



Mick Raises Another Enthusiasm

— Trials Riding in Japan —



*Growing
leisure-time
sport*

Mick is here again to see how deep trials riding has rooted. His visit is to raise another fresh enthusiasm to this sport.

Mick Andrews accompanied by his attractive wife Jill paid a visit to Japan late in January.

As reported from time to time, trials riding here has constantly grown in popularity since some two years ago when Mick introduced how to trials-ride for the first time in this part of the world.

The growth of enthusiasm among Japanese motorcyclists turned out to be a big wonder even to Mick.

This time, during his stay in Japan, Mick tried out Yamaha's new production trials models ranging from the TY250 to the TY80, all of which have been designed and engineered, basing on Mick's highly successful experience of international championship trials events. Also, he visited "Sugo", Yamaha's unique giant-scale motor sport zone established around a hilly area in Northeast Japan. In addition, he was present at the venue for the first round of '75 national championship trials organized by the Motorcycling Federation of Japan (M.F.J.).

As a matter of course, every necessary arrangement for his participation in this year's world championship trials was settled between Mick and Yamaha.



At Sugo

See inside pages

Mick's visit to Japan this year has undoubtedly set another enthusiasm to trials riding. We have devoted 3 inside pages to "Mick Andrews Special", thus reporting the news concerning a true picture of "trials" in Japan.

First Session Meets Expectations – Brazil –

Yamaha's Learn-To-Ride Safety Program has made another noteworthy progress. In line with more importance being attached to road safety, this Program is now winning higher public recognition world-wide. The Program is now covering the area of Central/South America following the United States, Canada, Australia and New Zealand.



A reception desk

First attempt of the kind

In order to just meet the high expectations of all local people concerned, Yamaha Motor do Brazil promoted a Brazilian LTR session in San Paulo for the period from Nov. 22 to Dec. in close cooperation with many affiliated Yamaha dealers. It was the first attempt of the kind ever organized in this area of the world, thus naturally arousing tremendous public response. Also, they chose the best time for the event of this kind. That's to say, the San Paulo Motor Show took place for the same period and the LTR session was promoted within the site for the exhibition halls, thereby bearing an ideal PR effect upon the general public.

All authorities concerned with road safety, such as the Military Police and Municipal Traffic Agency, were in favor of this event. Also, local mass communication media showed their most cooperative attitude toward it. As a result, a larger number of people applied for it than had been anticipated.



A spacious ground is offered for this event

Important market for motorcycles

Brazil is one of the most important market for motorcycles in the area of Central/South America. Yamaha Motor do Brazil, general distributors for Yamaha products in San Paulo, have continued their strenuous effort to increase sales since four years ago. Also, as previously reported, a giant-scale KD production plant constructed in the suburbs of San Paulo has already started its full-wing operation. But, as in other parts of the world, the problem of accident prevention is fast becoming a matter for keener public concern, with an increasing number of motorcycles on the road.

Especially, traffic administration authorities and other people concerned with road safety

are taking a serious view of the efficient rider education.



Listening to a lecture

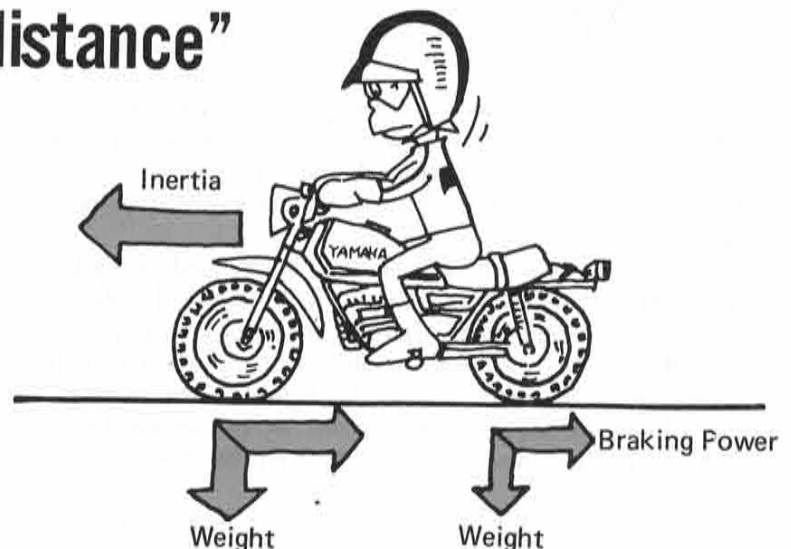
Do you know – “braking distance”

Whenever engaging a brake or brakes, you must always take into account three important factors, namely, the combined weight of you and your machine, cruising speed and surface condition. The combined effect of these factors decides the force of inertia determinative to the braking distance of your machine. Generally speaking, if the cruising speed is doubled, the braking distance will be quadrupled. At the same time, the coefficient of friction between tires and road surface has a direct influence upon braking distance.

The coefficient of friction = $\frac{\text{friction force}}{\text{total weight}}$

It varies as follows:

Dry concrete:	0.75 – 0.85	Gravel:	0.5
Dry asphalt:	0.75 – 0.80	Frozen snow:	0.15
Wet concrete:	0.6 – 0.7	Ice:	0.07
Wet asphalt:	0.45 – 0.6		





Youthful excitement at the start of LTR session

Six instructors in full action

Each day six competent instructors including Messrs. Tucano and Nivanor, both famous Brazilian riders, were in full action under the general guidance of Messrs. P.Y. Mori and S. Yonekura from Yamaha. Here also was adopted the proven man-to-man teaching system for the participants most of whom were novice motorcyclists. It was undoubtful this system helped them improve their mechanical knowledge and riding technique in a very efficient way.

Five locally assembled RD50 machines as well as a 4-stroke TX 500 and a 2-stroke Trail DT250 were offered for use by participants. Most of the novice motorcyclists wished to use the RD50 machines.

The first attempt in Brazil was positively a big success. Apart from its direct effect upon those participants, the LTR session must have made the general public renew their recognition of the importance of rider education for higher road safety.

The motorcycle is never a dangerous machine but a convenient, money-saving means for daily shopping, commuting and any other practical purposes, and for general leisure-time sport riding as well, if it is handled correctly.

One of the main aims for the Learn-to-Ride Safety Program is to have the general public think better of the motorcycle through the development of safe driving education for novice riders.

Attractions

Mr. Yonekura demonstrated his trials riding over a specially prepared course. As represented by the famous Interlagos 500, road racing is very much popular in Brazil but a lot of spectators looked greatly interested in trials riding needing the extremely delicate combination of balance and control, too.



Trials riding



▲ Famous Interlagos circuit. Yamaha riders
▼ have attained a success many times here



High school teachers take a special lesson — Technical Center Iwata —

It is a current tendency here that an increasing number of high school students ride bikes to and from their schools daily. Therefore, safe riding education for them is now becoming the matter of increased public concern. First of all, school teachers are aware of their responsibility to guide their students for safer, non-accident riding. A special session recently held at the Technical Center Iwata was intended to train those school teachers for the correct, advanced knowledge of a motorcycle and riding techniques.

All of them looked tremendously interested in this training and renewed, without ex-

ception, their recognition of the exclusive merits of a motorcycle, though some had had little experience of riding before.



Increasing Sales-Morocco

The sales of Yamaha motorcycles are constantly increasing in Morocco, Africa. Especially, lightweight utility models are enjoying an unmatched fame for their ideal operation economy plus superb handling ease making a special appeal to users here. In addition, the lightweight outboard motors of Yamaha are winning wider public appreciation for their tremendous, versatile utility, thus elevating the general brand image of Yamaha. Mifa, general distributors for Yamaha, are taking the initiative in overall promoting the sales of Yamaha products.

Photos:

1. Mifa's main shop. (below)
2. An American lady rider looking for necessary assistance for her round-Africa trip on a Yamaha Trail DT 360. (right)



For advanced service knowledge and skill of Yamaha products — Nigeria

In line with their brisk sales promotion activity in Nigeria, Yamaha distributors and dealers are now putting greater effort in perfecting their after-service system for Yamaha motorcycles and outboard motors. The mechanical training sessions for motorcycle and outboard motor mechanics are regularly taking place under the sponsorship of J. Allen & Co., Ltd. in close cooperation with their affiliated dealers.

Mr. Tunde Allen who finished the whole course of service school at the Main Factory of Yamaha last spring, is now serving as a competent instructor to train all students for the advanced service knowledge and technique of Yamaha motorcycles and outboard motors. The improvement of service system is expected to bring on another increase in sales.



RD200 Proves Tough-Nepal

A Yamaha Street Sport RD200 added an extra pleasure to an off-road touring. Off-road touring—never take it too easy. The RD200 ridden by one of the local Yamaha enthusiasts attacked the terrain around the foot of the Himalayas called "the roof of the world". The Yamaha covered a total distance of punishing 200 km from Katmandu to Pokhona (a beautiful lake) with no difficulties incurred. It took him about five hours to complete a tour but the Yamaha proved amazingly tough and steadfast enough to negotiate even various off-road conditions.



TWI session for Indonesians

Indonesian students from Harapan Motor in Djakarta recently attended the session of TWI (Training Within Industry). The TWI program is intended to help supervisors master how to lead their men better for the improvement of overall work efficiency. Under the instruction and tutelage of Mr. Ujihara, a Yamaha-approved competent instructor, all of them finished the whole course in a very successful manner, overcoming the barrier of languages. Their acquired knowledge and technique will most likely make great contributions to the improvement of Yamaha products in both quality and performance.

Mick Andrews Special

"One of the best trials courses I have ever ridden" says he

Mick at "Sugo"



Wonderful Sugo!



Mick's serious look



Working for the establishment of a section!

As already reported, "Sugo" is designed to be the first comprehensive motor sport zone ever constructed in this country, and also, in the world. It is intended to just meet the diversified needs of sporty motorcyclists wishing to enjoy leisure-time sports freely and safely in closer contact with the "Nature".

Sophisticated trials course

"Sugo" has a trials course in addition to a road race and motocross circuits. By making the most of various topographic features around a vast hilly area near Sendai, the largest city in Northeast Japan, it has been designed to be one of the best and most sophisticated trials courses in Japan. Mick went round the course accompanied by Jill, better half and good assistant, giving the staff of Yamaha precious on-the-spot advices as to the selection of a route and establishment of various observation sections. "Excellent", said he just after his tour around the course, "It will be one of the best trials courses I have ever ridden. It has everything I has long wanted to have. The course allows several different layouts, enabling both experts and beginners to train their riding techniques in the best possible way. It is bound to raise another enthusiasm to trials riding in Japan. Besides, "Sugo" is a wonderful sport zone. It has no equal in the world, and I believe that "Sugo" will greatly contribute to the popularization of sound motorcycle sports not only in Japan but also across the world.

I expect "Sugo" to be the center of world-wide sport-loving people".



Just having a run over an established section



After work is over



H. Kondo, best performer

National Trials Championship



N. Otsuki, runner-up

Mick watches Kondo best perform on a Yamaha

Hiroshi Kondo, No. 1 trials rider of Japan performed best, riding a 250 Yamaha machine at the first round of this year's national championship trials on Jan. 19. Watched by Mick Andrews, one of the greatest trials riders in the world, the Japanese star was in high spirits to clear 12 sections of 20 he negotiated.

The route was established around a rocky area around the River Hayato, demanding all competitors of highly trained techniques for successful negotiation.

Especially, the extremely tricky devil's staircase was found impossible for most of competitors to get through without penalty points incurred. With only 24 marks lost, Kondo became the best performer. Nobuyuki Otsuki riding another Yamaha fought all the way to finish 2nd only one point behind Kondo. As had been anticipated, Yamaha riders proved most successful here again.

It was just two years ago that Mick taught Japanese riders the techniques of trials riding. Ever since, they have attained a remarkable progress in their techniques. Especially, Kondo has improved his skill by 100%, according to Mick.

Wonderful performance

Both riders and spectators present at the venue were lucky enough to watch Mick's wonderful performance. After the



Mick signs an autograph

competition was over, Mick showed his highest-level trials riding, negotiating flawlessly all punishing sections specially prepared for this training run. Opening their eyes in wonder, all around the course were satiated with "Mick's Trials".

Even a devil's staircase almost impossible for Japanese riders to pass without points lost, was no more than a place for routine riding. Also, in response to a volley of questions from enthusiastic fans, Mick explained how to take a route or how to control a machine with balance maintained while riding through tough, tricky sections. "Mick is one of the greatest trials riders in the world, really"—This was an honest impression.



Kondo's riding over a ford



Go ahead!

"I will do my best" promises Mick at Jill's birthday

Their nicest time

Jill Andrews, Mick's better half greets her birthday here. Mick's promise must be the best present to her, and to Yamaha, also.

It was after joining Spanish Ossa that Mick married a neighbouring attractive girl Jill. According to them, they spent their first years together in Spain working with Ossa and running a motorcycle shop that Mick had an interest in. They celebrated Jill's birthday in this exotic country in the East for the first time.



Mick's profile

It was at the age of 17 that Mick won a national event on a British works machine.

But, it was 7 years before, at the age of 10, that Mick first fell in love with motorcycles.

His father, one of the most ardent sport fans, used to take him to all the road races on the back of his motorcycle. But, Mick did not see his first trials event until he was 14.

When he was 16, Mick was given a new AJS machine, and from then on he continued to collect wins in between working days as an automobile mechanic and going to college at night.

Mick joined Spanish Ossa at the age of 22. His relationship with this manufacturer lasted six years earning him the European Observation Trials Championship twice and the most prestigious Scottish Six Days three times.

When not travelling, Mick makes his home at Derbyshire in England. His house sits in the middle of the Peak National Park, a rocky, hilly area that borders on Nottingham Forest, Robin Hood's legendary hide-out.

In 1973 and 1974 Mick rode a newly developed Yamaha 250 machine as a sole contender for the European Championship and finished 2nd and third, respectively. But, he scored his 4th win at the '74 S.S.D.T. Now, his four S.S.D.T. successes are only one away from Sammy Miller's record.

His technical advices have made tremendous contributions to the development and improvement of production models, as you know.



A small dinner party was held at a restaurant in Yokohama in commemoration of Jill's birthday and in appreciation of Mick's effort in Japan.

"I will do my best this year, too", promised Mick, "The Trials have been upgraded to the status of world championship this year for the first time in history. Naturally, the title contest will develop itself into a more hectic dice among some top class riders", continued he in reply to the questions by the staff of Yamaha News, "Malcolm Rathmell, reigning champion has switched to Montesa, forming a powerful team with No. 2 rider U. Karlsson. Both are to ride the newly developed 310works machines. Also, Bultaco machines ridden by Lampkin brothers will be my tough rivals. Generally speaking, the Bultaco has a better engine and the Montesa's suspension system is excellent. But, I believe my 250 Yamaha will be a good match for those machines in total performance. Anyway I will try hardest throughout the tough 14-round season to open with the Irish round on Feb. 15".

Also, as to rising enthusiasm to trials riding here, Mick expressed his own view as follows:

"Two years ago when I introduced trials riding here, all riders had to use their home-made machines with no production model available on the market. But, enthusiasm has remarkably grown since high performance production trialers were developed and introduced for sale here. With these machines, Japanese riders have greatly improved their techniques, and especially, Kondo has showed a 100% progress in his skill".

Safe & Pleasurable Part 1

Develop your fun and Pleasure to a maximum

Small displacement bikes are now widely used not solely for business or utility purpose but for general leisure-time sports.

Try to develop your fun and pleasure to a maximum by contriving other various games apart from those as introduced here.

8-figure riding

Each participant must ride a bike in 8 figure around a couple of poles erected 7–20m apart. A rider completing the largest number of laps within 20 seconds will be a winner.

Effect: A rider will learn how to negotiate corners quickly and smoothly.

Tools:

1. 2 poles with flags
2. A stopwatch
3. A check list

Classification: Pole falling 5 points lost (game stopped)
(in order of the number of laps covered)

1st.	10 points gained
2nd.	8 points gained
3rd.	6 points gained
4th.	4 points gained
5th.	2 points gained
Other finishers	0

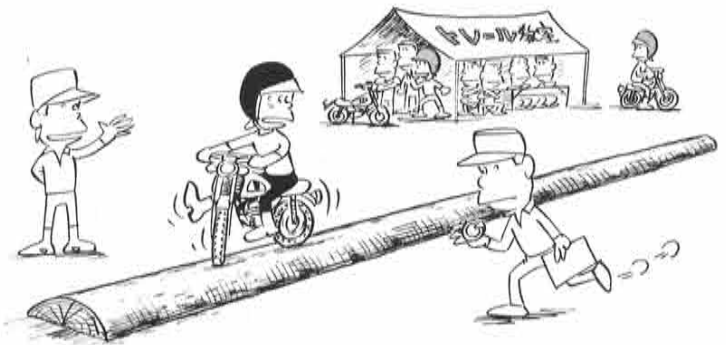
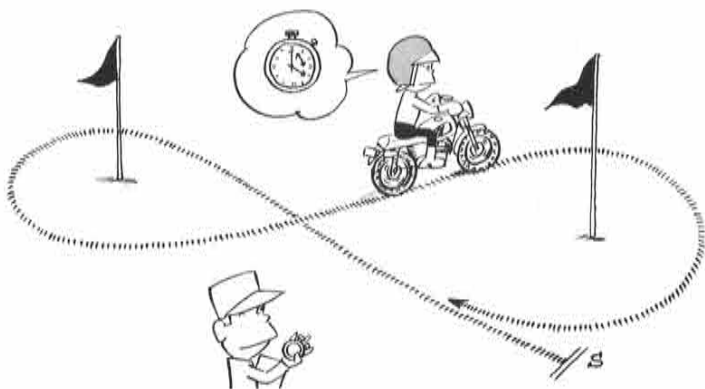
Rules:

- All participants must try one by one.
- Each rider will stand by at a start line with a running engine, and then, start with a signal given by an official.
- Each rider must continue 8-figure riding around a couple of poles.
- An official with a stopwatch must give a signal for finish just 20 seconds after start.

Knack: Slow braking and quick accelerating will better serve the purpose. Also, try to keep the same route in riding.

Instruction: Spectators must be kept off a course. Otherwise, participants might be disturbed.

Course: Two poles will be erected 7–20m apart.



Log riding

A competition where each participant must ride a bike on a vertically halved log as slowly as possible without deviation or footing.

Effect: A rider will learn how to control his machine while moving at extremely low speeds. This game needs higher skills than plank riding.

Tools:

1. A vertically halved log
2. A stopwatch
3. A check list

Classification: Wheel deviation 5 points lost (game stopped)
Footing 3 points lost (game stopped) (the slower, the better)

1st.	10 points gained
2nd.	8 points gained
3rd.	6 points gained
4th.	4 points gained
5th.	2 points gained
Other finishers	

Rules:

- All participants must try one by one. Each next starter will stand by at the starting side of a log.
- With a signal given by an official, each rider must start.
- Those who commit wheel-deviation or footing will incur penalty marks as mentioned above.

Knack: Keep eyes onto the ground ahead of a log with a fuel tank securely knee-gripped. Keep balance with a waist raised.

Instruction: Be careful to avoid skidding.

Time measurement: The length of time from a moment when a front wheel has touched the starting side of a log to a moment when a rear wheel has left the other side, must be measured.

Log: Halve a log vertically, or bury its lower half into the earth. 15–20cm high, 50–60cm wide and 10–15m long.

He rides along the Silk Road alone

— Japanese scholar's big trip —

Mr. Yoshio Ogimi, a 35-year old doctor of medicine specialized in pediatrics, recently achieved his long-cherished ambition. Being an enthusiastic motorcyclist as well as a very competent medical specialist, Mr. Ogimi had long wished to ride along the Silk Road alone, intending to gratify his genuine adventurism, and also, to investigate various medical affairs in those countries along the Road.



Something romantic

As you know, the Silk Road used to be the one and only traffic or communication route between the East and West in the old days. But, to modern people, the word feeling of "Silk Road" is something romantic. Mr. Ogimi was positively one of the novelty-thirsty and romance-seeking people, apart from his genuine scholarlike enthusiasm. He ventured to ride a total distance of 23,000 km from India to Europe through the Silk Road alone.



Yamaha Trail DT250

In carrying out his adventurous plan, he realized that success or failure would depend mostly upon a bike. He had to make the best choice by any means.

He decided to use a Yamaha Trail 250 DT for his lonely trip without hesitation, as he had well known of this bike's amazingly dependable performance under extremely hard conditions.

A Yamaha dealer at his home town took care of specially modifying his machine so that it could best fit this particular purpose.

Successful & fruitful

After starting Delhi, India, he went to ride his Yamaha westward, covering a total distance of 23,000 km within 93 days and visiting 19 countries in the Middle-Near East and Europe.

"Everything I experienced during my lonely trip interested me", says Mr. Ogimi, "Despite its relatively small cylinder displacement, my Yamaha proved tough and dependable all the way while going through rugged mountainous districts some 3,000 meters above the sea level or deserts under a scorching sun. My trip was successful and fruitful for my adventurism, and for my study as well".



Djibouti-Paris Trip on Yamahas

Here is another story of a big trip on Yamahas. Three French gentlemen riding their Yamaha RD350 machines completed an 8,000-km trip to Paris, France from Djibouti, Africa within 30 days.

According to them, it took about four months to make all necessary preparations for this big, adventurous trip. "Which is better, 4-stroke or 2-stroke—that was the most important problem for them.

After all, they decided to use the 2-stroke Yamaha RD350 machines, as Yamaha's long-proven performance was expected to best meet special requirements under extremely hard conditions.

Their route covered the rugged, punishing terrain areas of North Africa and Middle East but Yamahas performed well, even much better than had been expected, all the

way, taking them to their trip destination, Paris, quite safely. Ets. Marill, distributors for Yamaha, gave overall assistance to them in this adventurous trip.



They Brace Themselves Up '75 Boat Salesmen Conference

Though various environmental conditions here are not always in favor of the boat industry in conjunction with the oil crisis plus rampant inflation, the boat salesmen of Yamaha are now in high spirits to develop a new market with confidence. The '75 boat salesmen conference recently took place, attended by Mr. Hideto Eguchi, Managing Director and other top-level executives of Yamaha.

"It must be admitted that the boat industry is now placed under the hardest-ever situation caused by the oil shock accelerating a serious inflation world-wide", stated Mr. Eguchi, "But, we have to find our own way out of these difficulties by any means. Our

combined efforts to overcome the crisis will lead to another growth of the industry".



Fire Fighting Yamaha

Amakusa, Southwest Japan is noted as one of the best fishing grounds around Japan. As reported by this journal from time to time, an increasing number of Yamaha outboard motors and FRP boats are taking a very important part in various fishery operations. In addition, Yamaha's high-performance FRP cruiser ST-25HT has recently been

adopted as a fire fighting boat. In this district most of houses are located near and along the coast, and therefore, fire fighting operations by boat are considered extremely important. The Yamaha fire fighting boat is expected to best serve this particular purpose. It is also utilized as a rescue boat.



New PR Film

"Tribute to Saarinen"

A new PR film titled "Tribute to Saarinen" has been produced by Rod Gould, in commemoration of this unforgettable rider nicknamed "Flying Finn" for his dauntless, dynamic ride.

The film features the late Saarinen in the beginning of the 1973 season when he went on to score wins and led the title contest, riding the Yamaha 250 and 500 works racers. It vividly depicts his outstanding ability, dedication, professionalism and personality. Thus, it proves to be a most fitting tribute to the late "Flying Finn", one of the greatest riders we have ever had.

The film is available in two different versions as follows:

- A. Eastman colour: Same quality as Yamaha's previous films, priced at US\$186.00, FOB, Manchester (half price will be borne by Yamaha Motor, Japan).
- B. Ektachrome: Very high, professional quality, especially suitable for showing in cinemas, television or at journalists meetings, etc., priced at US\$288.00, FOB, Manchester (half price will be borne by Yamaha Motor, Japan).

Other details common to both versions are shown as below:

Running time: 35 minutes
Length: 1,280 feet
Size: 16 mm with sound
Narration: English, French or German

Please send your order directly to the below address:

Mr. Rod Gould, Public Relations Manager, Yamaha Motor N.V.
Postbus 7829, Prof. E.M. Meyerslaan 3, Amstelveen (Amsterdam), Holland

"Tribute to Saarinen" Wins Oscar

Yamaha's new PR film "Tribute to Saarinen" has won the prestigious French Oscar Cordon Rouge Du Film Sportif Auto et Motor.

The film tells the story of the late Saarinen's brilliant wins at the French, Austrian and West German Grands prix, and of the most tragic accident at Monza.

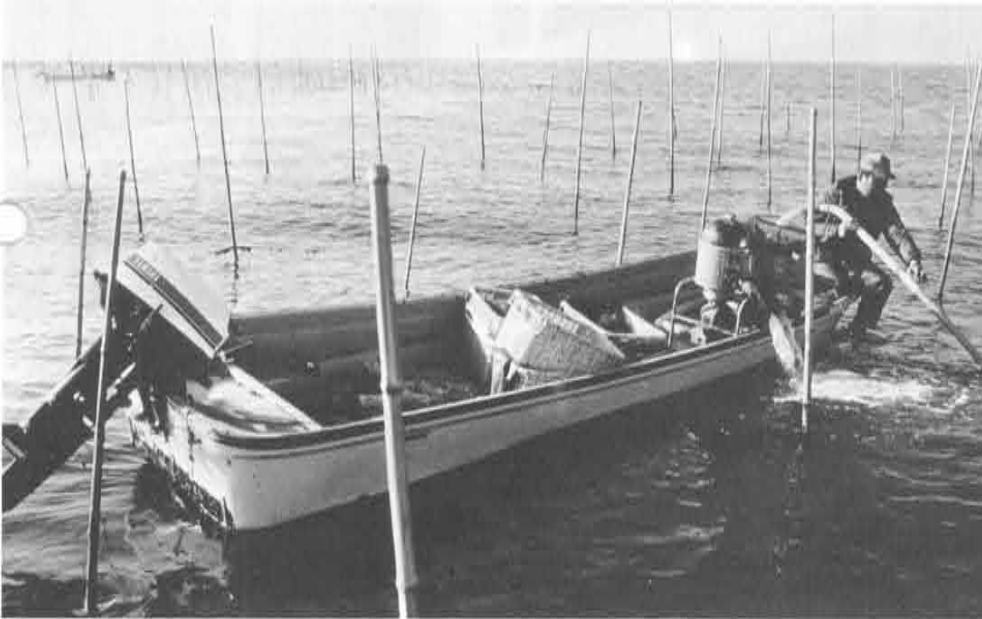
The story was put together under the guidance of Mr. Rod Gould, Yamaha Motor N.V.

Interviews with his widow, Soeli and fellow riders add to show what a popular rider he was and how his presence on the GP circuits is still missed even today.

Yamaha Outboard Motors

Sea-weed collecting at its height — Mikawa Bay, Central Japan —

Sea-weed collecting is now at its height around the Bay of Mikawa, Central Japan. As reported from time to time, sea-weed farming is now fast increasing its relative importance and output ratio in the whole fisheries industry here. The Bay of Mikawa, one of the largest farming grounds in Japan, has long been noted for brisk farming operations. Sea weed cultivated here is called "Nori" which is one of the most important marine products for Japanese people.



Smoothly operating through farming beds



More importance being attached to sea-weed farming

Seeding in October

Seeds kept in shells are placed on farming beds which are installed over a vast surface approximately 200 – 300 meters far from the seashore in October each year. Farming grounds must be expanded as seeds grow larger.

Seed-farming work needs special care and technique. Everything must be done carefully yet quickly. Yamaha-made FRP boats powered by lightweight outboard motors move smoothly through farming beds, helping fishermen greatly promote their work efficiency.

Weed collecting begins in January and ends in March. The busiest time for fishermen! During the height of weed collecting season, fishermen and all their families must be in full work all day long. But, they feel their labor well paid back when they see the weeds of fine quality collected in larger quantities than ever.



An increasing number of Yamahas contribute to this work



Quickly going to and from the shore

Boat show & race success — London

The Yamaha stand was prepared by Mitsui Machinery Sales (UK), Ltd. displaying a full line of Yamaha outboard motors and FRP boats at the recent London International Boat Show. Thanks to their strenuous efforts, the products of Yamaha are steadily winning popularity on the market. Especially, Yamaha outboard motors often prove to be excellent in performance in speed events. Here pictured (right) is the first and third place team of the 2nd Round London Boat Race. They used Yamaha 5hp outboard motors on inflatable boats. This is the second time that Yamaha products have won.



Shop Sign

A newly designed Yamaha shop sign will elevate your shop image to attract more attention from the general public. This will in turn enable you to capture more chances for sales promotion.

The shop sign incorporates a lighting system for effective illumination at night.

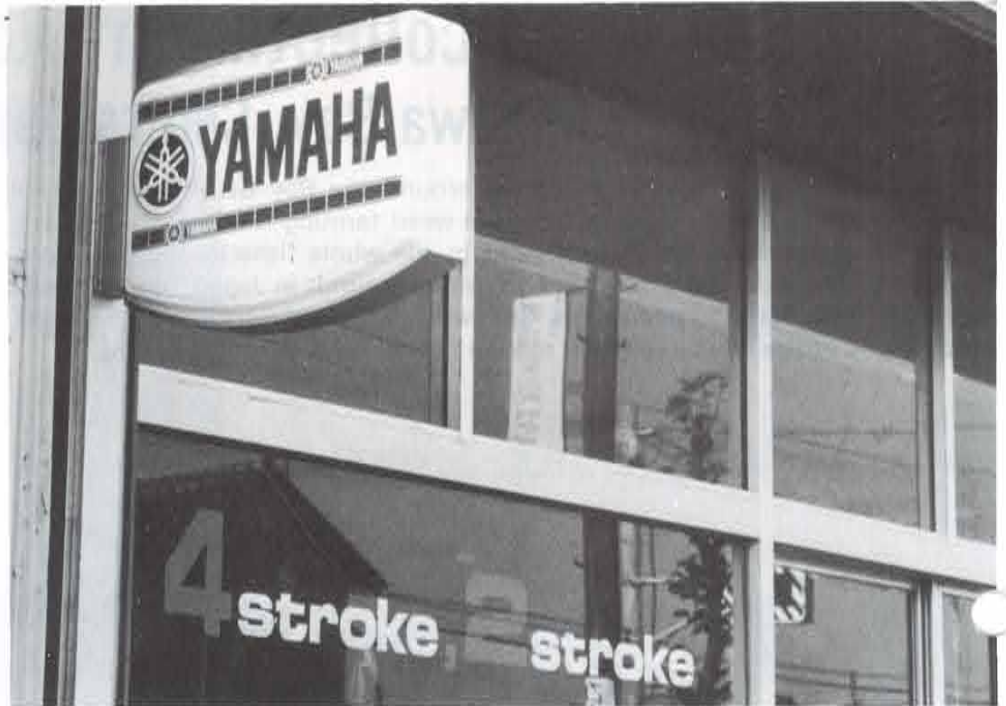
Other details area:

Size: 90 x 52 x 16 cm

Net weight: 6.3 kg

Price: US\$35.00 (FOB Japan)

Every order must be accompanied by the information concerning rated voltage and frequency in your territory.



Yamaha Purse



A cosy, chic Yamaha purse is now available for use by world-wide Yamaha fans. It is made of vinyl and a leaf spring-loaded clasp allows one-touch opening or closing for the sake of a user's extra convenience.

Design: A white background with a racing machine and Yamaha stripe.

Price: US\$ 0.20 (FOB Japan)



Yamaha Roll Sticker



Pictured above is Yamaha's newly designed roll sticker attached to a car body.

Attractive Yamaha-red stripe will have a special visual effect upon the general public, if used as a tool for inside / outside shop

decoration. Also, it can be utilized in such a way as shown above for the purpose of making your vehicle more eye-catching.

Size: 7.3 x 600 cm per roll

Price: US\$2.50 (FOB Japan)

New Touring Bag

Introduced here is a new Yamaha touring bag which is intended for use by world-wide Yamaha users. It is made of 100% cotton specially treated for perfect water-repellent characteristics. It is designed to be attached to a fuel tank by means of fastening straps. It just fits every type of tank without interfering with a rider's natural riding position at all.

A front zippered pocket holds various small items indispensable to touring, such as a roadmap, driver's licence, toll road tickets, etc. for the sake of a rider's extra convenience.

If removed from a tank, it can be utilized as a chic, nice-looking shoulder bag.



Other details are:

Color: khaki (with a red-white Yamaha emblem)

Size: 31 x 25 x 14 cm

Price: US\$4.50 (FOB Japan)