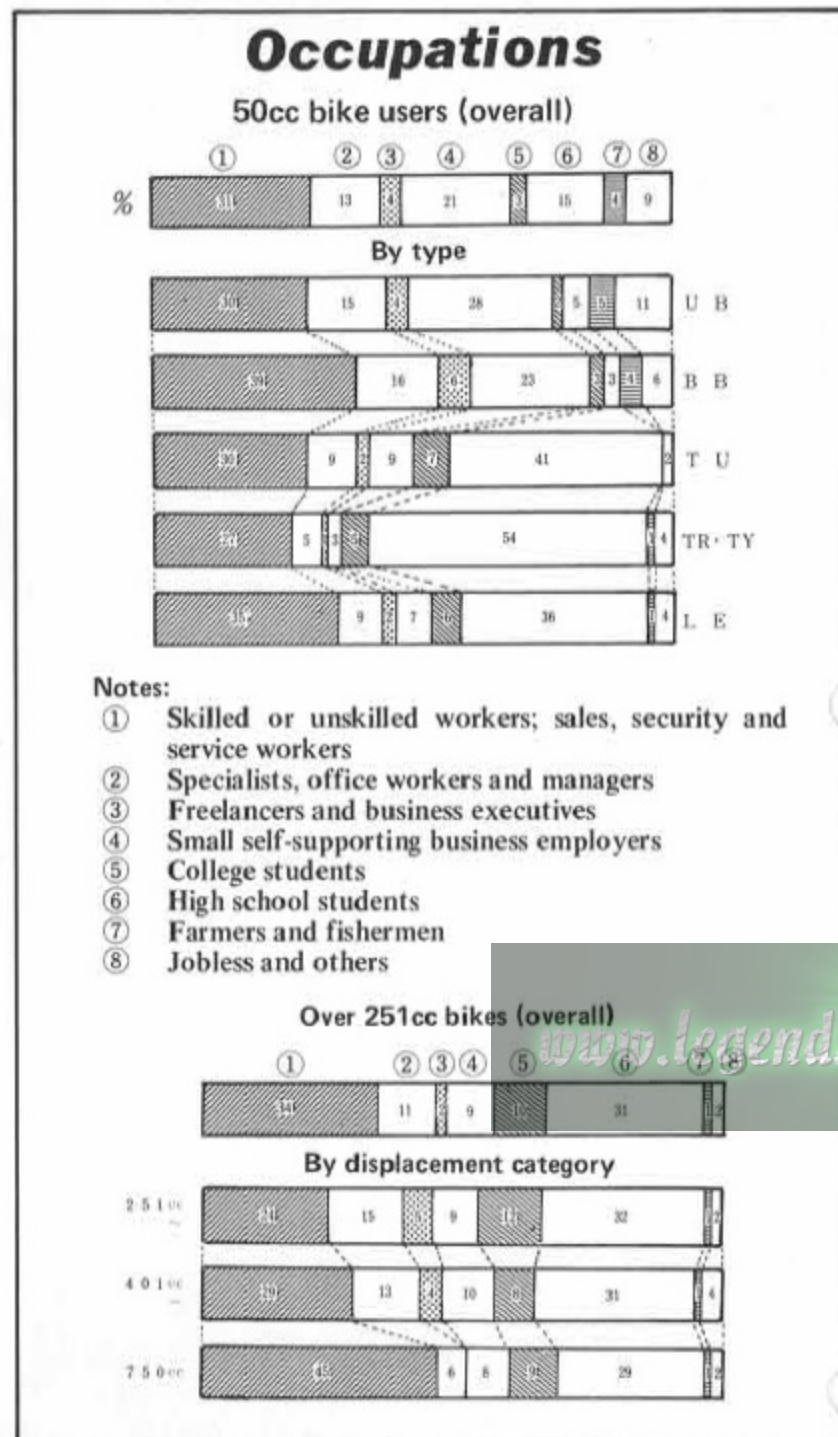
It was also revealed that most of female users purchased UB and LE bikes.

Compared to the two previous cases (1971 and 1973), users in general showed a longer cycle of replacing their bikes with new ones. Also, a smaller number of users switched over to over 251cc bikes from smaller ones while a slightly larger number of users preferred 50cc bikes to their previously-owned larger ones. Also, due to a lengthened cycle of replacement and decreased switch-over users, purchasers of new bikes increased their relative percentage especially in over 251cc category.

Note: UB — Underbone type
 BB — Backbone type
 TU — Touring sport type
 TR — Trail sport type
 TY — Trials sport type
 LE — Leisure type

Who use the bikes

Main users of 50cc bikes were householders, followed by housewives and sons or daughters. But, householders decreased their share while housewives doubled their share and sons or daughters also showed a considerable advance. On the contrary, 67% of over 251cc category was taken by sons. This meant a smooth 10% increase over last survey. Sons or daughters cited TU, TR, TY, or LE models as the best. On the other hand, householders preferred to ride



UB or BB models. Larger displacement bikes of over 251cc category were favored by younger motorcyclists.

Occupations

As you can see, a far greater share of over 251cc category was taken by students and workmen, skilled or unskilled while 50cc bike users showed less concentration on those groups. Thus, share distribution followed almost the same pattern as before. UB and BB models were purchased mostly by commercial motorcyclists while students preferred to own TU, TR, TY or LE models. Also, nearly 50% of 750cc bike buyers were skilled or unskilled workmen. One of other major findings was that a larger number of purchasers preferred payment on loan to that in cash than before. This was much more notable with over 251cc category.

Expanding Utility of 50cc Bikes

The market of 50cc bikes looks set for future expansion with the backing of always-growing utility here



Touring season has just opened here. Touring — it is one of the most popular motorcycling activities in Japan just like in many other countries. It was only several years ago that motorcycle touring was deemed as something less appealing to most of 50cc bike users at least. They considered it as rather a big job demanding a larger displacement bike and a rider's full equipment to cover a long distance.

Therefore, in those days 50cc bikes were intended mostly for commuting or luggage carrying through urban traffic. But, with a much richer variety of 50cc models introduced by Japanese manufacturers one after another, leisure-time touring and sport have added to the utility of those bikes.

Demand or preference for 50cc models is always getting more diversified. That's to say, spirited performance, ideal dependability, smooth handling, superb economy and attractive styling — all these factors must be satisfied in those bikes.

Leading such a new trend, Yamaha offers a wider selection of 50cc models designed and constructed so as to make the best possible appeal to the users belonging to various age groups, both male and female.

From FIM Meeting

The Spring Meeting of the Bureau Central and the permanent Commissions of the Fédération Internationale Motocycliste (F.I.M.) took place in Genève, Switzerland from April 2 to 6. Some of the most important decisions taken during the above meeting are stated as follows:

Noise control

It was decided that noise level must be limited within 110 dB(A), measured with the microphone placed at 0.5m from the exhaust pipe, at an angle of 45, and at the same height of the exhaust pipe, but at least 0.20m above the ground. 1976 is considered as a transitory period and a tolerance of 5 dB(A) shall be allowed. In 1977 there shall be no tolerance allowed. As for as trials are concerned, this limit will be reduced by 5 dB(A) in 1977.

Slick tires

For safety reasons it was decided that the thickness of the rubber of the tires at the start of the race must not be less than 2.5mm.

Venezuelan GP

The Venezuelan road racing GP will be organized next year for the first time in history.

Date set aside for the said GP is Sunday, March 27, the day right after the F750 championship round is run.

The races are to be held on a new circuit yet to be built, with government aid, near the capital city of Caracas.

Tourist Trophy

It was decided after a lengthy discussion that a new world championship title must be created in the light of the importance and tradition of the Tourist Trophy on

the Isle of Man, Great Britain and after taking into consideration a fact that it would harm the motorcycle sport in general, if the above event should be simply or straightforward eliminated from the current road racing championships.

The decision will come into effect for the 1977 Calender and in the future other race having the same characteristics will be added to make up a series.

New scoring system for trials

The following new scoring system will come into effect as of 1977:

clean	0 point
footing once	1 point
footing twice	2 points
footing more than twice	3 points
stop	5 points

It was recommended that the width of these tires must not exceed the normal width by more than 10%.

United States

Yamaha's New Powers for 1976 Motocross

The Yamaha International Corporation in Los Angeles has announced the signing of three relative newcomers to their prestigious motocross team.



Pete Schick
Manager,
YIC Racing Team

The three West Coast speedsters include Danny Turner (19) from Placerville, California, ranked #11 nationally after winding up last season with third place honors in the 125cc class.

Also joining the team will be Rick Burgett (19) from Sandy, Oregon, who rocketed into national prominence with high finishes in the 250 class at Road Atlanta, Georgia, Omaha, Nebraska and St. Peters, Missouri, during last year's Trans-AMA Fall circuit. Rounding out the talented threesome is Yamaha's hottest new prospect, Bob Hannah (19) from Whittier, California, who was signed by Yamaha after he put together an incredible string of victories (18 in 10 outings) including an impressive win in Phoenix, Arizona, over Marty Smith, last year's national number 1 plate holder in the 125 division.

Riding responsibility for the different classes is evenly distributed among the three versatile racers with Burgett performing exclusively in the 250 and Open Class and Hannah and Turner competing mainly in 125 and 250 contests while participating in Open Class events whenever possible.

In store for the youngsters is a gruelling series of over 40 meetings consisting of a mix between the Supercross Series beginning in the Spring through the Summer National Series and concluding with the Trans-AMA circuit carrying the riders into December for one of the longest seasons in professional sports.

Ultimate test of man and machine

Motocross is an extremely demanding sport to participate in week after week. It was conceived as the ultimate test of man and machine against bone-jarring, drops, steep hills and wrenching switchbacks, all of which support statements made that Motocross ranks as the second most physically demanding sport next to soccer.

This arduous endeavor requires patience and dedication to individual physical and mental development as well as a complete under-

standing of what a motorcycle will do under rugged race conditions.

Only recently have American motocross riders followed the lead of their European counterparts and developed rigorous daily training programs consisting of long-distance jogging and weight lifting, as well as high-protein diets which Pete Schick, Yamaha Racing Manager, insists upon for his underlings.

"We try to be prepared for any situation that may present itself on the race track", states Schick. "If a rider does not have the strength to react, he becomes a liability to himself as well as to the other riders which we won't tolerate".

These rigid standards have been the cornerstone of Yamaha's motocross philosophy which has resulted in an impressive wealth of victories dating back to 1973 when Dutchman Pierre Karsmakers, a strict believer in physical training, rode away with the AMA National Open title aboard a Yamaha.

Powerful machines

Team machinery for 1976 features Yamaha's innovative monocross suspension system consisting of a single shock unit passed up through the chassis instead of the standard duel-shock set up. This system allows for much smoother rides over rough terrain at high speeds.

Additional changes on the 125cc works machines center on the crankcase, cylinder and head, which will be liquid-cooled for '76 to prevent power loss and engine failure generally found to be a result of over-heating.

The prospect of maintaining the winning Yamaha tradition falls on the youngest trio of talent ever assembled by the Japanese-based motorcycle giant, but there doesn't seem to be much cause for concern. Judging by the accomplishments these youngsters have built, the responsibility appears in excellent hands.



Danny Turner



Bob Hannah



Rick Burgett

16-year old Mamola stuns racing enthusiasts

Randy Mamola, a 16-year old rider from Santa Clara, Calif. who stunned racing enthusiasts throughout New Zealand with his most sparkling performance during the 1975 running of the Rich International Marlboro Series, is expected to become the No. 1 rider in the United States in foreseeable future.

Comparison between Mamola and Roberts

Mamola, who has been developing his extraordinary racing talent in the Northern California haunts of two-time Grand National champ, Kenny Roberts, has filed his application for an American Motorcycle Association professional license this year and will begin collecting the necessary points to transfer from Novice to Junior prior to the 1977 race series.

"By 1978, Randy should be more than ready to tackle the expert professional circuit", claims Mamola's sponsor, Jim Doyle.

The Pan American pilot does not hesitate to draw comparisons between Mamola and Kenny Roberts.

"Their style is nearly identical", boasts Doyle. "The only difference is that Randy is much further along than Kenny was at his age".

The resemblances between Mamola and Roberts are startling. Both are small and well-built and blessed with an uncanny ability to find the right line on the track. Youth is the only obstacle standing in Mamola's way at the present time.

Some racing experts agree that given the chance, Randy could go out and win against the top riders in the country.

Mamola, prospective champion



Danny Turner

Age: 19
Born: August 8, 1956;
Inglewood, Calif.
Height: 5'9"
Weight: 160 pounds
Residence: Placerville, Calif.
Marital Status: Single
Hobbies: Trail riding

1975:

Finished third in AMA National 125cc standings, with his best finish a second at New Orleans; Also won first moto at Hangtown Classic (Placerville) but machine broke in second moto; Ran Trans-AMA 250cc class during fall, finishing sixth at Lake Whitney, Tex. Also was running third at Livermore, Calif., when brake cable broke in first moto, then finished second in the final moto. Was running among leaders at Irvine, Calif., when he fell.

Rick Burgett

Age: 19
Born: May 31, 1956;
Portland, Ore.
Height: 5'10"
Weight: 173 pounds
Residence: Sandy, Ore.
Marital Status: Single
Hobbies: Snow and water skiing

1975: Amid dominating matters again on the home front, broadened activities and journeyed to Sacramento, Calif., where he won an AMA qualifier; Moved onto Trans-AMA fall circuit and finished ninth in final standings of 250cc class, finishing second at Road Atlanta, Ga.; fourth at Omaha, Neb.; fifth at St. Peter's, Mo. He also was on verge of capturing overall with at Unadilla, N.Y., when, four laps from finish, his machine threw a chain.

Bob Hannah

Age: 19
Born: September 26, 1956;
Lancaster, Calif.
Height: 5'10"
Weight: 140 pounds
Residence: Whittier, Calif.
Marital Status: Single
Hobbies: Hunting, trail riding

1975:

Became dominate figure in local club races at courses around southern California, compiling a remarkable late-season string of 18 victories in but 10 consecutive appearances. He accomplished this by winning two divisions on the same day in eight of the outings, "doubling" seven straight times in 250cc and Open classes, then collecting honors in 250 and 125cc competition on another outing. The streak earned him a place on the Yamaha team for 1976.

Trans-American Demonstration Tour



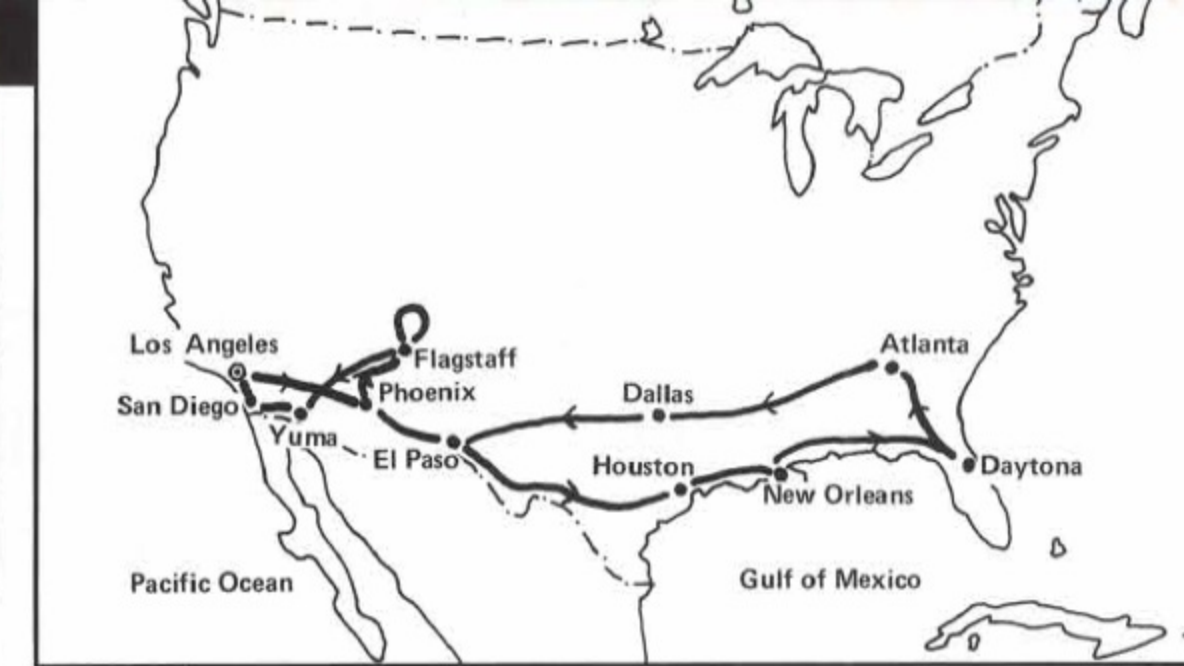
Exciting demonstration at Daytona



Preparations for next destination



Yamaha, an object for the keenest attention



Perfect machine — Yamaha XS750C

Mr. Shigeru Yoshida, a development engineer of Yamaha Motor, is also well known as a big tourer. He once made an around-the-world trip by a Yamaha 250 YDS3 for a period of 3 years from '65 to '68. In those days, such a trip was deemed as an adventurous attempt, rather than anything else. Therefore, his success in this big trip aroused an incredibly tremendous sensation when he came back to Japan.

He became the first Japanese ever to attempt and succeed in such an adventurous trip. He was considered as a pioneer of the most active motorcyclists here. This in turn helped him form a closer connection and eventually get a job with Yamaha Motor as a development engineer. That was happy for both Yamaha and him!

As a member of the Yamaha demonstration team, Mr. Yoshida had a chance to fully utilize his precious experience of the said around-the-world trip.

He summarizes how the demonstration tour was performed as follows:

It was on February 24 that five of the long-awaited XS750C arrived at Los Angeles. Service Manager Dave Tucker and his crew did their best to check those machines for any necessary adjustment. But, no major adjustments were needed.

The team started Los Angeles at 09:00, February 28, heading eastward. We went on and on along a wide-laned freeway running through the half-desert plains of the West. Visibility was exceptionally good with little traffic. What a gigantic, overwhelming sight of the West! All machines performed well and riding comfort was felt almost unsurpassed. But, speed was limited within 55-65mph in compliance with the regulations of the State.

Throughout a trip to Daytona, we covered a distance of 650km daily on the average. All machines required no adjustment or replenishment, except for each day's pre-start check. Especially, the maintenance-free drive shaft was a big score for us. It did not throw any oil or dirt like a chain and therefore the bikes stayed much cleaner. It was felt that a 5,000km trip was nothing more than a routine job for those bikes.

At any place where we stayed, the new Yamahas became an object for people's keener attention.



One of the most sensational topics at Daytona

Daytona Speed Week — It was a grand annual festival of motorcyclists and motorcycles.

Every corner or plaza was occupied by many curious types of machines. It was a show, as it were. The whole town was buzzing with excitement overnight. I believe that one of the most sensational topics was provided by our Yamahas this year.

Many ardent enthusiasts gathered around us as soon as our machines were parked at a corner. We had to answer their questions one after another — "Where did you come from?", "What are your machines?", "When and where can I have it?", "And, how about price?", etc.

After leaving Daytona, we took a route westward to Los Angeles through Atlanta, Jackson, Mississippi, Carlsbad, New Mexico and San Diego. Our return trip was even more pleasant, contended with the successful results of our demonstration at Daytona, and with the performance of the new Yamahas as well. We went into Flagstaff, a highland area about 2,600m above the sea level.

Temperature fell down to -4° in the morning. What a contrast to Daytona in blazing sunshine!

But, our machines withstood such a severe trial. No trouble at all!

We arrived at Los Angeles all in safety on March 15.

Everything was OK! Our attempt ended in a big success.

We are convinced that the new Yamaha made the best possible appeal to American enthusiasts.

No trouble but one bad fuse!

They spent the first night at Phoenix. The second day took them to El Paso, the third day, Del Rio. The fourth day about a hundred miles from Houston, one of the machines stopped dead in the middle of the freeway. After making a routine trouble shooting check the trouble could not be located. But, after some time, a bad solder joint was found at one end of a fuse holder. The repair was very easy and the group made it on into Houston, for dinner.

The next three days took them to new Orleans, Tallahassee and Daytona Beach.

Demonstration at Daytona

The Daytona Speed Week '76 was just at its height in blazing Florida sunshine, and one of the main aims of this tour was to unveil Yamaha's brand-new superbikes at the annual Daytona 200.

Crowds gathered everywhere the bikes went. At one point police had to control the crowd that blocked a Daytona street just trying to get a closer look. Just before the 200-mile event started, the five bikes made a demonstration lap for the crowd. Response was found far greater than had been expected.

Enthusiasm to those bikes hotted up in combination with Yamaha's Venezuelan star Johnny Cecotto's dramatic victory.

It took them four and a half hours to get back to the infield area where the bikes were parked after the event because of the throngs of people pushing to see the new Yamahas!

Before leaving Daytona, the carburetors were re-tuned and the timing checked, they were off to Atlanta. The Atlanta service center was the scene of a day of maintenance. No adjustments were necessary on any of the machines and only valve clearance was checked. The return trip went from Atlanta westward to Jackson, Mississippi, Dallas; Carlsbad, New Mexico, Flagstaff, with a side tour of the Grand Canyon; Tucson, San Diego; Laguna Beach and the return to Buena Park.

Both riders and machines were all OK.

They covered a total distance of 10,500km virtually without troubles. The machines were so smooth and quiet that some of the riders were almost lulled to sleep on the highways!



Ardent fans visit a hotel even at night

On their way to Daytona





J. Cecotto

Baker, overall winner Cecotto retires because of exhaustion

— F750 race, Venezuela —

The Venezuelan round of the FIM Cup Formula 750 Series took place on the San Carlos circuit some 150 miles from Caracas on March 21. That was the first big international road race event ever organized in this part of the world.

Both 100-mile legs were raced in high temperatures rising up to 107 degrees!

Cecotto on a Yamaha TZ750 easily won the first leg some 30 seconds ahead of Steve Baker riding a similar TZ750 machine entered by Yamaha Canada.

Even during the second leg Cecotto was in complete command of the situation again, much to the delight of his local fans. It looked as if he had all set to add another

15 points to his F750 championship tally, but, was forced to retire because of extreme exhaustion. The 107 degrees and the humidity robbed him of a win. Baker went on to win this leg and became the overall winner of the Venezuelan round.

Final results

1st.	S. Baker	Yamaha
2nd.	Gary Nixon	Kawasaki
3rd.	J. Newbold	Suzuki
4th.	M. Rougerie	Yamaha
5th.	J. Long	Yamaha
6th.	R. Cleek	Yamaha



S. Baker (left), overall winner



Baker's flawless riding



Unusually hot!

Baker's another victory — Italian round at Imola —

Steve Baker riding a Yamaha Canada-entered TZ750 machine convincingly won the Imola 200-mile race, third round of the F750 series on April 4. Johnny Cecotto was unlucky again. He retired on the first lap of the first leg when a clip-on handlebar came off in his hand.

Cheered by 80,000 excited Italian fans, Baker won both legs in a flawless manner.

Takazumi Katayama also on a Yamaha TZ750 finished overall 4th.

1st.	S. Baker	Yamaha
2nd.	M. Rougerie	Yamaha
3rd.	B. Sheene	Suzuki
4th.	T. Katayama	Yamaha
5th.	P. Hennen	Suzuki
6th.	J. Newbold	Yamaha



J. Cecotto

Championship Status

1st.	S. Baker	Yamaha	30
2nd.	M. Rougerie	Yamaha	25
3rd.	G. Nixon	Kawasaki	24
4th.	P. Hennen	Yamaha	15
5th.	J. Cecotto	Yamaha	15

First-aid rescue specialists training at Sugo

Yamaha's scheme of first-aid rescue specialists training is now fairly under way.

As already reported, Yamaha is now directing particularly greater efforts toward the promotion of first-aid rescue specialists training.



Arrest of bleeding
Yamaha is now the leader of first-aid rescue specialists training.

A two-day session recently held at Sugo, northeast Japan was more demonstrative of Yamaha's positive policy to minimize the disaster of traffic accidents.

The session was intended for the employees of Tohoku Branch and Sugo Motor Land, and DR. Masaaki Okamura an authority in this line here served as instructor. On the first day participants were given a lecture for the relief and protection of the injured, seriously or slightly. On the second day their acquired techniques and knowledge were tried out at the spot under the assumption that a traffic accident actually occurred.

Artificial respiration, heart massage, arrest of bleeding, carrying-out, etc. — all necessary first-aid techniques were thoroughly practised.

It goes without saying that non-accident is the best of all. But, if a considerable number of accidents must be taken for granted, the second best measures is to check accident disaster to a minimum.

With this target in mind, Yamaha will continue strenuous efforts to promote this significant scheme.



How to prevent suffocation



Artificial respiration (mouth to mouth)

News around industry

Motocross and trials schools for policemen

It is widely accepted that riding techniques acquired in motocross or trials school, are also contributory to safer riding on normal road.

Reflecting higher public approval, Yamaha motocross and trials schools are now getting popular nationwide.

The Kyushu Branch of Yamaha, south Japan recently organized special training sessions of motocross and trials schools for motorcycle policemen upon request by the Police Authorities of Nagasaki Prefecture, Kyushu District.

Motorcycle policemen who stand in the forefront of traffic control, must acquire advanced riding techniques for smoother performance of their daily duties.

Motocross school

A two-day session took place for 20 police-

men on a specially prepared course around the Unzen technical highland. T. Suzuki and N. Kinoshita, both competent motocross riders of Yamaha, served as instructors, teaching policemen various fundamentals of motocross riding, such as riding position, braking, corner work, gearing, jumping, etc. Training and practice were felt rather hard for motocross beginners but found very much useful for them.

Trials school

16 policemen attended a 2-day session of trials school held on a temporary trials course established by Daito automobile school, Sasebo, Nagasaki.

On the first day participants were trained for essential trials techniques including tight-corner negotiation, steep hill ascending or descending, off-camber riding, etc. On the

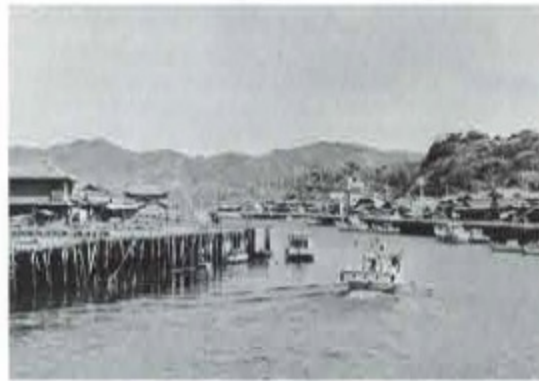


second day their acquired techniques were thoroughly drilled against various sections established along a route observed by Kinoshita and Y. Higuchi, both experts.

Topics around boats and outboard motors

Dealers Conference in Tokyo

70 major dealers recently met together in Tokyo at a time when water season '76 just opened. The conference attended by Director Nagaoka of Yamaha Motor was aimed to further tighten close cooperation between Yamaha and affiliated dealers and to discuss every detail of sales tactics '76. The boating industry of Japan has achieved a remarkable growth in every phase of its activity for the last few years. Yamaha, No. 1 manufacturer in this field here, has consistently set a pace in an overall upward trend. High-quality FRP boats of varying types and sizes and a wider selection line-up of outboard motors from Yamaha have greatly widened the areas of both utility and recreation on the water. Especially, contributions rendered by fishing boats and outboard motors for the improvement of fishery operations all around Japan are worth noticing. "The market of boats and outboard motors is now fast arriving at its maturity" said Director Nagaoka in his message, "That's to say, users' demand will constantly get more diversified for both boats and outboard motors. At this time, combined efforts and well-planned sales policy will further expand the market of Yamaha products".



Governmental investment in coastal fisheries

The Government of Japan has officially decided to invest a total of ¥200,000 mil. in the thorough improvement of coastal fishing grounds for the period of 7 years starting 1976. In line with an internationally stiffer control on coastal fishery operations, the efficient development of home fishing grounds is becoming a matter for particular public concern here. Total fishing grounds around Japan are estimated at 300,000m² in area, 120,000m² of which are left undeveloped. The above-mentioned investment is intended to develop and improve about 10% of this area. The contents of this 7-year program are to establish much more artificial gathering places for fish, to prepare and arrange the grounds for fish farming or cultivating, and to preserve or maintain fishing grounds for higher work efficiency. If this program is started along the right lines, total catches of fish are expected to increase by 300,000 tons yearly!

Wind force

As you well know, wind is one of the major factors to affect all fishery operations, more or less. Wind had a much greater sway over fishermen many years ago when it provided the sole motive power. But, it has naturally lessened its control on them since outboard or inboard motors were introduced in large quantities as an entirely new propulsion power. Nevertheless, wind will not cease to inevitably affect fishermen's operations.

Read wind force

The quickest or the simplest way to read the force of a wind is to look over the phase of waves. Generally speaking, the stronger a wind becomes, the higher the crest of waves grows. For instance, in the case of scale 0, the sea is as placid as a mirror. When wind force reaches scale 2, sea surface becomes rippled and the crest of waves rises up to 0.2 - 0.3m in height. Also, in the case of scale 4, white-formed crest grows 1.5m or higher.

At scale 6, sea surface becomes rather rough with wave crest rising higher than 3m. The wave bottom can be clearly seen.

Wind scale	Corresponding speed m/s	km/h
0	0 ~ 0.2	under 1
1	0.3 ~ 1.5	1 ~ 5
2	1.6 ~ 3.3	6 ~ 11
3	3.4 ~ 5.4	12 ~ 19
4	5.5 ~ 7.9	20 ~ 28
5	8.0 ~ 10.7	29 ~ 38
6	10.8 ~ 13.8	39 ~ 49
7	13.9 ~ 17.1	50 ~ 61
8	17.2 ~ 20.7	62 ~ 74
9	20.8 ~ 24.4	75 ~ 88
10	24.5 ~ 28.4	89 ~ 102
11	28.5 ~ 32.6	103 ~ 117
12	32.7 ~ 36.9	118 ~ 133
13	37.0 ~ 41.4	134 ~ 149
14	41.5 ~ 46.1	150 ~ 166
15	46.2 ~ 50.9	167 ~ 183
16	51.0 ~ 56.0	184 ~ 201
17	56.1 ~ 61.2	202 ~ 220

New from Yamaha

"Yamaha-29" Groupe Finot naval architects

A new 29-foot cruising sailboat has just been introduced by Yamaha under the designation of "Yamaha-29" Groupe Finot naval architects.

This is a Yamaha-original model and all plans have been drawn up by Groupe Finot of France, one of the most renowned boat designers in the world, to embody Yamaha's original concept into an overall unique, innovative cruising sailboat.

The basic design concept is to achieve an ideal balance between design simplicity and efficient function, and to provide an ample, comfortable inside living space, ensuring highly dependable maneuverability as well as maximum safety.

Featuring a newly-designed simple yet elegant hull and well-arranged inside layout, this boat will be one of the most successful ones among Yamaha diversified line-up. The hull is of molded FRP single skin construction and the deck is of plywood sandwiched with FRP.

Main features

1. Unique design for simplicity and efficient function

Inside living space is divided into four independent compartments, main cabin, midberth, toilet and sail locker. The simple flush deck, newly designed center cockpit, high freeboard, large and elegant tumblehome hull, etc. -all these provide an ideal balance between design simplicity and efficient function.

2. Ample, comfortable living space

(1) Main cabin with a panoramic view
The spacious main cabin, 1.75m headroom and 2.80m (max.) x 3.00m floor space, allowing a wide view through two large-size windows, is located at the stern, thus almost free from effect of pitching.

The main cabin is equipped with galley, sink, icebox, lockers, table, chart table, etc. all arranged in a very functional way.

(2) Midberth allowing privacy

The midberth, a double berth on each side, is located at the center, next to the main cabin. It is separated from the main cabin with a sliding door, thus providing an ideal privacy space.

(3) Dry and clear living space

The main cabin and midberth are always free from wet sails and kept dry as the sail locker and toilet are separately located at the bow.

Ample, comfortable living space is always ensured so that versatile marine life can be enjoyed to the fullest extent.

3. Easy-to-access deck and cockpit

The simple flush deck is divided into fore and aft decks by the center cockpit to improve the sail work efficiency on the fore deck, and to use the aft deck as a sun deck. The center cockpit is designed so that every kind of maneuvering such as halyard, sheet or steering operation can be done within the radius of just one meter. Thus, maneuvering needs no more than one skilled skipper.

4. Excellent cruising performance

The auxiliary engine, tanks, ballast and other heavy equipment are grouped together at the center of a boat for the sake of better weight distribution. Speedy yet reliable cruising can be ensured under all sea or wind conditions.

5. Maximum safety and anti-corrosion characteristics

Maximum safety is considered by two life lines, selfbailing cockpit, bright mast lights, stainless steel fuel tanks, lifesaving equipment locker, etc.

In addition, the ERP hull and plenty of stainless steel parts used will ensure longer life against deterioration by rust and corrosion.



Particulars

Overall length:	8.70m (28.54 ft.)
Waterline length:	6.87m (22.54 ft.)
Beam:	3.05m (10.01 ft.)
Draft:	1.50m (4.87 ft.)
Displacement:	2.90 tons (6,393.30 lb.)
Ballast:	1.04 tons (2,292.77 lb.)
Sail area:	main sail - 14.93m ² regular jib - 19.00m ²
Berth:	7
Auxiliary power:	Yanmar YS-8 diesel engine (8hp)
Top speed by motor:	6.4kt/h
Fuel tank capacity:	25 liters (stainless steel)
Water tank capacity:	200 liters (stainless steel)

Utility of outboard motors — Guyana

Recognized as a new, promising means for people's better and richer life, Yamaha outboard motors are now finding a good market in Guyana, an always-growing country in South America facing the Atlantic Ocean. Tremendous utility can be expected of Yamaha outboard motors possibly to increase the work efficiency of fishery operations and to improve the method of trans-

portation on the water.

Pictured here is Mr. Kurata of Yamaha Motor giving on-the-spot advice to the members of the Guyana Defence Force Marine Wing as to the proper use and adaptation of Yamaha outboard motors. All arrangements were made by Technical Services Supplies Co., Ltd., distributors for Yamaha in this country.



Vivid billboard — Indonesia

Here pictured is a gigantic outboard motor billboard made by Pagi Sore, a Yamaha dealer in North Sumatra, Indonesia. All are painted on a tin plate and make a particularly vivid appeal to the public.

Yamaha outboard motors as well as motorcycles are steadily expanding their market all around Indonesia thanks to most strenuous efforts on the side of Yamaha dealers.



100% success! — Ecuador

Enthusiasm to motocross racing is also growing in Ecuador in South America.

The Yamaha racing team under the sponsorship of Almacenes Juan Eljuri C. Ltda., new distributors for Yamaha, is most successful at almost all events.

With the backing of successful sport activity, Yamaha motorcycles are constantly increasing their share. CKD production of lightweight bikes by the above company is also fairly under way through technical aids offered by Yamaha Motor.

World championship trials

Round 5 — France — March 21

Final results

1st.	M. Rathmell	310 Montesa	47.2
2nd.	Y. Vesterinen	325 Bultaco	53.3
3rd.	M. Lampkin	350 Bultaco	54.0
4th.	M. Soler	325 Bultaco	55.4
5th.	C. Coutard	325 Bultaco	69.0
6th.	N. Birkett	325 Bultaco	70.3
7th.	J-M. Lejeune	310 Montesa	70.5
8th.	J. Wallman	325 Bultaco	74.0
9th.	U. Karlsson	310 Montesa	77.0
10th.	M. Andrews	360 Yamaha	80.0

Championship status after French round

1st.	M. Rathmell	Montesa	59
2nd.	M. Lampkin	Bultaco	44
3rd.	Y. Vesterinen	Bultaco	38
4th.	C. Coutard	Bultaco	36
5th.	M. Soler	Bultaco	28
6th.	H. Andrews	Yamaha	24.5