



An exciting news for big dirt bike fans

## Yamaha TT500C Unveiled for '76

Introduced here is the brand-new TT500C for 1976. It comes in a big, exciting 4-stroke off-road riding model first ever developed by Yamaha.

### High performance engine



The TT500C is powered by a newly designed 4-stroke single-cylinder SOHC engine. Based on Yamaha's long-proven experience of engine development, the new 4-stroke engine is tailored for extra durability and reliability under all imaginable terrain conditions, thus enabling a rider to enjoy a thrilled motocross feeling.

The dry-sump forced oil supply system keeps all internal friction surfaces adequately lubricated for maximum engine performance at all times. A light, rugged flywheel magneto generating system also greatly helps the engine deliver smooth, dependable performance.

### Other technical highlights

The 5-speed transmission features positive and smooth shifting. Well selected gear ratios maintains an ideal amount of power in reserve to prevent unnecessary shifts. The gears are specially tempered for extra hard-

ness allowing extra precision tolerance.

The rear shock absorbers with a 100 mm stroke incorporated an internal gas damping system. High-pressure compressed inert gas ensures better heat transfer resulting in higher shock absorbing efficiency.

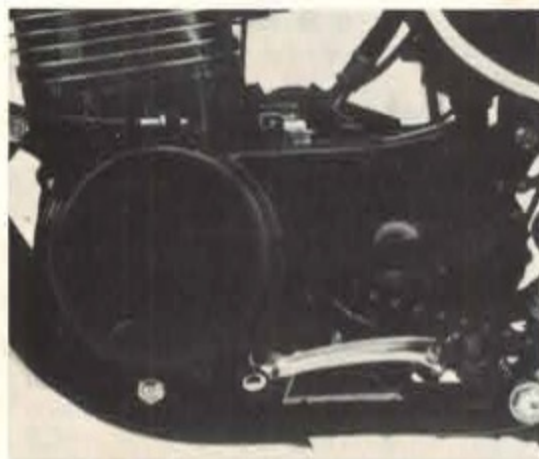
The rugged single-downtube cradle frame is of a high-tensile type and withstands the stresses or strains received from the most punishing surface conditions.

The handle-lever decompressor works to ease kicking-back for easier and smoother engine start. The machine can be started in any gear.

Both brakes are dust-and-waterproof and shoe plates are made of magnesium for positive and reliable performance. The front forks with a 195 mm stroke efficiently soften or absorb the impacts of varying degrees while maintaining superb stability and maneuverability.

### Specifications

<b>Engine</b>	
Type.....	4-stroke, Single cylinder, Chain-drive SOHC
Displacement.....	499 cc
Bore & Stroke .....	87 x 84 mm
Compression ratio .....	9.0 : 1
Max. torque.....	3.85 kg-m @5,500 rpm
Lubrication system.....	Pressure-feed dry sump
Starting system.....	Primary kick
Transmission .....	5-speed gearbox
<b>Dimensions</b>	
Overall length .....	2,110 mm
Overall width.....	935 mm
Overall height .....	1,120 mm
Wheelbase.....	1,420 mm
Min. ground clearance .....	215 mm
Weight (Net).....	119 kg
Fuel Tank Capacity .....	8.5 lit
Oil Capacity .....	2.2 lit
Tires front.....	3.00-21-4PR
rear.....	4.60-18-4PR
Coloring .....	White



### Czech. GP Final Results — Aug. 24

**125 cc class**

- 1st. L. Gustafsson
- 2nd. K. Andersson
- 3rd. E. Lazzarini
- 4th. B. Kneubuhler
- 5th. H. Bartol
- 6th. H. Zemsauer

**350 cc class**

- |            |                    |        |
|------------|--------------------|--------|
| Yamaha     | 1st. O. Busherini  | Yamaha |
| Yamaha     | 2nd. O. Chevallier | Yamaha |
| Piovatucci | 3rd. V. Palomo     | Yamaha |
| Yamaha     | 4th. T. Herron     | Yamaha |
| Suzuki     | 5th. P. Pons       | Yamaha |
| Rotax      | 6th. A. George     | Yamaha |

**250 cc class**

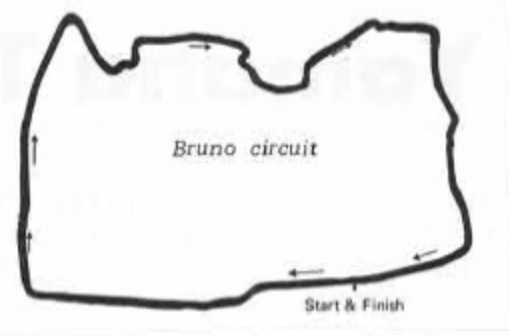
- |               |                 |                    |        |
|---------------|-----------------|--------------------|--------|
| M. Rougerie   | Harley Davidson | 1st. P. Read       | MV     |
| O. Buscherini | Yamaha          | 2nd. G. Agostini   | Yamaha |
| D. Braun      | Yamaha          | 3rd. A. George     | Yamaha |
| L. Gustafsson | Yamaha          | 4th. K. Auer       | Yamaha |
| P. Pons       | Yamaha          | 5th. O. Chevallier | Yamaha |
| T. Virtanen   | MZ              | 6th. C. Mortimer   | Yamaha |

**500 cc class**




New hero J. Cecotto.

## Road Race



## Cecotto, New Venezuelan Hero

Johnny Cecotto, the youngest champion ever in history, is now a national hero of Venezuela. Public response to his brilliant racing success was much more tremendous than had been anticipated. He had a rush of congratulatory telegrams or messages from President Carlos Andrez Perez and many other V.I.P.s. All major newspapers gave much space to reporting his wonderful success.



H. Andersson

## Final championship positions

1st. H. Everts	Puch
2nd. H. Andersson	Yamaha
3rd. W. Bauer	Suzuki
4th. A. Weil	Maico
5th. H. Maish	Maico
6th. Z. Velky	CZ

## Motocross

### 250cc class championship

## Anderson's laudable efforts Swiss GP — Aug. 31

Hakan Andersson splendidly hit back to take runner-up position in this year's championship series at the final GP in Switzerland on August 31. Andersson and Jim Pomeroy on a works Bultaco were eventually tied at points but the Swedish ace became the overall winner on time over Pomeroy.

### Final results

1st race		2nd race	
1st. T. Hansen	Kawasaki	1st. H. Everts	Puch
2nd. A. Weil	Maico	2nd. J. Pomeroy	Bultaco
3rd. H. Andersson	Yamaha	3rd. W. Bauer	Suzuki
4th. G. Moisseev	KTM	4th. H. Andersson	Yamaha
5th. J. Pomeroy	Bultaco	5th. E. Ribalchenko	CZ
6th. P. Pippola	Maico	6th. A. Weil	Maico

## Andrews Is Fighting Hard!

A tough 14-round series is now coming to a conclusion. The British Yamaha ace is still fighting hard.



### Finnish round — Aug. 24

The trials in Finland consisted of 2 laps with 29 sections each. One lap was 55 kilometers long. The time limit was 6-1/2 hours but was extended by half an hour due to the length of the course. It was a very difficult circuit, and the rain made the sections very slippery. Vesterinen on a 325 Bultaco had a very good result on his home ground. Unfortunately, Mick had a small problem with the carburetor and lost 2nd place, eventually, though he was well pleased with his performance as the slippery hilly sections were found better suited to larger capacity machines. After the first lap, Mick was in 2nd place just behind Vesterinen. But on the second lap he had dirt in the carburetor and the very tight time limit made it impossible to do anything but keep blowing the dirt out.

**Final results**

1st. Y. Vesterinen	Bultaco	81.9
2nd. M. Lampkin	Bultaco	88.8
3rd. B. Sellman	Montesa	100.1
4th. M. Andrews	Yamaha	102.6
5th. M. Rathmell	Montesa	105.9
6th. N. Birkett	Montesa	117.4

### Swedish round — Aug. 31

The organization of the Swedish trials was the best of the year. Much publicity was made on the event, and thousands of people spectated it. A 50km course contained 30 sections which were divided into 55 sub-sections. To speed up the results service, the riders were given 4 score cards and at intervals around the course the scores were given to marshals who returned the scores to the start. The first group of sections were fairly easy. These were all held in the town center, so they had many spectators. Thus, many riders successfully cleaned the first seven sections. The sections were all rocky streams with the exception of four which were rocky climbs. Martin Lampkin had an exceptionally good ride. Mick also rode very well, finishing 3rd eventually.

**Final results**

1st. M. Lampkin	Bultaco
2nd. U. Karlsson	Montesa
3rd. M. Andrews	Yamaha
4th. Y. Vesterinen	Bultaco
5th. H. Bengtsson	Ossa
6th. N. Birkett	Suzuki



## Trials

### Swiss round — Sept. 6

The trials was held in the Swiss mountains at an altitude of between 2,000 and 3,000 meters.

The four lapped course of 25 kilometers per lap contained 12 sections which were rocky for the most part. Every section was possible and highly praised by all riders. Gottfried Linder, the Swiss champion on a Yamaha showed a very nice performance to equal Malcolm Rathmell's score but lost 3rd place due to a lesser number of cleans.

Although it was excellent weather, not too many people watched the trials. Most of the riders, however, voted the sections as some of the best of the year. But, on part of the course which was at a very high altitude, Mick had to push his machine, which made him very tired.

**Final results**

1st. Y. Vesterinen	Bultaco	23.3
2nd. N. Birkett	Suzuki	28
3rd. M. Rathmell	Montesa	32
4th. G. Linder	Yamaha	32
5th. M. Andrews	Yamaha	39
6th. C. Coutard	Bultaco	43



## Championship positions after Swiss round

1st. M. Rathmell	Montesa	99
2nd. M. Lampkin	Bultaco	97
3rd. Y. Vesterinen	Bultaco	93
4th. M. Andrews	Yamaha	58
5th. C. Coutard	Bultaco	58
6th. U. Karlsson	Montesa	55

## News around industry

# Yamaha's new joint venture – New Zealand

Yamaha Motor has established a new import/wholesale company under capital tie-up with two local companies in New Zealand in order to further increase the sales of products such as motorcycles, snowmobiles and multi-purpose engines. The new company is to start its business activity from Oct. 1 upon an agreement reached between both parties concerned.

(Wholesale), Ltd., Yamaha's existing distributors with the headquarters located in Auckland, and the other, Morrur Holdings Co., Ltd. in New Plymouth. The new company designated "Morrur Yamaha" with its headquarters located in New Plymouth is capitalized at NZ \$42,000 80% of which have been paid by Morrur Holdings. Yamaha and W. White take 10% interest in the new company, respectively.

President Norton Morrur has taken up the post of president for the new company. With establishment of this new business system, Yamaha will sell much more motor-

cycles, especially, AG (agriculture) 100/175 and trail bikes. Also, high hopes can be placed on the expansion of snowmobile and multi-purpose engine markets.



## Wear a helmet!

# Police Agency Releases A White Paper on Motorcycle Accidents



The Police Agency of Japan has recently released a white paper on motorcycle accidents for the first five months of this year.

According to it, a total of 655 including 60 passengers were involved in fatal accidents for the above period. This meant a 30 or 4.4% decrease from the comparable period of 1974.

That's to say, 385 including 58 passengers on over 50 cc bikes were killed while 270 including 2 passengers on 50 cc bikes were involved in death accidents.

188 (inclusive of 7 passengers) were killed even with their helmets used, and, on the other hand, the number of the killed with-

out helmets totaling 467 (inclusive of 53 passengers) accounted for 71.3% of gross total of lost lives.

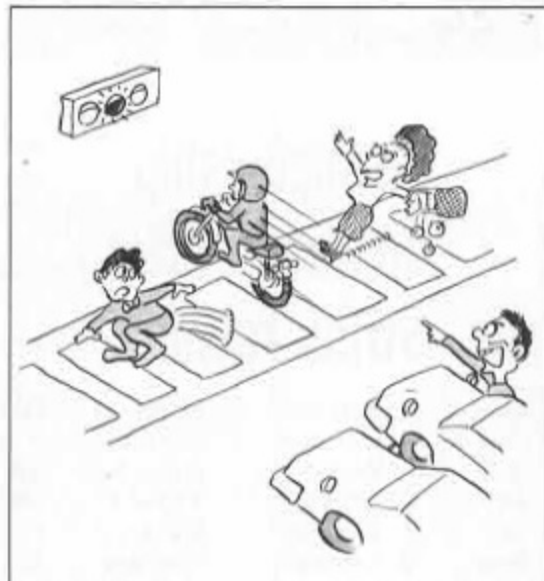
It attracted particular concern that 53 of 60 killed passengers were without helmets. Also, head injuries accounted for 293 death accidents on over 50 cc bikes and for 210 deaths on 50 cc bikes, respectively.

Wearing a helmet is not compulsory in Japan so far as 50 cc bikes are concerned. However, in the light of extreme importance to be attached to this matter basing on the above figures, the Police Agency will make a much more stringent recommendation for 50 cc bike users while larger-displacement bike users will be controlled for slower and safer speeds.



## Never make light of

# Physical/mental conditions



Particular consideration must be given to physical or mental conditions for safe riding. For example, in case one of your ears is hard of hearing, you can not instantly judge from which direction the sound has come when the horn is sounded. Then, your riding can not be perfectly safe.

Samely, anger, fatigue, overstrain, too much care to a talkative passenger, etc. will badly affect riding. Especially, you should keep it in mind that any sort of forced riding will more or less disturb your normal pulsation.

Avoid the following actions:

1. Forcible acceleration
2. Forcible overtaking
3. Passing through the crossing with a signal turned yellow
4. Forcing your way into between other vehicles

# Yamaha's pioneering efforts for market expansion

Graphic reports of Iran

Iran, the largest country in the Near East, is fast becoming the focus of world-wide attention as one of the most promising motorcycle markets.

The market is now expanding and at the same time, is suggestive of its tremendous potentiality. Every effort directed toward market development must be paid back better.

Thus, most of major motorcycle manufacturers are now specially keen to expand their business to this part of the world.

Yamaha was the first to embark on local KD production in Iran in compliance with the Iranian Government's positive policy for local industrialization.



# Third largest market for Yamaha motorcycles

The GNP of Iran has sharply risen, thus bringing Iranian people much more earnings, due to the increased price of oil since a recent world-wide oil shock. This has naturally accelerated their interest in motorcycles. With the backing of such a factor, Yamaha motorcycles have continued to enlarge their market as handy, convenient means of transport.

Now, Iran is the third largest market for Yamaha motorcycles. Yearly sales have already boosted to 90,000 occupying more than 65% of total Iranian market.

Honda and Kawasaki are also pushing forward with construction of their respective KD plants in Iran. Those plants are scheduled to start operation within next

year. This will inevitably result in much hotter share contest. Yamaha, however, will lose its established leadership to none.



**Graphic reports of Iran**



**Dawn of motorcycle sports**

Motorcycles in Iran have been used mostly for practical purposes such as luggage carrying, shopping, commuting to the offices and schools, etc. In a word, their interest has been directed only toward the utility side of motorcycles. Therefore, no motorcycle sports have become popular in this country, except for hill climbing which a very small number of enthusiasts try under their own competition rules.

But, with a rapidly increasing number of motorcycles in this country, much more people are renewing their recognition of motorcycles. That's to say, they are turning greater attention to the sporty side of motorcycles. An entirely-new era is now opening in Iran, so far as motorcycle sports are concerned. Then, it must be "Yamaha" that will lead this trend.



**Motocross school program**

Various topographic features are found suitable for the growth of off-road motorcycle sports. Especially, motocross racing is considered as the most promising sport that could win high popularity among action-loving Iranian enthusiasts. Once the CZ team of Czechoslovakia including J. Falta, one of the most famous MX riders in the world, promoted a motocross school program in Teheran. But, it achieved no impressive results, eventually. Yamaha's motocross school program which was promoted for the period from July 31 to August 30 around Teheran in close cooperation with the staff of Cyclot Part Company, importers for Yamaha, was intended to teach Iranian motorcyclists the basic techniques of off-road riding directly

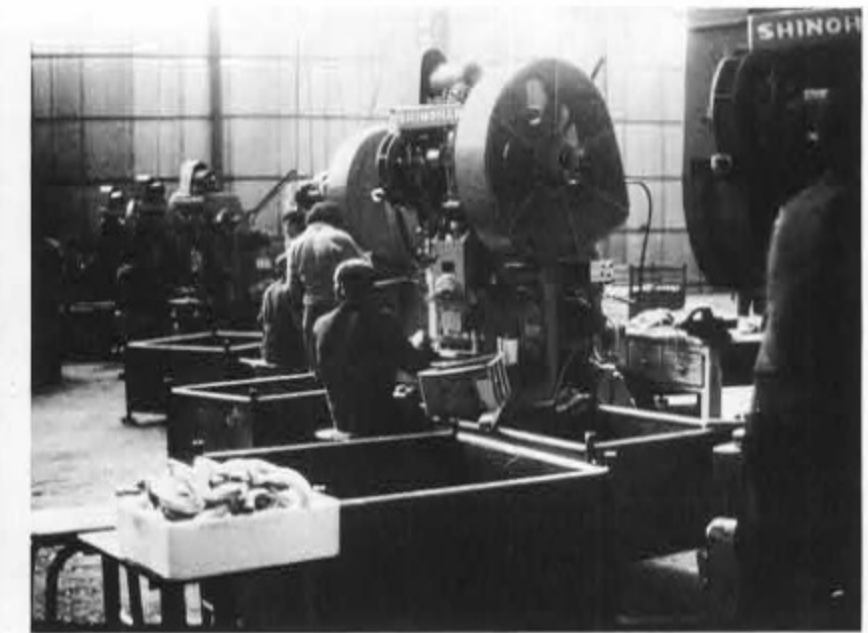
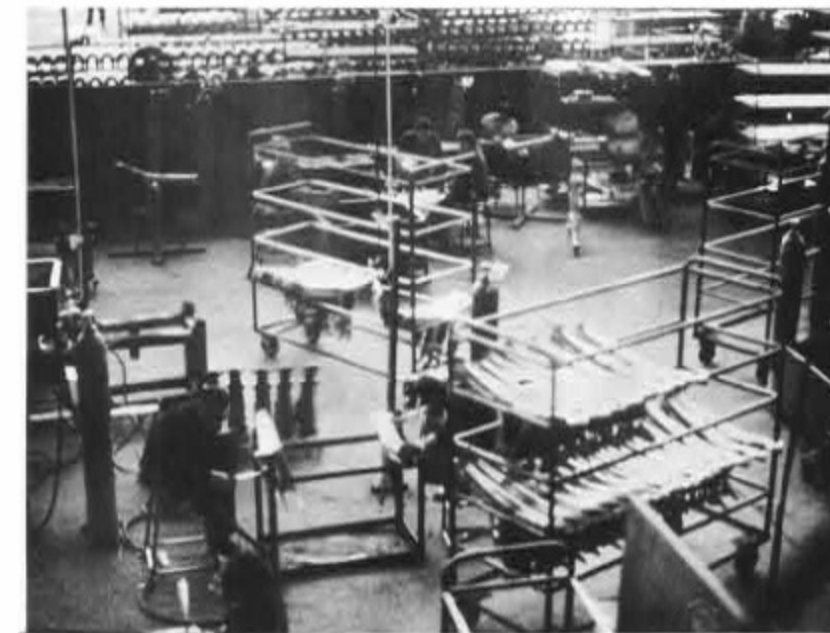
applicable to motocross racing. Mr. K. Iwao, one of the most competent riders in Japan, served as instructor for the whole session. His vast knowledge of machines and highly trained techniques of off-road riding deeply impressed Iranian motorcyclists. It appeared that they learnt the true pleasure of sporty riding for the first time. Impact on them proved to be much stronger than had been anticipated. Also, high prospects can be placed on Yamaha's production motocrossers MX400 and MX250 or trail series to be the best sellers in their respective fields. Yamaha will further develop the training scheme of this kind so that much more people can enjoy trail riding or motocross racing safely.



**KD production is fairly under way**

Yamaha's KD production plant located in Gazvin approx. 200 km west from Teheran, is now at full capacity for assembling Yamaha G5G (80 cc), L2G (100 cc) and YB125E models at a monthly rate of 5,000 - 6,000 machines. Now, "Yamaha" is positively the leading brand on the Iranian market. Those utility models of Yamaha are enjoying their unrivaled popularity among so-called ride-to-work motorcyclists in this country. Production sometimes can not catch up with such unprecedented booming sales. It is foreseen that sporty models such as motocross and trail may add to the local production line, if required by always-growing sport enthusiasm.

**Graphic reports of Iran**



# Demonstration around Galápagos

The Galápagos Islands which are located directly under the equator on the Pacific Ocean, is well known for sea iguanas and other curious animals. In short, it appears that these islands about 1,000 km far from the mainland of Ecuador have something quite free from worldliness.



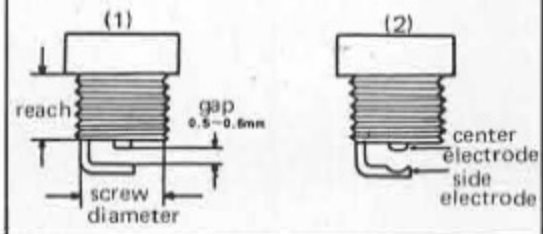
## Image is renewed

An image so far widely accepted as to these islands must be renewed now. A tendency is now rapidly getting ripe for modern motorization around the Galápagos. Eljurino Cuenca acting as distributors for Yamaha in Ecuador are specially keen to take the part of trendsetter by establishing a new dealer for the first time. Their initial demonstration of outboard motors which were recently held around these islands, had a very strong impact on their prospective users including navy soldiers.



## How to adjust plug gap

Plug gap must always be correct so that positive ignition sparks can be ensured. If gap is too small, carbon accumulated therearound inevitably prevents smooth delivery of ignition sparks. Also, too large gap results in misfiring. Optimum gap is 0.5 - 0.6 mm, just allowing insertion of two postcards. A spark plug with an electrode extremely worn down as shown on illust. No.2 must be replaced by a new one.



# Trio of Yamaha Products Highlights FETAG - Brazil -

Agriculture is one of the most important industries in Brazil and a lot of people engaging in agriculture are greatly interested in improving their work method by inducing and employing various advanced machinery and equipment for the sake of much higher efficiency leading to a better, richer life.



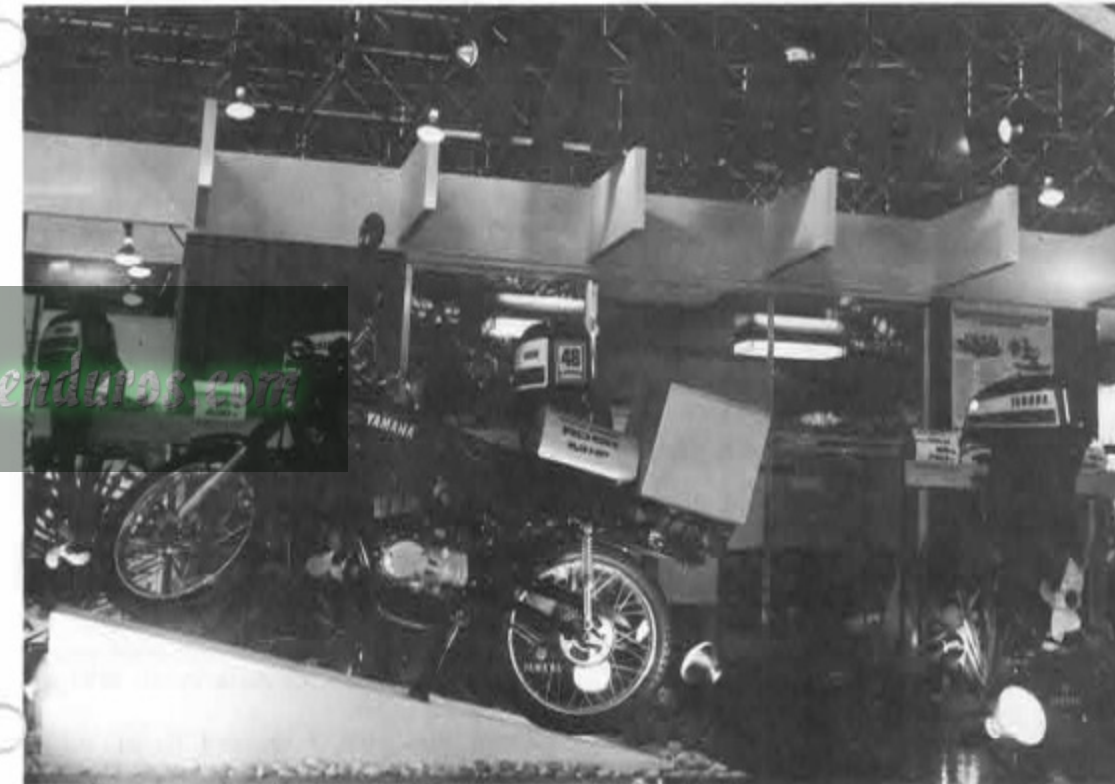
An international agriculture fair called FETAG (Feira Internacional da Industria de Agrícola) which is annually held in Sao Paulo, is the most important event of the kind for people concerned.

The fair is a place for them to look for and purchase the latest models of machinery and equipment which would help them gain more at less labor and time.

Of all Yamaha products outboard motors and generators introduced through Yamaha Motor do Brasil Ltda. have gained tremendous favor for the last several years. The market for these products is now steadily expanding.

This year, in addition to those products the specially-equipped motorcycle models of Yamaha provided one of the biggest topics at the fair.

All visitors showed their keen interest in the speciality bike AG100 and utility-converted RD50, and also, the prototype AG model based on the RS125Z and AG100 drew particular attention. Those unique bikes represented Yamaha's positive attitude toward further modernization of agriculture in Brazil.



## Yamaha 15 vs Coronado 15

A Yamaha 15 racing yacht piloted by K. Nakajima and H. Katayama overall won the 2nd Japan-US Goodwill Race held on the Lake of Hamana near Arai Boat Plant of Yamaha on Sept. 13 - 15.

The race was organized by the Yamaha 15 Association of Japan and contested by 10 Japanese and 3 American teams. As the first international event of its kind ever held here, the race attracted a lot of spectators who were lucky enough to enjoy superb performances by both Japanese and American expert pilots to their hearts' content. 2nd place was also taken by another Japanese team and a J. Holder/D. Corney team became the best American finisher (3rd).

## Japan-US Goodwill Race





## Charles, New National Champion of Uganda

18-year old Iga Charles has become a new national grasstrack champion of Uganda. Motorcycle sports, especially, grasstrack races, are now rapidly winning high popularity among young action-loving motorcyclists in this new-risen country of East Africa.

Financial aids granted by the governmental organizations are greatly helping the Uganda Motorcycle Association smoothly run their activities.

It was just four years ago that Charles, one of the most ardent Yamaha fans wrote to a Yamaha distributor in Kampala for the first time, making a promise to become a Yamaha motocross rider.

The second letter recently received by the said distributor shows that he has achieved a long-cherished ambition, and that, in a much more successful manner than was anticipated.

We can expect much of this most promising rider who will contribute to healthy growth of motorcycle sports in Uganda.



## Beating bigger machines!

"Voice of Uganda", a local paper reports his brilliant success as follows: "Charles Iga, about 18 years of age on a Yamaha 125 cc riding for the first time in a big meeting, put up a very promising performance, thus, threatening many veteran riders with whom he competed in the expert's races ....." "Charles Iga the youngest promising rider won the 6-lap Kampala Qualified Novices race when he clocked 2 m 51.5 sec. He was followed by an experienced novice rider, Senkulu who crossed the line after a second. Tofa Kiwanuka on a Jap 500 cc was third ....."

Dear Sir,  
You may remember that I promised you when I was still young that I was to become a Yamaha motocross rider. By that time I asked you to send me a list of 1971 models for a fan and I thank you for your reply.



Well, the promise became a true one and I am now the National Novice Motocross Champion on an AT1-MX. For the first time in the field and for the first time on an MX bike I earned this title. Since my letter to you early in 1971, I have owned different bikes and the favorite one is the Yamaha. I have owned Kawasaki, BSA, Yamaha 250DT2, RD200, 125AT1 and the present AT1-MX.

I am a motorcycle mechanic, mostly a 2-stroke specialist. I have a garage which consists mostly of Japanese motorcycles and 75% of Yamahas. Having read many books on the Yamies, I feel I understand them better than any other motorcycle. Back to the point, I dismantled the MX which I bought from an European who left the country and assembled it from bottom, with care and some modifications.

As it was the first time on the MX and in the field, I had to do a lot of practice to the bike, and fortunately I managed to play with it in every way.

The bike got 1st & 2nd places in all the days racing and lastly Jap's, Husqvarna's, CZ, BSA, Kawasaki, etc.

The bike proved tough when I was mixed with the 8 fastest experts and still the Yamaha got the fourth place—thus surprising many experts and spectators. Mind you this was the smallest in capacity in all of them. I will send you a list of modifications done to the bike, if you want them.

From that race, I decided to get a big bike, and a Yamaha, of course. When a friend gave me a ride on a Husqvarna 400, I decided that I could manage a 400 Yamaha or a 360.

But in your list of 1975 I really can't understand the difference between a YZ and MX400. Though I was explained by the dealers that the YZ is for very long circuits and the MX is for short ones, I can't know which is suitable for a 1/4 mile circuit.

Therefore, I want you to send me details regarding the YZ360 & MX400, explaining me everything on them—with pictures. Here are some of the photographs of my history on Yamaha's and those of the real racing with a photograph of the certificate received.

Perhaps you have never seen a DT2 climbing steps and coming down on them—days after the racing, that's what happened in the National Newspaper (the Voice of Uganda). See the sports page.

I will be very happy, if I receive a reply from you.

Yours faithfully, Iga Charles

## Useful field billboard—Venezuela

It is undoubtful that Venezuela has long been one of the most motorcycle-enthusiastic country in the world. Johnny Cecotto's brilliant success of this year's world GP racing has further accelerated public enthusiasm up to an amazing level.

With the backing of such a racing success, Venemotos, Yamaha distributors, are developing their more fruitful PR exercise by fully utilizing giant field billboards. Sales in July exceeded a level of 1,000!



## Can you believe it?

An epoch-making stunt ride was held under the auspices of Electronica, distributors for Yamaha in Reunion, Africa.

It was a cable-ferry by motorcycle called "Henry's Funablue".

Henry, a world's most famous stunt man, rode a Yamaha TY250 along a 1.2-km cable stretched between two mountain tops rising 600 meters high in the sky. Further to spectators' surprise, Mrs. Henry on a swing fitted to the Yamaha shared this utmost danger all the way.

15,000 spectators were kept in thrilling suspense.



## For closer communication

Norkis Trading Co., Inc. acting as general distributors for Yamaha in the Philippines are issuing a bimonthly PR journal called "Norkis Taliba".

The journal conveys all the sorts of news concerning the business activities by Norkis Trading Co. and their affiliated dealers, thus greatly contributing to improvement of mutual communication between both parties.



## Incredible come-back!

Carlos Cortes Pachelo, one of the most famous riders under contract with Lutz Hnos & Cia., Ltda. in Costa Rica, Central America, was heavily wounded when involved in an accident at a local race last year. The injury was seemingly serious enough to put an end to his racing career.

But, his ardent enthusiasm to motorcycle racing overcame such a misfortune, after all. Pachelo riding a Yamaha prepared by Rodolfo Lilitz, service manager of Lutz Hnos, won the 1st Latin American Championship event recently organized in Bogota, Colombia!

This incredible come-back aroused a tremendous sensation.



## 17-Year Old Kezar Takes Championship — America

With an unprecedented display of strength and riding ability, 17 year old Teri Kezar from Phoenix, Ariz. captured overall honors in the Yamaha Women's National Motorcycle Championship held at Carlsbad Raceway, Carlsbad, Calif.

Racing for the first time at the rugged Southern California track, Kezar placed first in the 250 cc Grand Prix and Motorcross heats,

while taking a second in the 125 cc Motorcross and a third in the 125 cc Grand Prix. Over 300 women coming from as far away as Florida met in the two-day championship consisting of two 2-hour Grand Prix races and four Motorcross heats.

Kezar's victory insures her of a spot in the upcoming Women's Superbowl of Motorcross trophy dash.



## Yamaha Parade cum Picnic — Malaysia

Motorcycle Industries (M) Sdn. Bhd. in Pulau Pinang, Malaysia recently organized a big touring event called Yamaha Parade cum Picnic as part of their sales promotional campaign. They paraded around town areas and famous spots receiving very much favorable public response. This also helped them win higher and wider public response for Yamaha motorcycles.

### Tough, durable, strong.....



The Yamaha outboard motor is often likened to "Rikishi" (Japanese Sumo wrestler).

Both are amazingly tough, strong and durable enough to withstand the hardest use or training.

A new PR film on the theme is now being produced.