



YAMAHA NEWS

1975

NO. 7

'75

A47 1143 BRADFORD LS 29

MICK ANDREWS CRATCLIFFE VIEW ELTON MA1

CONGRATULATIONS ON YOUR BRILLIANT WIN FROM =

THE QUEEN DUKE OF EDINBURGH
DUCHESS OF KENT AND ALL THE
OTHER PUBS IN BRADFORD +

Scottish Six Days Trial

Honoured glory

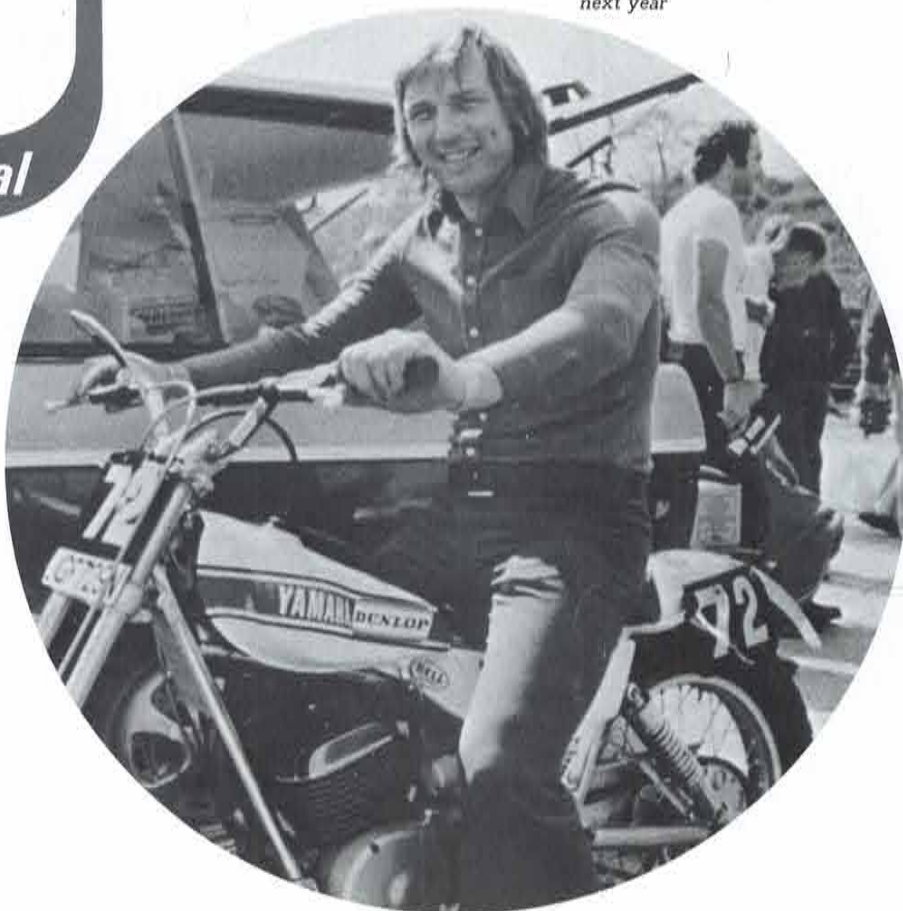
His '75 SSDT success was honoured in a most glorious way. The Queen and the Duke of Edinburgh sent him a telegram in celebration of this brilliant achievement.

"I do not treat trials riding so seriously as Sammy Miller did", said Mick, "This year my best ride was on Tuesday. Also, I became the only clean on Wednesday to top the leaderboard for the first time this year. But, I was disappointed with the time schedule on Thursday. It turned out to be a road race, causing many competitors to retire".

"Apart from the brilliant weather, it was a better event than the previous year", continued Yamaha's superstar, "Roping popular hills was a very good idea and sections were generally sensible".

Mick Andrews, as reported in our last issue, scored his fifth SSDT victory this year. Nicknamed "Monarch of Highlands", he magnificently conquered the world's toughest motorcycle marathon which was staged over the vast Edinburgh terrain for the period of 6 days. It was also Mick's second consecutive victory on a 250 Yamaha. (see inside pages for full reports)

Standing a good chance to score his 6th win as well as 2nd hat trick next year



Ago consolidates a foothold - 500cc championship -

Yamaha's superstar rider Giacomo Agostini rode his 4-cylinder racer to an easy win at the 500cc race of the Italian GP at Imola. Thus, Ago scored his third 500cc win to top the leaderboard of title contest for the first time this year.

Also, with participation in the Italian GP, Hideo Kanaya and Ikujiro Takai completed their racing schedule in Europe. Both have come back to Japan already.



TY series spearheads Yamaha's upward swing here

Stimulated by Yamaha's brilliant success in big sport events both here and abroad, the TY series is enjoying the position of the best seller on the home market of production trialers, thereby making the greatest contributions to Yamaha's overall upward swing here. (See an inside page for particulars)



Agostini leading the entire field

Agostini & Cecotto Share the Glory

Italian GP – May 18

Giacomo Agostini and Johnny Cecotto, both on Yamahas, shared the glory of the Italian GP, the 5th round of the series at Imola on May 18. Agostini led the 30-lap 500cc race from start to finish on a works Yamaha four that went faster as the race progressed.

Ago's wonderful performance kept 140,000 Italian crowds extremely thrilled and excited. Ago took his Yamaha home about 60 sec. ahead of his archrival Phil Read on a works MV. Ago also set a new lap record for the circuit.

By this success, Ago went to the top of the world championship table.

Another highlight of the Italian GP was a hectic dice between Agostini and Cecotto at the 26-lap 350cc race. Ago renewed a lap record when he pushed his Yamaha almost to the limit in chasing race leader Cecotto.

With two laps to go, however, the gear lever bent and cost Ago a chance of catching Cecotto. Cheerful Cecotto added full 15 points to his championship tally.

Road race
championships



Seen through a window is Mr. Ipolito.

Italian GP Final Results

500cc class

1st.	G. Agostini	Yamaha
2nd.	P. Read	MV
3rd.	H. Kanaya	Yamaha
4th.	A. Torraca	MV
5th.	S. Woods	Suzuki

350cc class

1st.	J. Cecotto	Yamaha
2nd.	G. Agostini	Yamaha
3rd.	P. Pons	Yamaha
4th.	D. Braun	Yamaha
5th.	G. Choukroun	Yamaha

250cc class

1st.	W. Villa	Harley-Davidson
2nd.	J. Cecotto	Yamaha
3rd.	M. Rougerie	Harley-Davidson
4th.	D. Braun	Yamaha
5th.	P. Pone	Yamaha



Ago just arrived at the circuit!

125cc class

1st.	P. Pireli	Morbidelli
2nd.	P. Bianchi	Morbidelli
3rd.	H. V. Kessel	Condor
4th.	L. Gustafsson	Yamaha
5th.	P. Conforti	Malanca

Isle of Man TT, 6th Round Final results

250cc class, 4 laps

150.92 miles (June 6)

1st.	C. Mortimer	Yamaha
2nd.	D. Chatterton	Yamaha
3rd.	J. Williams	Yamaha
4th.	T. Rutter	Yamaha
5th.	A. George	Yamaha
6th.	B. Henderson	Yamaha

350cc class, 5 laps

188.65 miles (June 3)

1st.	C. Williams	Yamaha
2nd.	C. Mortimer	Yamaha
3rd.	T. Herron	Yamaha
4th.	S. Tonkin	Yamaha
5th.	D. Chatterton	Yamaha
6th.	B. Guthrie	Yamaha

500cc class, 6 laps

226.38 miles (June 4)

1st.	M. Grant	Kawasaki
2nd.	J. Williams	Yamaha
3rd.	C. Mortimer	Yamaha
4th.	B. Guthrie	Yamaha
5th.	S. Tonkin	Yamaha
6th.	G. Barry	Yamaha

Trials championship

Round 6 – Poland – May 25

1st.	M. Rathmell	Montesa	72
2nd.	B. Sellman	Montesa	84
3rd.	C. Coutard	Bultaco	86
4th.	Y. Vesterinen	Bultaco	88.3
5th.	M. Andrews	Yamaha	89
6th.	R. Edwards	Montesa	92.2

Championship status after 6 rounds

1st.	M. Rathmell	Montesa	67
2nd.	M. Lampkin	Bultaco	46
2nd.	Y. Vesterinen	Bultaco	46
4th.	C. Coutard	Bultaco	35
4th.	D. Thorpe	Bultaco	35
6th.	M. Andrews	Yamaha	33



Fans rushing to Kanaya

Motocross championships

500cc class Finnish GP – May 25

First race

1st.	R. De Coster	Suzuki
2nd.	H. Mikkola	Husqvarna
3rd.	A. Jonsson	Yamaha
4th.	B. Lackey	Husqvarna
5th.	J. V. Velthoven	Yamaha

Second race

1st.	R. De Coster	Suzuki
2nd.	H. Mikkola	Husqvarna
3rd.	A. Jonsson	Yamaha
4th.	J. v. Velthoven	Yamaha
5th.	A. Kring	Husqvarna

Smooth Production Adjustment – Japan

With the termination of the so-called 4th golden era later in 1974, the motorcycle industry of Japan had to cope with an entirely-new stage of production activity, mainly due to reduced shipments to some of overseas markets. Since then, the industry as a whole has turned greater

efforts to production adjustment in order to reduce running stocks inevitably increased both here and abroad under repercussion from the bygone golden era. Now, efforts are producing a fruitful result.

Feasible expansion of home market

Total production for the period from January to April of this year reached 1,366,033. On the other hand, export sales totaled 986,799 and home sales, 335,602. Accordingly, combined total sales attained 1,322,401. This meant that total production went only 43,632 ahead of total sales for the above period. Though mass production

system peculiar to the motorcycle industry of Japan will naturally need some more time before demand and supply can be better balanced, the industry is making a steady, smooth progress in production adjustment. Export sales, as mentioned above, attained 986,799 for the Jan-Apr. period. This showed a 7.4% decline from the comparable

total of the previous year, reflecting the industry's efforts concentrating on stock adjustment abroad. But, on the other hand, total home sales for the same period reached 335,602 almost on the same level as before. This indicated that home sales would increase toward the future with the backing of favorable season factors.

Yamaha's Sharper Upswing

Yamaha, with its time-honored sound business policy, has gone ahead of others in production adjustment. That's to say, Yamaha produced a total of 367,525 motorcycles for the Jan-Apr. period of this year. 265,240 were exported and 121,270

were sold here for the same period. Thus, combined total sales attained 386,510, going 18,985 ahead of total production. Also, this meant that running stocks were reduced by 18,985 for the above period. Export sales were held to rather a conservative level but

home sales showed a massive 40% upswing over the previous year. Yamaha's well-planned, powerful sales drive has supported this upward trend here.

Popularity-winning TY series

Yamaha has been directing greater efforts to the expansion of motorcycle home market since the outset of the year. These efforts are now fast taking shape as represented by the results of sales announced. That's to say, total home sales for the period from January to April showed a massive 40% increase over the comparable sales of the previous year. The TY series played the most important role in this overall upward trend. The series consisting of the TY250, TY125, TY80 and TY50 (domestic lineup) is winning unmatched popularity on the home market.

The TY250 and TY125 are intended for use in actual competitions. On the other hand, the TY80 and TY50, newly marketed here, are making a special appeal to the novelty-minded youth as fashionable off-road bikes. It is foreseen that the TY series will continue to expand its market more and more here with the backing of Yamaha's successful experience of big trials events both here and abroad.

Also, equally important are Yamaha's tremendous efforts put in the promotion of nationwide trials school scheme. Up to now, more than 17,000 enthusiasts have attended this school, thus helping trials riding root deeper here.



New plant of FRP fishing boats

Yamaha is now making necessary arrangements for the construction of a new FRP fishing boat plant in Hokkaido, northernmost district of Japan. The program was finalized in 1973 already but an oil shock has deterred Yamaha from taking any step forward.

The plant covering approx. 10,000 sq. meters in building area will be completed and put into operation next spring for the manufacture of FRP fishing boats to be used around Hokkaido for the most part.

Possible emission control on motorcycles – USA

It is likely that motorcycles will be subject to the exhaust gas emission control from 1978 on, the Environmental Protection Agency of the United States announced recently. According to the original plan, the said control will apply to all of over 50cc bikes excluding off-road models. As for '76, '77 and '78 models, the maximum permissible figures of HC, CO and NOx will be settled at 5.0g, 17.0g and 1.2g, respectively, per km

covered. As for '79 models, HC and CO emission control figures will be the same as those provided by the '75 Muskie Law. Also, the standard of the '76 Muskie Law will apply to NOx emission.

In addition, under 170cc motorcycles will have to withstand a 20,000-km use at least, while the minimum figure of durability will be settled at 50,000km as for over 170cc models.



Mick Andrews' Second Consecutive Win on A Yamaha

May 5 – May 10

629 miles – 168 sections !



Machine examination

The '75 Scottish Six Days Trial took place over the terrain around Edinburgh, Scotland for the period from May 5 to May 10.

The S.S.D.T. is claimed to be the most prestigious observation trials event in the world. This year a total of 232 riders from 18 different countries took part in this punishing motorcycle marathon over a distance of 629 miles containing 168 observation sections. Mick riding a Yamaha 250cc trials machine displayed his wonderful skill more than enough and convincingly scored his second consecutive win on a Yamaha. It was also his 5th S.S.D.T. success equalling Sammy Miller's record.



Pipeline section

Contested by all star riders

The '75 S.S.D.T. was contested by all star riders including reigning champion M. Rathmell on a works montesa, Bultaco's veteran M. Lampkin, Finnish ace Y. Vesterinen on a 325 Bultaco, etc. besides Mick.

Beating all challenges from those powerful rivals, Mick fought his way hard to win this most prestigious event for the second successive year.

Mick and Yamaha performed superbly! See the next 3 pages for full S.S.D.T. reports.



Mick and Kimura

'75 S.S.D.T. Final Results

1st.	M. Andrews	250 Yamaha	38
2nd.	D. Thorpe	325 Bultaco	49
3rd.	M. Rathmell	310 Montesa	52
4th.	C. Coutard	325 Bultaco	72
5th.	C. Smith	250 Montesa	76
6th.	C. Milner	325 Bultaco	77
7th.	Y. Vesterinen	325 Bultaco	77
8th.	N. Birkett	325 Suzuki	78
9th.	M. Lampkin	325 Bultaco	83
10th.	J. Galloway	325 Bultaco	85

Mick Makes A Good Start

First day, 160 miles – 24 sections

The first day course was 160 miles long with a total of 24 sections established between the cattle market of Edinburgh to Fort William, including the most tricky "Edramucky".

Mick rode well all the way, getting through 24 sections with only two marks lost.

Nick Jefferies, one of Mick's team-mates, performed even better and incurred only

one-point loss, sharing the honour of the best performance with Dave Thorpe on a works Bultaco.

But, Haruo Kimura who made his SSDT debut on a 175 Yamaha this year, had a bitter time. In the afternoon he had two punctures (front & rear) on the moors and lost 52 marks.



Before starting



Wonderful skill

Second day, 128 miles – 32 sections

A total of 221 survivors set out in the morning again in brilliant sunshine.

In front of them were 128 miles and 32 sections including "Blackwater" and "Laggan Locks".

This day Mick had the disadvantage of an early start number and did not expect to be up with the leaders. But, Mick successfully overcame this handicap, eventually, and checked the number of penalty marks to 10, only 3 points behind Y. Vesterinen who had an excellent day to lose only 4 points. At the end of the day Mick ranking overall third was 2 points ahead of his archrival Malcolm Rathmell on a works 310 Montesa.



Kimura fights all the way.



Clean!

First day placings

1st.	Nick Jefferies	250 Yamaha	1
1st.	Dave Thorpe	325 Bultaco	1
3rd.	Mick Andrews	250 Yamaha	2
3rd.	Malcolm Rathmell	310 Montesa	2
3rd.	Martin Lampkin	325 Bultaco	2
3rd.	Clive Smith	250 Montesa	2

Second day placings

1st.	Yrjo Vesterinen	325 Bultaco	9
2nd.	Martin Lampkin	325 Bultaco	10
3rd.	Mick Andrews	250 Yamaha	12
3rd.	Nigel Birkett	325 Suzuki	12
5th.	Malcolm Rathmell	310 Montesa	14
6th.	Dave Thorpe	325 Bultaco	15

Mick's Mastery Ride

Third day, 85 miles – 34 sections

The third day course was only 85 miles long but held 34 sections. Mick decided that he would better do something about winning this year's event.

Really, he did it, leaping up the leaderboard from equal third to first place with a 6-point



On and on!

Fifth day, 73 miles – 31 sections

All set out in heavy rain on the shortest day of the trials. The leaderboard competitors determined to cut back on Mick's lead. Especially, M. Rathmell who had climbed to 2nd spot the previous day, did his best to close on Mick. His efforts, however, bore no fruits, eventually.

Rathmell covered all sections with only 5 marks lost, but equalled by Mick.

In the meantime, piloting a 325 Bultaco D. Thorpe made the best performance of the day, and only three points separated him from Rathmell in total points when the fifth day was over. Thus, the fight for second spot was very close.

Third day placings

1st.	Mick Andrews	250 Yamaha	18
2nd.	Nigel Birkett	325 Suzuki	24
3rd.	Martin Lampkin	325 Bultaco	25
3rd.	Malcolm Rathmell	310 Montesa	25
5th.	Yrjo Vesterinen	325 Bultaco	26
6th.	Dave Thorpe	325 Bultaco	30

Fourth day placings

1st.	Mick Andrews	250 Yamaha	24
2nd.	Malcolm Rathmell	310 Montesa	38
3rd.	Dave Thorpe	325 Bultaco	44
4th.	Yrjo Vesterinen	325 Bultaco	48
5th.	Chris Milner	325 Bultaco	48
6th.	Charles Coutard	325 Bultaco	52

Fifth day placings

1st.	Mick Andrews	250 Yamaha	29
2nd.	Malcolm Rathmell	310 Montesa	43
3rd.	Dave Thorpe	325 Bultaco	46
4th.	Charles Coutard	325 Bultaco	59
5th.	Chris Milner	325 Bultaco	61
6th.	Yrjo Vesterinen	325 Bultaco	66

lead over his nearest rival N. Birkett on a 325 Suzuki.

Mick, the last starter of the day, displayed his mastery ride to clean even the most tricky sections at Choc A Linnhe. He lost only six marks to be the best scorer of this very difficult day.

At night Mick was feeling calm and fairly confident, hoping that the next day (his most favorite day) he could further widen his lead over others.



Signing an autograph

Fourth day, 93 miles – 30 sections

The fourth day proved to be the most difficult day of the week. Extremely tricky sections and tight time schedule!

In the morning 18 sections were used and Mick continued his superb ride. Though he was not in his best form, no rival could match him. He had lost no point up to lunch. In the afternoon he got through 16

sections including some new ones with only 6 marks lost.

Also, he was the only rider having time to spare despite the hardest time schedule.

"It was the most perfect piece of trials riding anyone is ever likely to see", said Peter Gaunt, "And, to keep it up all day, when being in the lead, was incredible".



Superb control and balance

Mick Completes His Second Successive Glory

Last day, 90 miles – 17 sections

Mick started the last day with 14 marks in hand. His lead looked almost unchallenged. The nearest rival Rathmell had an early start number.

This in turn made his final-stage efforts ineffective.

But the battle for second spot reached its height.

The heavy rain of the previous day turned into a continual downpour. Mick played safe

throughout, though he lost a total of 9 marks, allowing no rival within any nearer reach. Rathmell and Thorpe, both coveting the overall runner-up position of the '75 S.S.D.T., did all they could.

Especially, Thorpe made the miracle in three groups of sections by increasing the number of cleans, while Rathmell lost a considerable number of marks.

This gave him 2nd place over Rathmell.

Andrews, "Monarch of the Highlands"

The '75 Scottish Six Days Trial ended in Mick's brilliant second successive win on a Yamaha 250. It was also his 5th SSDT success equalling Sammy Miller's record.

As you can see, Mick scored 5 wins and one second spot for the above period. That was a fantastic record really worth his nickname "Monarch of the Highlands".

Now, he is standing a good chance to achieve two new SSDT records next year — two hat tricks and 6th win!



From left to right, Jill, Kimura and Mick



At ease



Mick's winning Yamaha



Junior fans rushing to Kimura

Positions of other Yamaha riders

Special first class awards

33rd. S. Brannstrom	250 Yamaha 155
36th. G. Watkin	250 Yamaha 161
39th. J-P. Pilet	250 Yamaha 172
40th. A. Tharin	250 Yamaha 175

First class awards

58th. M. Anker	250 Yamaha 223
64th. P. Oakley	175 Yamaha 241
68th. R. Crinston	250 Yamaha 246
73rd. P. Paice	175 Yamaha 268
83rd. H. Kimura	250 Yamaha 285
85th. J. Bainbridge	250 Yamaha 286

Results of the last six years

1970

1st. M. Andrews	Ossa	26
2nd. R. Edwards	Montesa	31
3rd. S. Miller	Bultaco	34

1971

1st. M. Andrews	Ossa	38
2nd. G. Farley	Montesa	49
3rd. M. Rathmell	Bultaco	49

1972

1st. M. Andrews	Ossa	49
2nd. A. Lampkin	Bultaco	58
3rd. B. Edwards	Montesa	60

1973

1st. M. Rathmell	Bultaco	52
2nd. M. Andrews	Yamaha	62
3rd. M. Lampkin	Bultaco	65

1974

1st. M. Andrews	Yamaha	41
2nd. M. Rathmell	Bultaco	51
3rd. T. Evertson	Ossa	55

1975

1st. M. Andrews	Yamaha	38
2nd. D. Thorpe	Bultaco	49
3rd. M. Rathmell	Montesa	52

Working Group of Yamaha

Particular efforts for the protection of environment



Chemical analization

Brisk, modern production activities resulting in enormous output are inevitably prone to cause some public nuisances such as air or water pollution and offensive noise.

Yamaha, yielding the second largest quantities of motorcycles in the world, is always keen to prevent every environmental condition from being polluted.

Newly established facilities

As you know, modern manufacturing plants need the tremendous volume of industrial water in every phase of their operation. Therefore, the safe and efficient disposition of waste water should be a matter for increased concern on the part of a manufacturer. To this end, Yamaha has recently established two kinds of facilities within the site of the Main Factory. One is the environmental analysis center, and the other, the waste water disposal center, both of which are now at full work so that all surroundings can be kept pollution-free.



High-speed strainer



Water disposal equipment



Analization of data



Distillatory equipment

If you are a passenger.....

1. Should wear protective clothing, too.
2. Should hold onto a driver with both hands.
3. Should keep your body in line with a driver's and, maintain a relaxed and ready position.
4. Should avoid suddently moving.
5. Should be always aware of your weight in terms of handling, braking, etc.
6. Should not sit astride a bike until engine gets enlivened, and never dismount it until engine is turned off and safely parked.





"Wing of Yamaha" Takes Water! Single-hand class racing boat

With the '75 Okinawa Marine Exposition to open on July 20, enthusiasm to boat racing is fast hotting up here. Newly-built Yamaha — 35S named "Wing of Yamaha" is aiming to win the Trans Pacific Race between San Francisco and Okinawa.

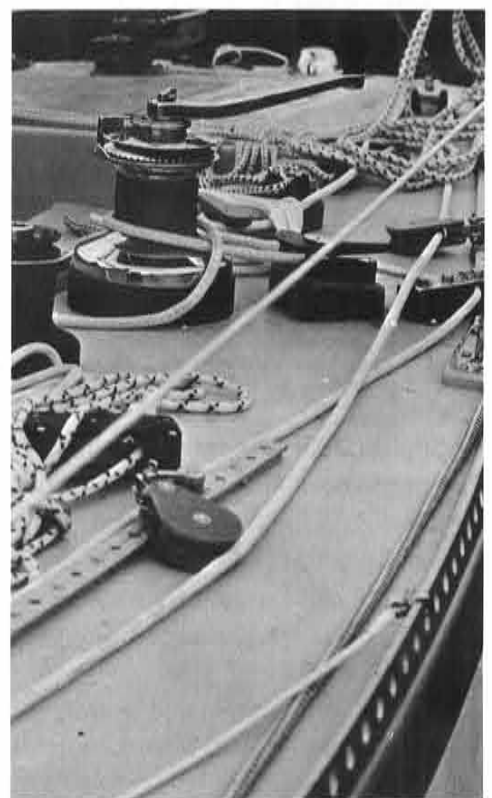
First boat built for this purpose

"Wing of Yamaha" is the first boat ever built and introduced for this year's big event. As represented by the Yamaha 30 "Scampi" and Yamaha 470, Yamaha's yacht building technology has long been proven excellent.

In designing and building "Wing of Yamaha", the staff of Yamaha have taken into account all the hardest imaginable conditions both a pilot and a boat will have to encounter in this big water marathon.

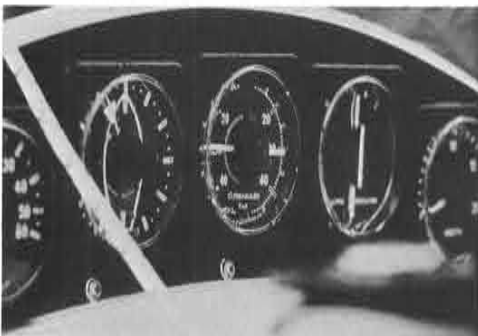
The pilot is bound to be tried out to the very limit of his mental or physical strength, while the yacht must be tortured to the utmost limit of its performance and durability. That will be an exciting race where participants are to compete for superior seamanship.

"Wing of Yamaha" built by Yamaha leading the Japanese boat industry will lend extra splendor and dimension to this significant race to be held around Japan for the first time in history. Also, the race will turn out to be the best possible testing ground offering abundant technical data necessary for the improvement of production models.



Lone marathon on the sea

The race to start on Sept. 21 is destined to be a lone, non-stop marathon over a total distance of 6,500 sea miles (12,000km). In a word, it will turn out to be one of the hardest trials to both man and boat. As one of the most prestigious international events of the kind, it is expected to attract a large entry of top class, dauntless seamen from many different countries. Also, it will be the first international yacht race ever organized around Japan.



Mr. Totsuka, most skilful pilot

"Wing of Yamaha" will be piloted by Mr. Hiroshi Totsuka who has already achieved an international fame as one of the most skilful seamen in Japan.

He is a good designer as well as a top class pilot. Serving as one of the design staff, he made great contributions to the completion of this wonderful boat.

The hull is finished in brilliant red with a striking accent of white line. Also, it is characterized by an extremely low and slim silhouette. Overall length is 10.67 meters. The boat of this size usually weighs 5 tons at least but Yamaha's advanced design has successfully held the total weight of "Wing of Yamaha" within only 3 tons! In a word, it is a real, spirited racing yacht. In addition, a solar cell equipment is installed aboard for smoother charging. A bed is designed to swing like a cradle, thereby minimizing the emaciation of his physical strength.

The results of initial test run were found excellent. "I have got confidence in withstanding a 40-day trial on the sea in my best condition", said Mr. Totsuka after a trial run was over, "Wing of Yamaha is positively the greatest masterpiece ever built in Japan".

Profile of Mr. Hiroshi Totsuka



Age: 34
Hobby: Yachting

Race career:

- 1965 Took part in the Trans Pacific Race between Los Angeles and Honolulu.
- 1969 Took part again in the Trans Pacific Race. Also, sailed across the Pacific three times for the period of four years.
- 1970 Won the China Sea Race between Hong Kong and Manila.
- 1972 Finished 3rd in the above race. Also, won the 1st Okinawa-Tokyo 830-Mile Race.
- 1973 Won the 1st Sagami-wan Single Hand Race (80 miles).

"Wing of Yamaha" (Yamaha — 35S) Main technical data

Overall length	10.67m (35.0 ft.)
Waterline	9.36m (30.7 ft.)
Overall width	3.38m (11.09 ft.)
Draft	2.0m (6.56 ft.)
Displacement	3.0 tons
Ballast	0.8 ton
Sail area	425 square ft.
	(100% fore triangle plus main sail)

Off-road bikes attack Mt. Fuji

Mountain trail is still popular among trail riding enthusiasts here. Especially, it appears that attacking Mt. Fuji, the highest of all in Japan, provides everything appealing to them.



Yamaha is a good buy — Colombia



A Yamaha man is trying hard to convince his would-be customer of the merits of a Yamaha outboard motor.

"Easy to operate", "Economical", "Labor and time saving" and "Tough", all these advantages will make him realize that Yamaha is a good buy.

Those pictures were taken near Buenaventura, one of the largest took place.

Yamaha outboard motors are steadily finding a good market in this part of the world, mostly for various work uses.



International Fair — Morocco

The motorcycles and outboard motors of Yamaha monopolized visitors' interest at the International Fair recently organized in Casablanca, Morocco. The Yamaha corner arranged by MIFA, general distributors for Yamaha presented a lively scene with a lot of enthusiasts each day throughout the session, reflecting tremendous popularity enjoyed by Yamaha products in this part of the world.



Double coating — outboard motors

The outboard motors of Yamaha ranging in power from 2hp to 55hp are without exception characterized by their outstanding durability in salt water.

In addition to ordinary rustproof treatment, the underwater portion of every product is given a coating of corrosion-resisting paint. The method of double coating lends extra strength and luster to the product.

