



## Dawn of Sport Age

### Indonesia



As reported from time to time, the rapid growth of sport enthusiasm in Indonesia is worth noticing. It can be called "Dawn of Sport Age", as it were.

#### *Like a flood tide*

With the backing of Indonesian people's surging enthusiasm to motorcycling, shipments to this country have recorded a remarkable increase for the last few years. Motorcycles, formerly regarded as handy, motorized means of transport were intended mostly for various practical purposes in this country. But, a motorcycling world of Indonesia is now presenting an entirely-new aspect. That's to say, an increasing number of Indonesian motorcyclists are getting more interested in the sporty side of motorcycles. Sport enthusiasm is now rising like a flood tide, especially, on the Island of Java.

#### *Trendsetter*

Nobody can deny that Yamaha has taken a leading part in setting such a trend by putting much greater efforts in the market of Indonesia. Surging sport enthusiasm is expected to add another dimension to the overall scale of this market.

Of all motorcycle sports, motocross racing is making the greatest appeal to Indonesian enthusiasts.

Yamaha's trail school campaign recently launched on the Island of Java for a period of two months will help this sport root deeper, which will in turn further elevate the brand image of Yamaha.

See three inside pages for full reports and pictures of how they are interested in sporty motorcycling.



# New Yamaha plant represents progressive industrialization in Pakistan; An inaugural ceremony attended by many VIP's



KD production at the height

**As already reported, Yamaha's new plant located at Uthal, Baluchistan, Pakistan, is now put into full operation for assembling lightweight motorcycles. The reports and photos of an inaugural ceremony latest received here tell us how much they expect of this plant.**

The Chief Minister of Baluchistan, Mr. Ghulam Qadir Khan was the Chief Guest. The ceremony was attended by the Provincial Ministers, Assembly Members, different High Officials of Baluchistan and Central Government, Prominent Citizens and different Heads of the Tribes of Baluchistan. Arrangements were also made for a Special Team of Journalists, Radio, T.V. and Press men to cover the occasion. Mr. Zakaria Ghani, General Manager MIL welcoming the Chief Minister delivered a speech which was replied by the Chief Minister of Baluchistan. A Welcome Address was presented to the Minister by Mr. Ali Mohd. Dawood Chairman MIL. After the speeches the Chief Minister inaugurated the ceremony. The Foundation Stone was unveiled by the Chief Minister and then the Chief Minister and the guests were taken up the Assembly Hall and Mr. Zakaria Ghani briefed the Chief Minister and the guests the procedure of the Assembling on the spot. After the ceremony a Lunch was hosted by Mr. Zakaria Ghani to the Chief Minister and all who were present there. The ceremony was covered by the National Press and a special programme was broadcasted from the

Radio. The Special News Bulletin was telecast from T.V. and the film was also made by the Central Information Department to be screened in the different Cinema Halls of the country to project this Project of Baluchistan i.e. Yamaha Plant at Uthal.



An inspection trip around a plant



Congratulatory message by the Chief Minister of Baluchistan



Highly trained skill for motorcycle assembly



Many VIP's attending a ceremony



Mr. Z. Ghani delivering a speech

## Another stride in Baluchistan's march to prosperity

Sir, It is a great honour to have you with us on this auspicious occasion and I am indebted to you for having spared your most precious and valuable time to perform the opening ceremony of the Yamaha Plant.

The setting up of this pioneer project in Uthal has been made possible by the impetus provided by the People's Government of Prime Minister Zulfikar Ali Bhutto and co-operation afforded by the Government of Pakistan and the Provincial Government of Baluchistan. At each stage of implementation of this project, we have been keenly aided and helped by the authorities concerned and we are indebted to the Industries Department of Baluchistan in particular for having made it possible for us to come into operation in record time.

It would not be out of place to briefly recount the background of this project. We appraised the Government of Baluchistan of our intentions to set up this plant in February, 1974 and were accorded their prompt approval in March, 1974. We then approached our Principals M/s. Yamaha Motor Co. Ltd. of Japan in April, 1974 who agreed to join hands as equity partners and executed the necessary agreements with us the same month. With our combined efforts, a comprehensive feasibility report was prepared and our application was submitted to the Department of Investment Promotion and Supplies in June, 1974. The application was put up for the consideration of CIPCOC in September, 1974 and after required clarifications were provided, the case was recommended for approval to the Economic Committee of the Cabinet in October, 1974. ECC dealt with the case in February, 1975 and necessary

sanction was conveyed to us on March 6, 1975. We started construction of the plant building on March 8 and, despite a severe setback caused by a cyclonic storm on May 27, which razed three-fourths of our structure to the ground, we were able to complete the entire construction programme, including installation of the Assembly Line, and commence operations on November 1, 1975. Sir, I know you are fully cognizant of the importance of this industry to the National exchequer is being billed to the tune of 400 million rupees for oil imports in the coming year. This heavy burden is created by the demand for faster means of transportation. In these days of rising costs, Motorcycles afford the cheapest combination of operation and mobility with lower oil consumption than any other mechanized transport. At this time the country has a production capacity of only 9,000 Motorcycles apart from the capacity of our plant which has been sanctioned to produce 5,000 units per year per shift. Despite moderate utilization of their sanctioned capacity by the established plants, the country still imports completely built-up Motorcycles in huge quantity. We, ourselves, imported about 12,000 Yamaha Motorcycles during the last year and registered a sale of 1,000 units per month. We estimate that the monthly demand next year will rise to 1,500 Motorcycles. Sir, you may also consider the fact that completely built-up Motorcycles are imported at a higher C&F price and are also billed at approximately 90% higher rates of duty and taxes as compared to the knocked-down kits which are locally assembled. As a result, the country has to spend more by way of foreign exchange to meet the local

demand and the customer has to pay a much higher price whereas CKD import can reduce both. It is therefore, our request that local available capacity may be rationalised keeping in view the rising demand for two wheelers. Since our plant is in the implementation stage, we are moving the Government to enhance our capacity to 12,000 units per year per shift so that we could incorporate the production requirements of this increased capacity without unnecessary alterations and expensive additions to our plant at a later stage. We have already proved to the members of a Survey team which visited us on November 7, 1975 that our plant is designed for assembling 12,000 units per shift per year and has the required floor capacity.

Thank you once again for having graced this occasion with your presence and for having given me the opportunity to say a few words about this plant. Before concluding I would like to express my grateful thanks in particular to you as Chief Minister of Baluchistan, Mr. Saifulah Khan Piracha, Minister for Industries, Mr. N.N.A. Qureshi, Secretary Industries, Government of Pakistan, Mr. Moizuddin Ahmad, Secretary Industries, Baluchistan, Mr. Riyazul Haq, Director Industries and last but not least to Mr. Ameenullah Khan, Deputy Commissioner, Lasbella for their invaluable encouragement, guidance and assistance afforded in the successful implementation of this project. I also wish to convey my gratitude to all the other people both in the official as well as non-official circles who were instrumental in the completion of this pioneer project in the province of Baluchistan.

Thank you,

# Brazil

Appearing before a footlight as one of Yamaha's leading overseas bases



Photos: President Koike delivering his congratulatory message with Mr. Gomez on his right (above)

A ceremony just opens. A military band is playing congratulatory music. (right)

VIP's taking a round-plant trip (below)



As already reported, it was in Oct. '74 that the first KD model rolled off the assembly line at a KD plant located near San Paulo, Brazil.

Ever since, production facilities have been further consolidated through Yamaha's consistent efforts in compliance with the Brazilian Government's go-ahead policy for national industrialization so that always-growing sales can be much better met. Brazil is now appearing before a footlight as one of Yamaha's leading production and supply bases abroad.

Yamaha Motor do Brasil which was established as a local corporation 100% capitalized Yamaha late in 1972, is now activity spearheading all-out efforts in production and also in marketing activity through its 180 affiliated dealers.

A grand inauguration ceremony in commemoration of the strengthened KD plant took place last autumn, attended by President Koike, Mr. Gomez, Minister of Trade and Industry and many other Brazilian VIP's.

Yamaha's KD plant is the first full-gearred one for motorcycle assembly ever constructed in Brazil, thus greatly contributing to the progress of national industrialization. In addition to the RD50, the RS100/125 will join the line in an effort to further expand the market of Yamaha motorcycles.

## New from Yamaha

# Portable Generator ET-1500

A new level of Yamaha's long-proven technology has given a birth to a new lightweight, portable generator model ET-1500 intended for use with many different types of electric appliances. It is also available in either ET-1500D or ET-1250.

Powered by a compact yet dependable multi-purpose engine MT-110, the ET-1500 always ensures the smooth delivery of ample output for general household needs or various outdoor works while extra fuel economy and superb operation safety are also included in dozens of noteworthy features.

Every operation is amazingly quiet thanks to a newly-developed large-size intake silencer. In addition, the cover and heat insulator mounted round all rotating and heating parts have increased overall durability and reduced maintenance work to a minimum. Voltage can be automatically kept at a constant level by the TR system.

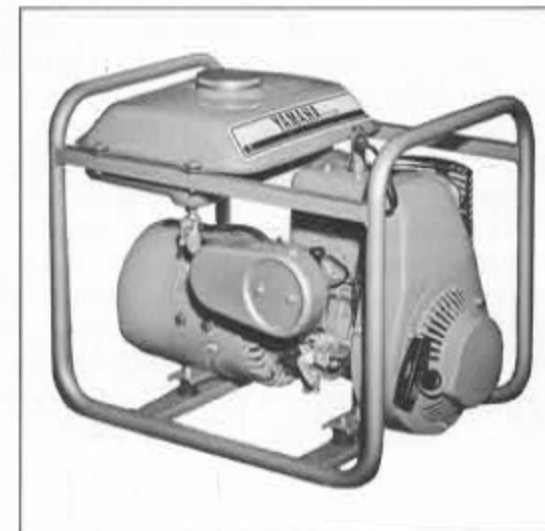
## Well-designed components and tremendous utility

Every component is precisely designed and ruggedly built with flowless function & wider utility in mind.

- (1) The carrier frame is of a light yet stubborn tubular design, providing maximum protection to the generator and engine against any impact. It is also easy to carry.
- (2) The fuel tank holds 6.5 liters, enough to allow consecutive 6-hour running.
- (3) The air cleaner incorporates a large-size intake silencer so that running noise can be reduced to a minimum.
- (4) Starting is always easy and smooth by a starter-fitted carburetor. A draining device works to take out used fuel quickly and smoothly.
- (5) Rubber mount efficiently softens or absorbs every offensive vibration while

- (6) The engine is ready to get enlivened just by pulling a starter knob. Thus, the ET-1500 offers tremendous utility as follows:

For lighting up road construction works, for warning lamps, for water-supply works, for lighting at the site where noiseless operation is required, for civil engineering works, for outdoor piping works, for electric instruments in case no power supply is available, for a power source of wireless communications, for changing batteries of motorcycles, cars, boats, etc., for night operations on your boat, for emergency lighting at night, for family's power source, for rescue activities in case of emergency for enjoying your yachting better, for enjoying your yachting better, for fishing at night, for outdoor concerts, for electrical bands, and for camping.



### GENERATOR

Frequency . . . . .	50Hz (60Hz)
AC output . . . . .	1.05 KVA (1.25 KVA)
Maximum AC output . . . . .	1.20 KVA (1.50 KVA)
Rated voltage . . . . .	120V, 220V (120V, 220V)
Rated current . . . . .	9A, 4.8A (10.4A, 5.7A)
Rated revolution speed . . . . .	3,000 r.p.m. (3,600 r.p.m.)
Magnetization . . . . .	Self-magnetization
Power Factor . . . . .	100%
Phase . . . . .	Single
No. of poles . . . . .	2
Driving method . . . . .	Direct connection

### EQUIPMENT

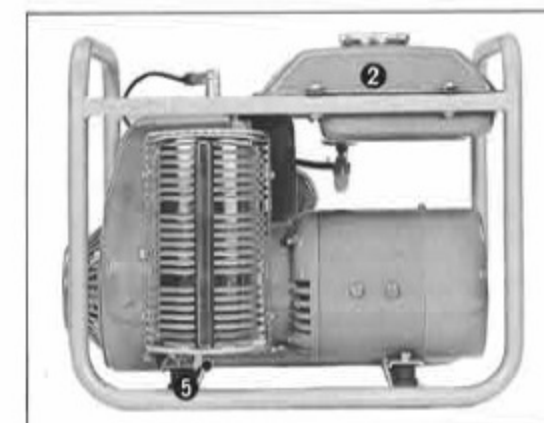
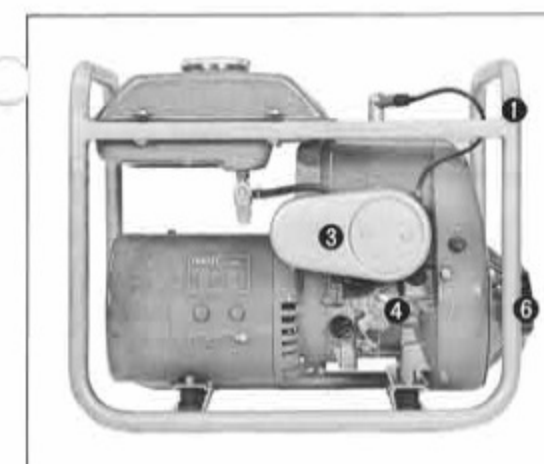
No. of sockets for AC . . . . .	2
Voltage regulator . . . . .	Full automatic system
Excess current check . . . . .	Fuse (AC)
Weight . . . . .	38.5 kg (84.88 lbs.)

## MT-110 Multi-Purpose Engine

The MT-110 series has four different versions each of which has won high popularity worldwide as a compact, dependable and economic power source intended for most versatile use. Included in technical refinements are "greater starting efficiency", "increased performance at low speed", "quiet operation", "extra durability", "ease of operation", etc.

### ENGINE

Type . . . . .	2-stroke, Air-cooled, Gasoline
Model . . . . .	YAMAHA MT-110
Displacement . . . . .	106cc
Bore & Stroke . . . . .	52 x 50mm
Max. horsepower . . . . .	4.3 HP @5,000 r.p.m.
Fuel . . . . .	Gas & Oil mixture (25 : 1)
Air cleaner . . . . .	Wet type
Governor . . . . .	Centrifugal
Fuel capacity . . . . .	3.25 lit.
Fuel consumption . . . . .	.370gr/HP.Hr.
Starting method . . . . .	Manual (recoil hand starter)



# Dawn of Sport Age

## An incredible number of spectators

Yamaha launched a two-month trail school campaign covering several major cities of Java, overall assisted by local road race riders and the staff of Harapan Motor in Jakarta. That was the first attempt of the kind ever promoted by a motorcycle manufacturer on a big scale. Mr. Kazutoshi Iwao, one of the most competent motocross riders in Japan, served as a chief instructor teaching Indonesian enthusiasts various off-road riding techniques directly applicable to actual motocross racing. Public response to this campaign was much more tremendous than had been anticipated. Every school session attracted an incredible number of spectators showing their exceptionally keen interest in this type of event. It was a good PR exercise for the brand of Yamaha and also, a strong impact onto the market of off-road bikes.



### Each two-day session

The rules of motocross racing were not so familiar with most of Indonesian motocyclists. Therefore, Mr. Iwao briefly explained "What is motocross" at the opening of a two-day session.

On the first day participants were taught all the fundamentals of motocross riding including warming-up exercise, machine check, correct riding posture, basic off-road techniques, etc. Then, using a specially prepared track, they tried their acquired techniques. The first-day training ended in an imitation race.

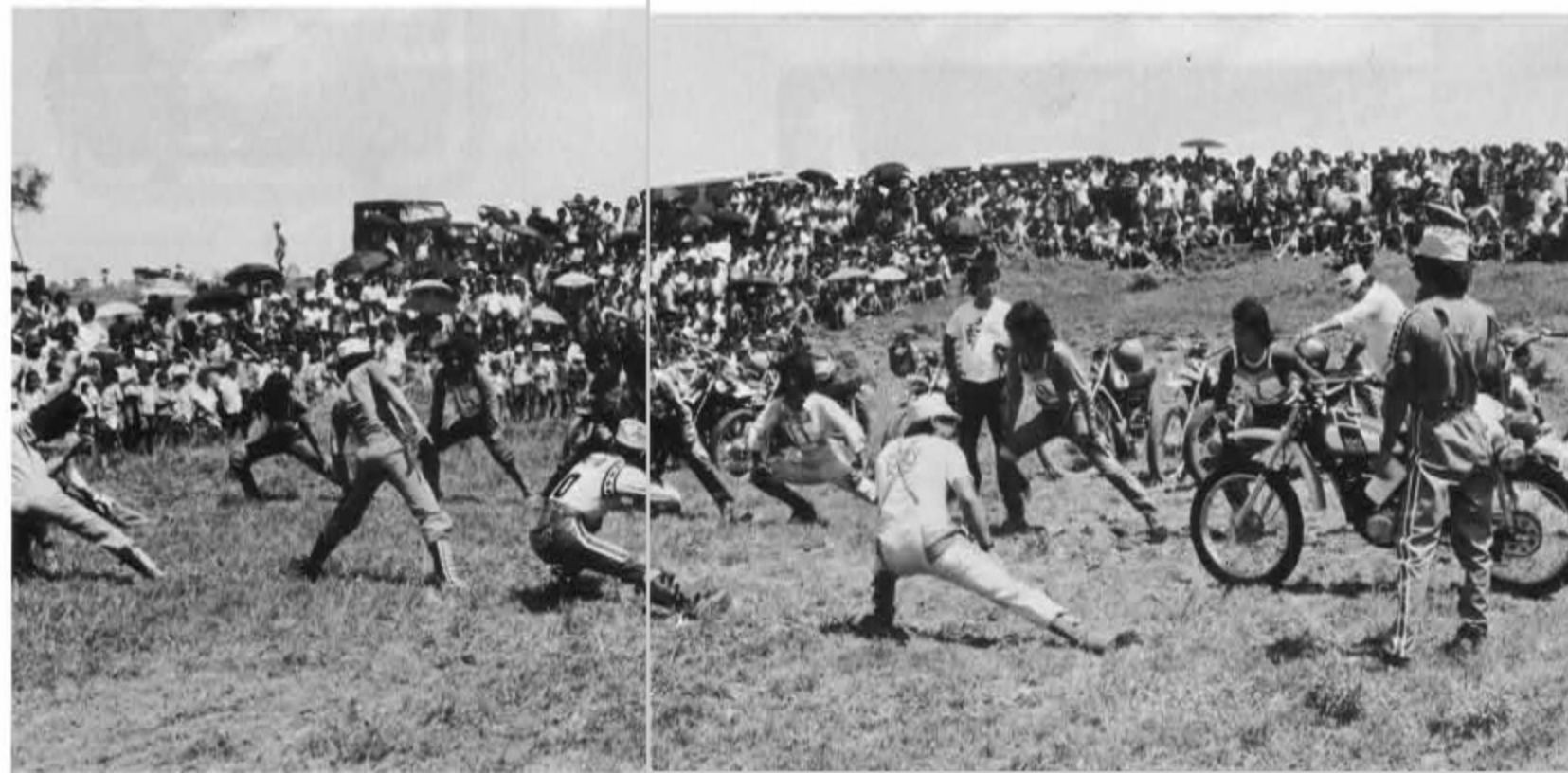
On the second day participants practised their techniques over and over again, which was quite essential for the improvement of technical skill leading to the same enjoyment of this off-road sport.

All participants without exception were zealous enough to master what they were taught within such a short period of time.

### Big success

Yamaha's first trail school campaign was a big success, arousing a fresh enthusiasm to motocross racing in Indonesia. The staff of Harapan Motor and some Indonesian expert riders greatly contributed to this success through helping Mr. Iwao smoothly promote his teaching scheme.

Also, various aids and services offered by all the quarters concerned with this type of event were highly appreciated.



# Indonesia



## Topics around Indonesia



### Motor fair

A motor fair also took place near the venue of the above motocross meeting. It attracted a large entry of new motorcycle models by all the manufacturers expanding their business into this most promising market. The Yamaha corner was nicely arranged by Harapan Motor.



### Smooth KD production

As already reported, most of motorcycle parts are locally produced in Indonesia in compliance with the Indonesian Government's positive policy for national industrialization. Those parts are assembled into complete machines ranging from 75cc to 125cc at the assembly plant located in an industrial estate in the outskirts of Jakarta. Monthly output has already exceeded a level of 10,000!



## 150,000 spectators!

Can you believe that a single motocross meeting attracted 150,000 spectators? That was a record crowd in the history of motocross racing, maybe. The meeting took place near Solo, one of the major cities in Indonesia on Jan. 17 & 18. A record crowd well reflected Indonesian



people's surging enthusiasm to this sport. Piloting a high-performance Yamaha YZM machine, Mr. Iwao demonstrated his wonderful skill, thus keeping spectators thrilled and excited. Also, three Indonesian riders rode their YZM machines in a flawless manner at an open class race.

### Yamaha, No.1



Yamaha motorcycles are steadily increasing their share in Indonesia through strenuous efforts on the part of Harapan Motor and their affiliated dealers. "Yamaha, No. 1" has become a most popular catchword.

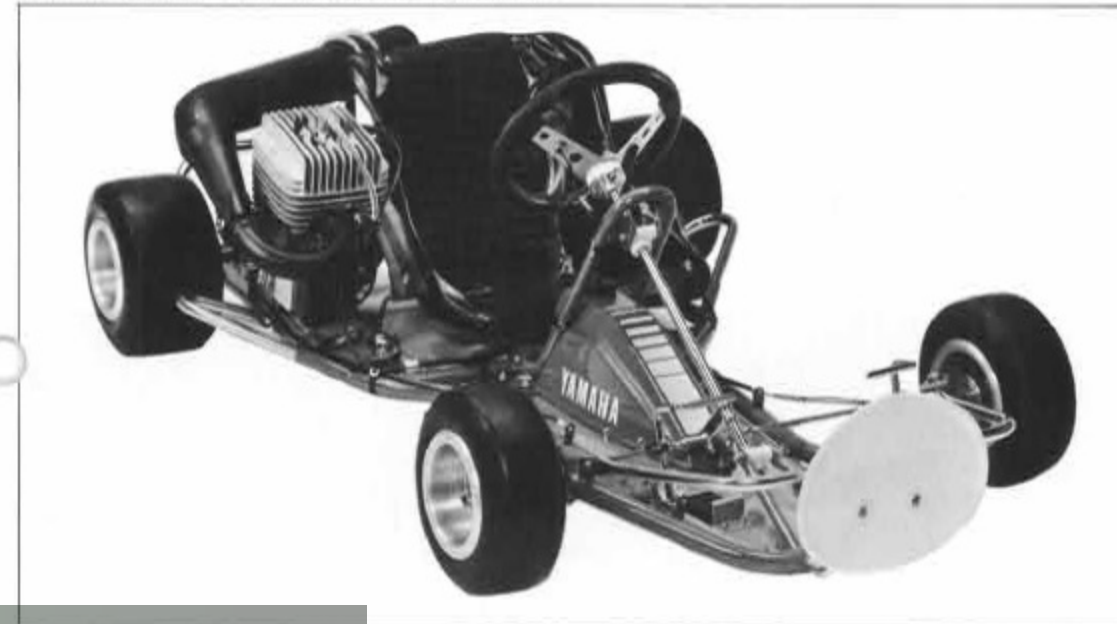


## Yamaha Red Arrow RC100S

### Raceworthy lightweight model

Kart racing is one of the most popular motor sports here. A total of 130 races take place at 25 specialized circuits throughout Japan per year, attracting a large entry of enthusiasts belonging to various age groups. The Yamaha Red Arrow RC100S introduced here on March 1 is a brand-new lightweight

model designed and engineered to be a real raceworthy machine to claim much more wins than any other rivals in its own class. The newly-designed 2-stroke kart engine KT100S powers this model for high, dependable performance.

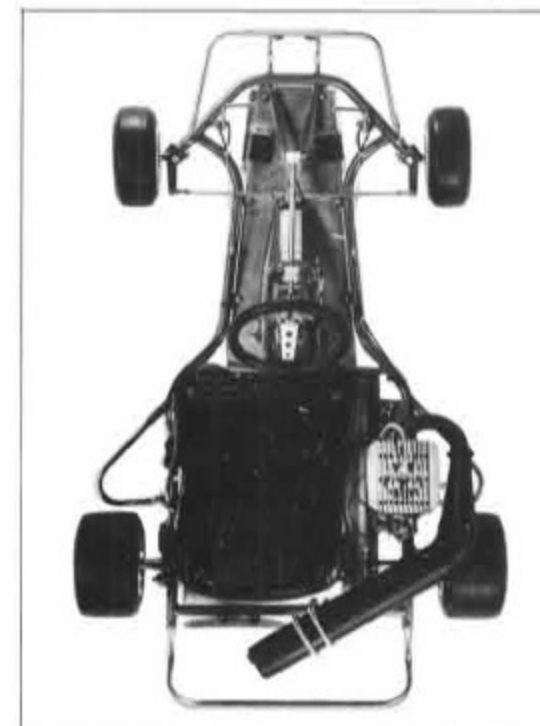


### RC100 Main technical data

<b>Engine</b>	
Type:	KT-100S, 2-stroke, air-cooled single cylinder
Displacement:	97.6cc
Bore x stroke:	52 x 46mm
Compression ratio:	9.2
Starting method:	Auxiliary electric starter
Ignition system:	T.C.I.
Fuel tank capacity:	4.0 liters
Lubrication:	Fuel-oil mixture, 15 : 1
<b>Dimensions</b>	
Overall length:	1,685mm

Overall width:	1,068mm
Wheelbase:	1,040mm
Tread: (F)	767.3mm
(R)	904mm
Dry weight:	53kg (including that of an engine)

<b>Transmission</b>	
Clutch type:	Centrifugal clutch
Reduction system:	Chain
Reduction ratio:	72T/10T (7.20)
Tires: (F)	10 x 3.60 -5 tubeless
(R)	11 x 6,00 -5 tubeless
Brake:(Only rear)	Hydraulic disc



### Racing-specialized engine KT100S

The KT100S engine has been specially designed for kart racing in accordance with new competition rules.

Main technical features are shown as follows:

- (1) The cylinderhead features nice-looking and better heatdissipating radial parallel finning.
- (2) The 5-port aluminum cylinder ensures high, dependable performance over the entire range of speeds.
- (3) Primary compression is set higher and the crankcase features better cooling efficiency.
- (4) The compact T.C.I. (transistor control ignition) system provides positive ignition sparks at all times.
- (5) Keihin floatless carburetor allows easier setting.
- (6) The large-size muffler allows flat torque development over the entire range of speeds.

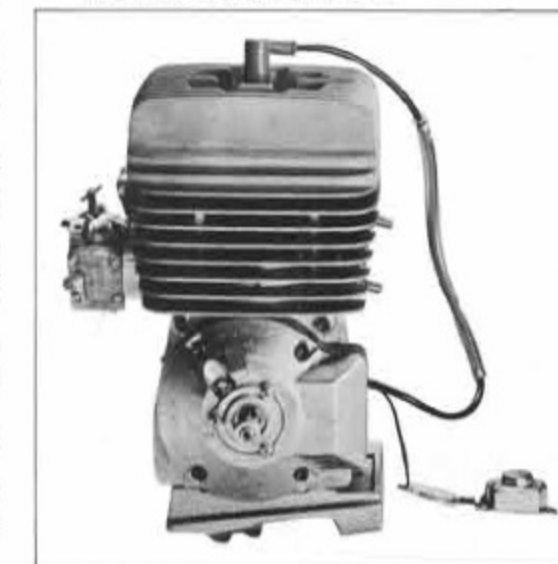
## New model

### Main technical features

With "ready use" on a competition track in mind, the RC100S is characterized by many technical improvements as follows:

- (1) The newly-designed high-tensile steel frame is light but rugged and tubeless slick tires greatly improve cornering reliability.
  - (2) Handle height is three-way adjustable. Seat location is also adjustable (both sides, forward and backward). These improvements allow a driver to take a much more natural seating position.
  - (3) Footrests are newly fitted to both sides. An acceleration and brake pedals have been designed larger in size. Overall maneuverability has been improved through these improvements.
  - (4) Wheels and panel frame are made of reinforced aluminum alloy and sprockets and rear axle are super duralumin-made so that durability can be increased with total weight reduced.
  - (5) Both front and rear treads can be adjusted in accordance with the actual conditions of a racing track.
  - (6) A single direct-coupled system a newly-designed double steering gate add extra rigidity and strength to the entire handling equipment.
  - (7) Both number plates and a specially designed drive chain are standard equipment.
- Also, a rubber-mounted side bumper is designed much more raceworthy and can be easily detached from the main body. Included in other improvements are strengthened wires, a newly-fitted ignition cut-out device, etc. so that durability and safety can be improved overall.

- (7) Available is a centrifugal clutch as standard equipment, too.



# Punishing 20,000 kilometers through deserts and jungles

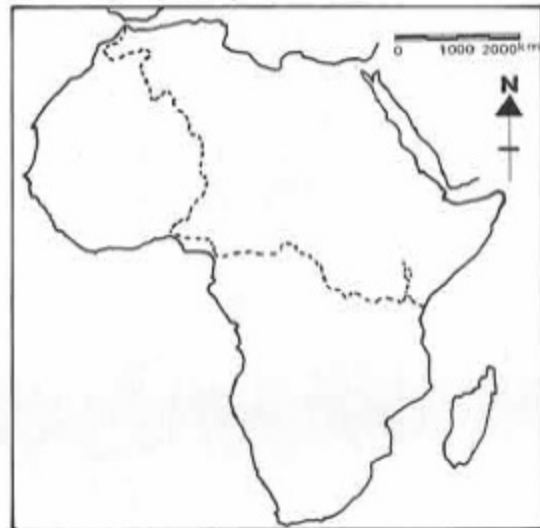
In September, 1974 David Smith, a young American who resides in Kenya left Yamaha's European headquarters in Amstelveen, Holland with three Yamaha DT360 endura motorcycles, a Mercedes Unimog Van and an adventurous crew of six to conquer the deserts and jungles of Africa. David completed the 20,000 kilometer long journey on April 6, 1975 when the Yamahas, all of which were still running strong, rode into Nairobi, Kenya.

For Yamaha, it was a proven test of strength and durability for their DT360 motorcycle.

## Fully organized

On September 25, 1974 we left Yamaha headquarters in Amstelveen, Holland and it was just great to be on our way. Our first stop was Paris where we got fully organized for the long journey ahead. Here we began filming and must have crossed Pont Neuf 20 times on our bikes to the amusement of on-lookers and to the amazement of the police. We left Paris October 14th and rode quickly south towards the warmer weather. Our route took us through Chartes, Tours, Bordeaux and the famous resort of Biarritz. We crossed the Spanish border at Irun October 18 and skirted the Pyrenees mountains on the winding road that leads to Pamplona. Once again we turned south stopping off in Madrid, Cordoba and Granada. We left Europe behind October 23rd via that Malaga-Tangiers ferry. Our Yamahas had been ridden from the North Sea to the Mediterranean with only one service check and not a single mechanical problem.

Our arrival in Tangiers was ill-timed as our journey coincided with the Arab Summit Conference. Security checks were everywhere and we were kept waiting at road blocks for four hours. We spent our first night in Africa on the beach at Asilah, 80 kilometers south of Tangiers. The next morning the whole crew was eager to try the Yamahas on the sand and everyone took a turn at beach riding.



For David and his colleagues, it was a thrilling achievement in becoming the first motorcycle expedition ever to complete a crossing of the Sahara desert, the Zaire jungles, the Mountains of the Moon and the game-filled plains of East Africa.

The Yamahas were running on oil supplied by Castrol, spark plugs from Champion and tyres furnished by Metzler.

The expedition members included: Michel Lavollay, a French medical student who specialized in tropical diseases, Thomas McNish,

an American whose job was chief mechanic, William Warren and John Resor, American cameramen assigned to record the journey on film and Lynne Aubrey and Monica Bruna, two American girls who looked after the housekeeping. All the expedition members including David Smith, shared the task of riding the Yamahas.

During the 20,000 kilometer trip, David kept a day-to-day journal, writing down the expedition's progress, delays, problems and successes. Here is a synopsis of that journal:



## Departure for Sahara

We pushed on to Rabat where we spent two days gathering supplies and then headed over the Atlas mountains to the ancient market city of Marrakech. Marrakech is a film makers paradise and we eagerly got the cameras rolling. Unfortunately on our second day of shooting we were arrested for using walkie-talkies between the film crew and the bike riders. The Police confiscated all our equipment and it took us four days and a trip back to Rabat to convince them of our innocence. After reclaiming our equipment, we turned north to Casablanca and dropped in on MIFA, Yamaha's Moroccan importer to get a service check. Leaving Casablanca behind us we turned east to Meknes and then on to Fez. We rested in Fez until November 4 when we departed for the Sahara Desert.

## On and on.....

After riding the Yamahas through beautiful mountain passes and gorges we were finally

testing them on scrub-like desert roads. They performed admirably and we crossed the border into Algeria and stocked up on fresh fruits and vegetables in the town of Bechar. Here began what we felt was the real start of our adventure. It was November 21, a very windy day and there were three foot sand drifts on the road when we left Bechar and rode into the vast Sahara.

Riding through the drifts was easier than we expected and we arrived at the first oasis of Beni-Abbes at dusk. Here we had the first accident of our journey. In the fading light, Michel, riding one of the Yamahas fell into a pot hole and broke his leg. I had to drive Michel back in the van over the desert at night to Bechar and his broken leg meant the end of the journey for him.

Once back at Beni-Abbes we refuelled and resumed our attack on the Sahara. The week it took us to reach Tamanrasset will be remembered by us all as hot, sandy and very tough going. The first day out from Beni-Abbes we managed to reach Fort Mahon and the following day we braved high winds and made Ain Salah where the road suddenly ended. Except for having to change the rear sprockets which wore out quickly because we were of course running with dry chains in

the sand, the bikes remained mechanically perfect.

From Ain Salah to Tamanrasset is only 710 kilometers but it took us three days to reach our goal. The van, not being equipped with flotation types was constantly getting stuck in the soft sand. Often we had to backtrack on the Yamahas and dig the van out. We arrived in Tamanrasset in the late afternoon covered with dust and very, very tired. But as we rode the Yamahas down the main street, people first stared at us, then started cheering and all of us felt very happy.

In Tamanrasset we loaded the van with enough fuel and supplies for 1,200 kilometers, hired a native guide to take us off the beaten path and set off on December 13th. The bikes were running great and Tom, our mechanic, only had to change the air filters. For the next 12 days, we rode over 300 and 400 foot high sand dunes, rocky hills and hard sand flats up to 50 kilometers long. It was a real test for the Yamahas as well as for us to be so long alone in the desert.

## Filming forbidden!

We approached the Nigger border with much apprehension. We were all worried about our film equipment because filming here was forbidden. At customs, the two girls, Lynne and Monica, did their utmost to distract the officials and apparently they did the right thing. Our equipment was not discovered and we were off on a two-day ride over rough desert trails to the town of Arlit. We had heard that there would be petrol here and luckily there was or we would have been stranded. When we approached Arlit, we thought at first it was a mirage. Instead it turned out to be an enormous uranium factory in the middle of the Sahara and the petrol was the most expensive in all of Africa at \$2.50 a gallon.

In Arlit, our guide found out about a native

wedding that was to take place a day's ride away. This turned out to be one of the highlights of our trip. It was a tribal marriage of a desert prince who invited us to stay for the festivities. We spent Christmas day at the village of In Gall and the next part of the journey, the five day ride to Niamez, the capital of Niger, was the roughest to date. We had to travel over heavy corrugated roads with deep ruts and even deeper sand. Snads storms cut down our visibility and we were lucky to make 100 kilometers a day. In Niamez we celebrated New Year's eve and decided to change our route because of Nigerian border problems. We rode instead through the country of Dahomey to the city of Ganvié on the Atlantic coast and had our first swim in the ocean in two months. Here we hit the first paved roads in 3,500 kilometers and crossed easily into Lagos, Nigeria.

In Lagos, Tom changed the sprockets, the chains, cleaned the carburetors, the heads and adjusted the bikes' suspension. All of them were still in excellent condition and running well. We left Lagos January 22 but minus William Warren who had to return to New York.

The ride to Douala, a port city of Cameroun, was a rough one for the van. The tarmac road was full of pot holes which the bikes could zig-zag around but the van couldn't. At Douala Tom had to change a cylinder on one of the bikes and this turned out to be the only major repair during the entire trip.

## Another trouble

We hurried on to Yaoundé, the capital of Cameroun and ran into an unforeseen problem. The government of Zaire had closed its borders to tourism and we had no idea how we were going to get through to Kenya. After waiting in Yaoundé 12 days where we attempted to get visas through friends and the American Embassy, they were finally granted.

The first day out of Yaoundé we had our

second accident on the bikes. As Michel had done earlier in the trip when he fell and broke his leg, Monica did the same five hours out of Yaoundé. It was our fist day in the jungle and she just didn't brake hard enough for a sharp turn. Monica went off the road and broke her leg coming off the bike. We had all had accidents of one kind or another during the journey but nothing more serious than falling off and receiving a few scratches. Tom flew back with Monica to Paris where she had to undergo an operation and rejoined the expedition later in Bangui. We continued on without them and entered the Central African Republic February 14. Since there were only three of us left at this time, John, Lynn and myself, we had to put one of the Yamahas on the trailer behind the van.

Then only 30 kilometers from Bangui, the Mercedes' engine overheated and seized. Luckily for us we had a Swiss mechanic traveling with us at the time and he towed us in and pulled the engine. Still, to be broken down in the middle of Africa was no joke and it took a month before the parts arrived and we were ready to roll again. Tom had rejoined us by this time and we finally entered Zaire March 17.

The Yamahas were still running great but once again we were in trouble. During our first night in Zaire, our tents were stolen along with some equipment. The rainy season was just around the corner so we were worried about keeping dry. Later we found out that we had camped amidst a den of thieves.

## Nairobi, a goal!

We made good headway through the Zaire jungle, crossed many rivers and just enjoyed riding the bikes until we came to the town of Kisangani, which used to be called Stanleyville. Here we took a two-day break and all of us were surprised by the disintegration of what was once a booming town in the Congo.

The next leg of our journey was very interesting because we were in the land of the smallest people in Africa, the Pygmies. From here we rode into Watusi country where the tallest people in Africa live and then skirted the Mountains of the Moon.

By now we were moving pretty quickly and anxious to get home. We rode through Birunga National Park where we saw huge herds of elephants and antelope, passed through Rwanda April 1 and finally Uganda where we hit the paved road that would take us all the way into Nairobi. It was great to ride the Yamahas through the Great Rift Valley surrounded by game and out to Mombassa on the Indian Ocean. Then finally on April 6, we arrived in Nairobi.

Looking back on the journey, the bikes fared much better than we did. During 20,000 kilometers the Yamahas had a combined four flat tyres caused by thorns and a scored cylinder. We had two badly broken legs, jungle sores and sunburns. But we also had the wonderful feeling of conquering the deserts and jungles of Africa.



## 1,450 Yamaha Bikes Sold! Motor Cycle Show in Belgium



Yamaha motorcycles are still rising to popularity in a steady curve in Europe. Reflecting this trend, d'Ieteren Sport N.V., Yamaha's new importer did very well during

the Motor Cycle Show in Belgium. They expected to sell about 1,000 units during the show but in fact total sales ran up to 1,450 units!

What a remarkable advance in comparison with last year's 600 units!

The Yamaha corner showing a sparkling full line of '76 models attracted a lot of spectators each day. Prince Albert (Brother of the King of Belgium) looked extremely

interested in new Yamahas, too.

Photos: From left to right, Prince Albert, Mr. Roland d'Ieteren (Managing Director of d'Ieteren Sport N.V.) and Mr. M. Seys (Sales Manager of d'Ieteren Sport N.V.)



## Barcelona Boat Show — Spain

The Barcelona Boat Show, one of the most prestigious events of the kind in Europe, took place late in January. Forerunning a prosperous water season, a richer variety of new models exhibited by a larger number of manufacturers than ever before provided a good topic of the day. The Yamaha corner arranged by LEDASA as usual showed a full line of Yamaha outboard motors as well as some FRP pleasure boats, thus making a special appeal to spectators throughout the session. Thanks to their untiring efforts, "Yamaha" is becoming one of the most popular brands in this part of the world, too.

## Most successful Yamaha riders — Venezuela

Apart from Jonny Cecotto's winning 350cc world road racing championship, Yamaha riders entered by Venemotos in Caracas proved themselves to be most successful in road racing and motocross, national or international, held within the

territory of Latin America, i.e. Mexico, Costa Rica, El Salvador, Guatemala, Panama, Puerto Rico, Republic of Dominica, Colombia, Bolivia, Ecuador, Peru, Uruguay, Chile, Argentine, Brazil and Venezuela as follows:

### Road racing

#### World champion

Latin American champion  
Latin American sub-champion  
Latin American sub-champion  
National champion  
National champion  
National champion  
National champion

#### Johnny Cecotto

Aldo Nannini 125cc  
Ivan Palazzeze 125cc  
Pedro Mezerhane 350cc  
Aldo Nannini 125cc  
Tonino Milano 250cc  
Rogello Cardozo 350cc  
Eduardo Aleman 251 - 500cc

### Motocross

Latin American champion  
Latin American champion  
National champion  
National champion  
National champion  
National sub-champion  
National champion  
National champion  
National champion

Lorenzo Dalbon 125cc  
Fernando Macia 250cc  
Guillermo Trujillo 90cc Infant  
Luis Pocovi 100cc Novice  
Lorenzo Dalbon 125cc Senior  
Juan Arteaga 125cc Junior  
Fernando Macia 250cc Senior  
Daniel Lopez 250cc Junior  
Fernando Macia 500cc Senior  
Rufo Rojas 500cc Junior

### World championship trials

## Andrews finishes 7th — Irish round

Forerunning the international sport season '76, the Irish round of the world championship observation trials series took place in Northern Ireland on February 14. Mick Andrews finished overall 7th, riding a Yamaha 360 machine offered by Yamaha Motor N.V. in Amsterdam.

In this round Finland's Y. Vesterinen on a 325 Bultaco performed best and became the first foreign rider to win a major event in the UK.

### Final results

1st.	Y. Vesterinen	Bultaco	62.4
2nd.	R. Edwards	Montesa	64.9
3rd.	C. Coutard	Bultaco	68.3
4th.	N. Birkett	Suzuki	69.5
5th.	M. Rathmell	Montesa	72.6
6th.	U. Karlsson	Montesa	74.9
7th.	M. Andrews	Yamaha	75
8th.	M. Lampkin	Bultaco	79