



YAMAHA NEWS

1974

NO. 5

Yamaha Racing Highlights

Yamaha's 125 & 350 Wins at French GP; '74 International Sport Season Opens

Ago wins Imola 200

Giacomo Agostini and Ken Roberts riding Yamaha TZ 750 racers repeated their sensational one-two victory at the '74 Imola 200-mile race on April 7. Making his debut on a Yamaha at his home ground, 13-time world champion Agostini won both 100-mile legs but American ace Roberts also demonstrated his tremendous performance in hot pursuit of Agostini throughout racing. There to present Agostini with the winner's garland was attractive Soeli Saarinen, widow of Jarno, the famous Flying Finn who had been the first man to score the classic double on a Yamaha TZ 350 the previous year.

Roberts, Star of Anglo-American Series

Riding for the first time in England, Kenny Roberts on a TZ750 Yamaha was the star of the Anglo-American Match Race series disputed at three British circuits over the Easter weekend.

Roberts finished the contest as top scorer with a record 93 points out of a possible 96. In the six races (two at each circuit) he won three and finished in second place in the other three.

At the opening round at Brands Hatch on Good Friday, April 12 he set a new lap record at 82.67 mph. At Mallory Park where the second round was held on Sunday, April 14 the 22 year old Californian equalled the lap record of 96.05 mph and during the final round, at Oulton Park on Monday, April 15 he lapped at 98.22 mph to beat Mike Hailwood's Honda lap record. This was later beaten by Britain's top-scorer Barry Sheene (Suzuki).

Second highest scorer for America was Gene Romero on the second Yamaha International TZ750 Yamaha. Also making his first racing appearance in England, Romero scored 64 points.



Agostini and Lansivuori(right) after 350cc racing

The French GP, the opening round of the '74 world road racing championships, took place at the Clermont Ferrand circuit on April 21. Kent Andersson, reigning world champion rode his Yamaha machine to an easy win in the 125cc class race followed by Bruno Kneubuhler on a similar Yamaha.

Andersson's winning time was 54m 37s 8. Both riders were entered by Hallman Enfqvist of Sweden and Hostettler of Switzerland, respectively.

Andersson already launched his strong bid for the title for the second consecutive year.

Spectators' interest had focussed on a possible, hectic dice between Giacomo Agostini on a Yamaha and Phil Read on an MV Agusta, but a battle lasted only until lap 4 when some mechanical troubles hit Read's MV works machine.

With an archrival retired, Agostini, reigning world champion, comfortably went on to win this race at a winning time of 1h 01m 51s 5.

Finnish ace Teuvo Lansivuori, Agostini's team-mate, finished second only 2.3 seconds behind the winner.

3rd and 4th places were taken by Christian Bourgeois and Patric Pons, respectively, both on Yamaha TZ 350 racers entered by Yamaha distributors.

Yamaha's domination in this class racing was strikingly impressive.

P.Read's 500 Win

Luck turned against Agostini in the 500cc race.

Though Agostini set the pace, shattering the lap record, he gave up racing halfway when a mechanical trouble hit his 4-cylinder Yamaha. Phil Read riding an MV works machine won this first round of the title battle.

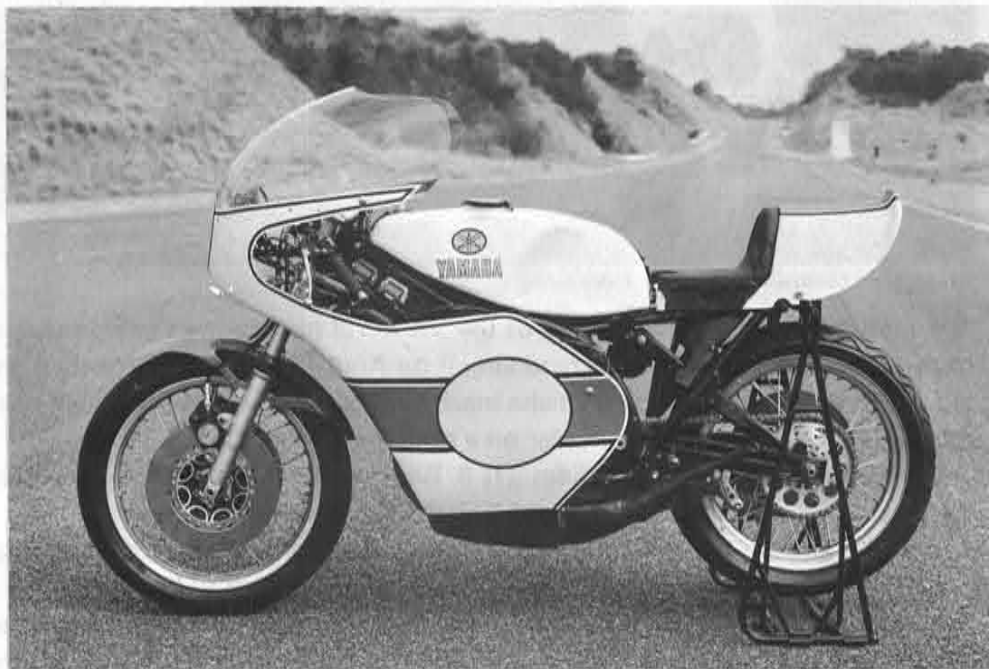
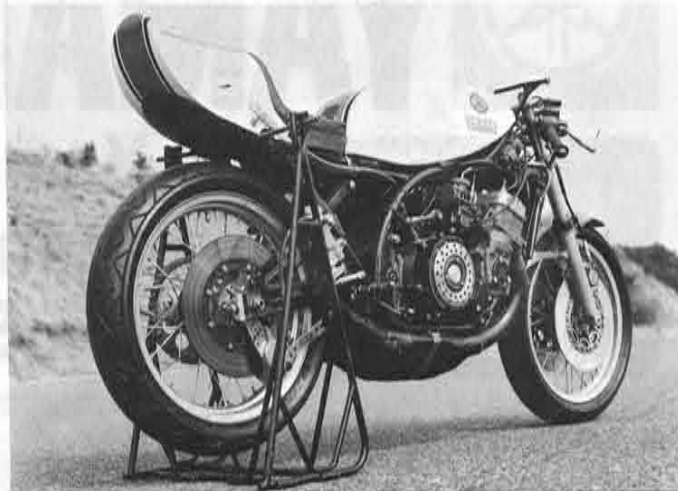
Mono-Cross-Fitted Works Racer

Yamaha's New Weapon for '74 500cc championship

The long-awaited road racer fitted with the Mono-Cross rear suspension system has been unveiled by Yamaha for this year's world championship series.

The Yamaha YZR 500 which proved already exciting and outstanding in performance and reliability as well during the first stages of the '73 title contest, has just come in the Mono-Cross-equipped version for '74.

Basing on its successful experience of the world GP moto-cross, Yamaha continued strenuous efforts in developing this unique, wonderful rear suspension system so as to employ it for other types of machines, too. Yamaha's efforts took shape as that for Mick Andrews' 250 works trials machine to launch a strong bid for the FIM Observation Trials Championship this year, and then, as that for the works road racer YZR 500.



Maneuverability

Improved

The new version of the YZR 500 features much more improved maneuverability overall, thanks to a special cushion device the rear suspension system provides. Noteworthy advantages are: improved road holding as well as steady cornering, and overall improved riding balance while cruising at high speeds.

Ridden by Giacomo Agostini, the new YZR 500 must be a powerful, formidable weapon for this year's 500cc title battle.

SPECIFICATIONS

Model	YZR500
Weight	Under 175 kg. (385.8 lbs)
Maximum speed:	More than 240 Km./h. (149 mp/h plus)
Engine type	2-stroke, water-cooled, 7 port torque induction, with four-cylinder parallel tilted.
Displacement	494 cc
Bore and stroke54 x 54 mm
Max. horse power	80 ps plus. (80 bhp) * 10,000 rpm.
Ignition system	C.D.I.
Fuel tank capacity	28 : 1 (7.4 US gal.)
Carburetion	(VM 34 SC) x 4
Clutch	Dry multi-disc
Transmission	6 speed gearbox
Tires (Front)	3.25-18
(Rear)	3.50-18
Brakes (Front)	Double disc
(Rear)	Single disc



Victorious Debut at Modena

The Mono-Cross-fitted YZR 500 racer ridden by Giacomo Agostini made its victorious racing debut at Modena, Italy on March 17.

The international event forerunning the '74 world championship series attracted a lot of enthusiastic spectators wishing to watch Agostini make his first outing on the home ground as a member of works Yamaha racing team.

Piloting his new powerful weapon, Agostini easily outpaced the rest of the field at the 500cc class race.

Agostini who has already swept away all doubts about his adaptability to the 2-stroke machine, is now in high spirits to recapture the 500cc title this year.

World GP Road Racing Schedule

April 21	French GP
April 27 - 28	West German GP
May 5	Austrian GP
May 19	Italian GP
June 1 - 7	Isle of Man, TT
June 29	Dutch TT
July 7	Belgian GP
July 20 - 21	Swedish GP
July 27 - 28	Finnish GP
August 25	Czech. GP
September 8	Yugoslavian GP
September 22	Spanish GP

Students from Abroad Attend Yamaha's Mechanic Course

Nigeria and Iran now count among the most important markets for Yamaha products such as motorcycles or outboard motors. Sales of these products in both countries are constantly rising thanks to all-out efforts by Yamaha distributors and dealers.

Now, it is quite natural that larger sales are accompanied by the establishment of more efficient after-service system.

With increased importance attached to these markets in mind, Yamaha recently gave a special mechanic course for a couple of students from these countries. They were Mr. E. Daniel Vardeh, working for Iran Dou Charkh, in Teheran and Mr. Tunde Allen, taking up the duty of territorial service manager for J. Allen & Co., Ltd. in Apapa.



Mr. E. Daniel Vardeh

Mr. Tunde Allen

They Also Attend Safety Course

They also showed tremendous interest in the safe riding session given at the Technical Center Iwata facing the main office building of Yamaha, as traffic safety is most important for all people concerned regardless of countries.

Accordingly, one-day session was specially provided for them who were relatively less experienced of riding and wished to learn how to ride correctly and safely under Yamaha-approved expert instructors.

Together with high school students incidentally taking the session on the same day, both gentlemen riding 125cc or 250cc Yamahas continued their arduous efforts, tackling various types of courses established. The session was carried on in a bright and pleasant way throughout. Their experience is expected to be highly contributory to their work, too.



45-Day Session

The session was arranged so as to train them for basic and thorough technical knowledge and service techniques of motorcycles and outboard motors for a 45-day period from the First-March through the Mid-April.

Both students who are to assume the most important duty of service supervisor for Yamaha distributors in their respective countries, learnt everything with special enthusiasm. The first half part of session was carried on at the Service Center of Yamaha Main Factory, thereby having them acquire fundamental knowledge and technique of repair and service for motorcycles and out-

board motors under the well-considered instructions and guidance of Yamaha instructors. The models as used for this purpose were the 2-stroke YB 125E, RD 200 and 4-stroke TX 750 together with the 25A and 5B.

During the latter half part of session they tried their acquired techniques and knowledge in repairing or servicing Yamaha motorcycles and outboard motors at Yamaha distributors' shops in Tokyo and Osaka.

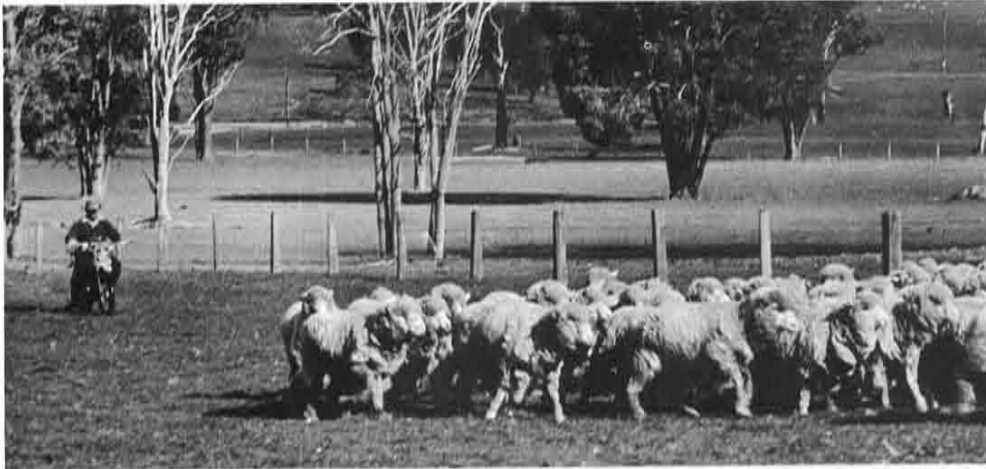
Within such a short period of time for training, they attained a very remarkable progress and showed their excellent adaptability to the work of this line.

"The training session has been very interesting and instructive for us", said both of them, "With improved knowledge and techniques of Yamaha motorcycles and outboard motors, we will be able to further improve our service system, which will in turn bring on closer communication with our customers, leading to eventual increase in sales".



Powerful AG 175 Larger Version of Proven AG100

NEW MODEL



Yamaha's lightweight speciality bike AG 100 has rendered its tremendous service as a new power for sheep, cattle grazing or general farming use in Australia and New Zealand.

Originally tailored in overall style and performance as well, with every conceivable terrain condition in mind, the AG 100 has fully satisfied all needs of those people who have long awaited the advent of this type of the off-road bike.

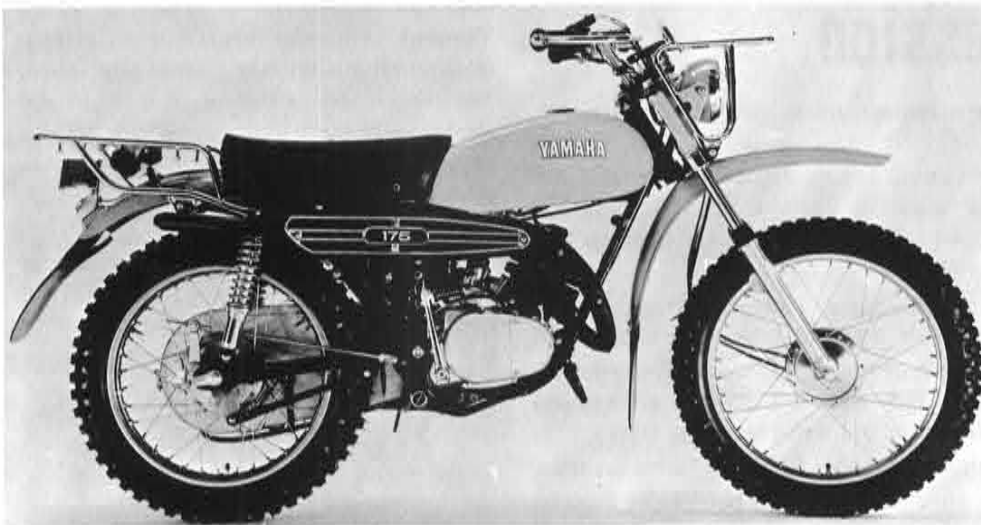
Along with these successful accomplishments by the AG

100, further technical experimentation and market research have been also continued, eventually revealing the need for a similar machine, but with increased power.

This increase in power was requested mainly by those people who have to control or work at the larger farms, and travel further distances.

Also, with increased power, the AG bike could faster and smoother negotiate steeper inclines and overall worse terrain.

Analyzation of vast amount of technical data



In undertaking the design of a newer and larger farm bike which would further broaden the utilization areas for this type of off-road bike, the enormous amounts of data as collected from various sources have been thoroughly analyzed.

Several prototypes were also completely tested and revised for peak performance before a larger farming bike was given a birth as the brand-new AG 175.

All technical advantages which have been

proven excellent with the AG 100 are retained, including the specially designed 2-stroke single cylinder, 7-port "Torque Induction" engine and all terrainworthy devices or components such as the engine guard plate, full chain case, flexible front fender, enduro-type front forks, adjustable shock absorbers, etc. In addition, with all tougher or more punishing uses on the terrain taken into consideration, the overall frame design has been made more rugged

and rigid whereby extra handling safety and convenience can be ensured, so as to just fit the increased power.

SPECIFICATIONS

PERFORMANCE

Max. speed range 95 km/h.
Min. turning radius 2,580 mm.
Min. braking distance 15 m @ 50 km/h.

ENGINE

Type 2-stroke, 7-port,
Torque Induction, Single

Displacement 171 cc.
Bore & Stroke 62 x 50 mm.
Compression ratio 6.5 : 1
Lubrication system Autolube
Starting system Primary kick starter
Transmission 5-speed gearbox

	(No. of teeth) (Internal)	
1st	35/11	3.181
2nd	30/15	2.000
3rd	26/19	1.368
4th	21/24	0.875
5th	18/27	0.666

DIMENSIONS

Overall length 2,105 mm.
Overall width 915 mm.
Overall height 1,080 mm.
Seat height 820 mm.
Wheelbase 1,305 mm.
Min. ground clearance 220 mm.

FUEL TANK CAPACITY 11.0 lit.

OIL TANK CAPACITY 1.2 lit.

TIRES front 3.00-19-4PR

rear 3.50-18-4PR

*Specifications subject to change without notice.

Higher Sense of Traffic Safety

It is a world-wide trend that traffic safety is becoming the matter of keener public concern along with an increasing number of motorcycles on the road. At this time, the importance of rider education can never be too emphasized and particular efforts in this regard on the side of manufacturers will be demanded. Yamaha, as one of the largest motorcycle manufacturers in the world, has long been eager to spread and encourage higher sense to traffic safety through promoting its original rider education program both here and abroad.



Model Case, Brisbane Sessions

The first sessions of this Program took place in Brisbane, Queensland during a two-day period from March 2. Those sessions, the first of the kind in this part of the world, were intended for teaching novice motorcyclists how to ride safely under the alert eyes and proper guidance of expert instructors appointed by Annand & Thompson Pty. Ltd., distributors for Yamaha in Queensland affiliated dealers and local clubs. The program was supported by various safety organizations, public and private, or a lot of safety-conscious people, too.



Important Novice-Rider Education

Research figures as collected in conjunction with traffic accidents involving motorcyclists showed that more than 60 percent of those accidents occurred in their first year of riding bikes.

With this fact in mind, Yamaha International Corporation in Los Angeles promoted its unique and large-scale rider education program designated "Learn-To-Ride Safety Program" last year, putting greater efforts in

bringing safe motorcycle riding techniques to novice motorcyclists of varying age groups. The program received tremendous support of private and public safety organizations, and attracted some 250,000 persons during the past year. Thus, Yamaha's first attempt was a big success. Nobody can deny that a considerable number of traffic accidents involving motorcyclists have been avoided ever since.

Australian LTR Safety Program Opens

Australia-New Zealand area has recently appeared before a footlight as one of the most promising markets for motorcycles in the world.

Especially, Yamaha models are now fast rising to popularity along with always-

growing enthusiasm to motorcycle sports of various types.

More machines, more accidents—the problem of traffic safety is also the case with this area.

Even formerly, Yamaha continued to direct

special efforts in inspiring higher sense of traffic safety, eventually leading to the reduction of motorcycle-concerned accidents, but has recently decided to launch its safe riding campaign on a larger scale and in a more systematic way than ever before.

The campaign is designated "Australian Learn-To-Ride Safety Program.

Australian Learn-To-Ride Safety Program

Tremendous Goodwill & Cooperation

Brisbane sessions of the Australian LTR Safety Program were held at a suitable ground as offered for use through goodwill and kindness of Toombul Shopping Town. Besides, as mentioned afore, various public or private organizations including the governmental police and transport agencies, or local lion's club, gave their good wishes to the Program in many a way. Also, mass communication media such as press, radio and TV gave their overall support to it by reporting news and passing on information to the general public quickly and efficiently.

Mr. K.W. Hooper, the Minister for Transport, officially opened the Australian Learn-To-Ride Safety Program. He praised Yamaha and Annand & Thompson for putting on the Program. On hand to record his speech were Channel 7 or 9 camera crew and other news media. This film was shown by both television stations on their news coverage that night.

Other governmental representatives attending the opening ceremony were Mr. F. Thrupp, Superintendent of Traffic of

Queensland Police Force, Inspector Lewis, Traffic Branch, Queensland Police, Mr. F. Bennett, Secretary of Transport Department, Mr. T. Anderson, Assistant Commis-

sioner of Transport, Mr. T. Martin, Acting Secretary of Queensland Road Safety Council, Mr. J. Johnson and Mr. J. Kent, Queensland Road Safety Council.



Efficient man-to-man teaching system.



Greatly interested



Opening address.



Tremendous response!



Pupils start one by one.



Spacious ground is nicely arranged.

Australian Learn-To-Ride Safety Program

Efficient Man-To-Man Teaching System

Upon official announcement, Brisbane sessions received tremendous public response. Much more tremendous than had been expected!

Came in torrents applications from enthusiastic novice motorcyclists of varying age groups, both male and female. But, much to regret, acceptance was limited in number due to restriction in time.

Thus, 350 persons were lucky enough to take their sessions.

Each session consisted of a 15-minute lecture and 45-minute practice and a total of 72 experts served as instructors by adopting the efficient man-to-man teaching system. 30 units of unique farm bike AG 100 and 10 units of popular lightweight GT 80 were used for practice sessions.

Sgt. Terry Mccosker, Chief Instructor of Police Drivers Training School in Sydney, served as a chief lecturer, teaching participants basic traffic rules.

Each participant rode a bike accompanied by an instructor so that he or she could have necessary, timely spot instructions as to basic riding techniques including starting, shifting, braking, cornering etc. This teaching method proved greatly contributory to the improvement of novice rider's techniques.



Ok! your turn!



Instructions are always timely.



What a success!



Most of them have little experience of riding.



Very contributory to motorcycleists of all age groups.



He is a finisher of the session.



Pre-PR was perfect.

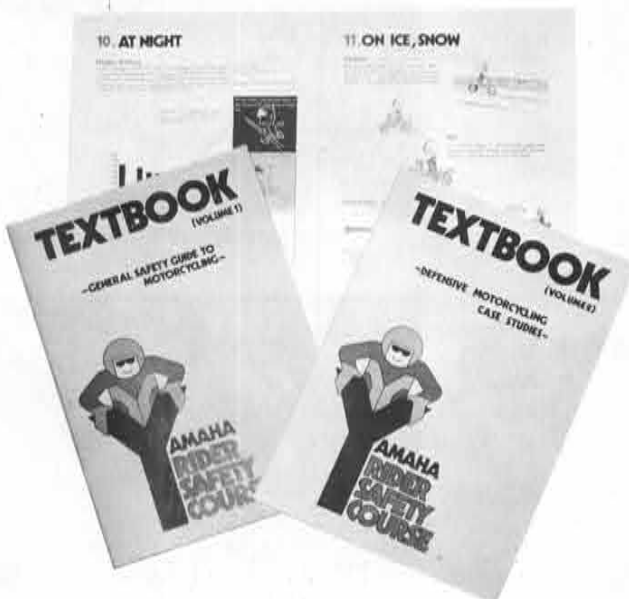


Yamaha will Continue Further Efforts

The 2-day session at Brisbane ended in a big success. All local newspapers unanimously emphasized the significance of this program. The governmental agencies concerned with traffic safety and all safety-conscious people want Yamaha to continue further efforts for the education of novice riders. They are sure that the Learn-To-Ride Safety Program would eliminate an appreciable number of

traffic accidents as otherwise might occur. Now, Yamaha has a plan to promote the events of similar kind in every State of Australia and New Zealand during the period from April through August, thereby developing the merits of the Program to a maximum in close cooperation with local Yamaha distributors, affiliated dealers and all other organizations or people concerned.

Advanced Course for Rider Education



During the above period the advanced course will also be promoted for more experienced riders along with the basic course for novice riders as mentioned above.

In the advanced course, pupils will be instructed for general safe and defensive motorcycling. The contents of text books which have been just prepared, cover "Advantages of Motorcycles", "Properly Visible Dress & Protective Clothing", "Eyes and Speeds", "Riding & Rider's Character", "Case Study of Motorcycle Accidents", "Defensive Driving in Town", "Carrying A Passenger", "Uphill and Downhill" and many other instrumental safety advices.

They Maintain the Fame of Yamaha

Inspection Group 3

Pursuit of the Ultimate in the Quality and Performance of Yamaha Motorcycles

Any parts to be built in Yamaha products must pass the careful inspection or checking by the staff of Inspection Department before they are delivered for assembly.

Every assembly process of any product must be placed under their alert eyes, and treated with their skilled craftsmanship, thereby ensuring flawless quality and performance for every product of Yamaha.

The Inspection Department of Yamaha has a staff of some 200 employees which are formed into 11 different work groups as follows:

- Group 1 & 2 —factory-processing parts for 2-stroke engines at Hamakita
- Group 3 —motorcycle parts and components
- Group 4, 5 & 6 —assembled motorcycles
- Group 7 —belonging to the Quality Control Department
- Group 8 —CKD parts
- Group 9 —snowmobile parts & components
- Group 10 —assembled snowmobiles
- and
- Group 11 —factory-processing parts for 4-stroke engines.

Here introduced is how the inspection staff of Group 3 are performing their important duties.



"We have to be always careful" emphasizes Supervisor Ichinose, "We can not leave anything halfdone, though our work is restricted in time. The current shortage of vital raw materials is placing the production of parts under stiffer conditions than ever but the high quality and high performance of Yamaha motorcycles must be assured by any means. We are trying harder not to let

even a single defective item go onto the assembly line. Even if some of defective parts happen to escape our inspection or checking at one process or other, troubles incidental to it will be checked to a minimum, and every cause will be thoroughly investigated in order to avoid any similar mistake".



8,000 different parts

Approx. 8,000 different parts are assembled into a complete unit of motorcycle. Those parts are manufactured inside or outside the Yamaha Factory in accordance with the established technical standards or specifications. The inspection staff are in charge of inspecting or checking those parts by a sampling process. 7 male and 7 female employees belonging to this group are taking care of inspecting or checking various types and sizes of parts which are daily delivered from several hundred outside contractors. Parts which have passed their inspection or checking, are directly sent to the Parts Center. In case something is found wrong with parts against the established technical standards or specifications, the manufacturers of those defective parts will be notified of it immediately for the best conceivable remedies taken.

Should the sampling system allow some defective parts to go onto the assembly line, the quickest possible countermeasures can be taken, thereby checking the development of troubles to a minimum.

In addition, they have to always instruct and guide all outside contractors in all facets of parts manufacturing for the improvement of quality and performance.



Yamaha Motor Canada Aims for the Overall Better

One year has just passed since Yamaha Motor Canada was established and commenced operations in June '73 as the new Company to replace Fred Deeley Limited, former general distributors for Yamaha in Canada.

Outline of New Company

The new building in Richmond B.C. has approximately 30,000 sq. ft. of warehouse space and 20,000 sq. ft. of office space. Prior to the establishment of the new Company, Yamaha Recreational Products have been distributed in the Dominion of Canada by Fred Deeley Limited. Mr. Fred Deeley and his son Trevor had successfully distributed Yamaha motorcycles, Snowmobiles, Outboard Motors and Skis in Canada since 1964. Through their marketing efforts they attained a large market share through their vast dealer network. In the spring of 1973, Mr. Fred Deeley announced that as he was not getting any younger he was stepping down as Yamaha distributor to make room

for a young and more dynamic team to take over.

All of the staff of Fred Deeley Limited—Yamaha Div. joined the new Company including Mr. Fred Deeley's son, Trevor, who is Vice President of Yamaha Motor Canada Ltd. The parent Company in Japan, Yamaha Motor Co. Ltd. dispatched a team of men to operate the new Company. Mr. Satoshi Moriya, formerly General Manager of the Nagoya Branch, was appointed Executive Vice President of the new Canadian Company. Mr. Tosh Sakamoto, formerly the North American Export Manager in the International Division, was appointed Mr. Moriya's Assistant.



From left to right: Mr. S. Moriya, Executive Vice President, Mr. H. Koike, Senior Managing Director, Mr. T. Deeley, Vice President and Mr. H. Eguchi, Managing Director



Mr. T. Sakamoto, Assistant to Vice President



Mr. K. Downing, General Manager of Toronto Branch



Mr. J. Oddy, Western Sales Manager

Competent Staff, Promising Market

Yamaha Motor Canada Limited is made up of a staff of 110 people, the majority of which are located in British Columbia. The warehouse and office facilities in Eastern Canada are being relocated to larger premises during the month of March 1974, which will illustrate the fantastic growth potential in this country. The major market for motorcycles and snowmobile sales is in Eastern Canada in the provinces of Ontario and

Quebec. The sales force in the Eastern market is made up of 12 District Representatives, whose job it is to service the tremendous number of dealers in this area. The Canadian consumers purchase 20,000 Yamaha motorcycles and 10,000 Yamaha snowmobiles annually. Climatic conditions in Canada are such that they are almost ideal for marketing motorcycles and snowmobiles in two distinct seasons. Most of Canada with the exception of South Western British Columbia, has a substantial snowfall during the winter season. In these areas of heavy snowfall the snowmobile is almost a way of life during the winter season. This is especially so in the province of Quebec. The province of Quebec is presently the largest market for Yamaha products in Canada and is the most specialised area in this market. The main language spoken in the province of Quebec is French which necessitates the distribution of literature, owners manuals, parts and service information in both English and French. The remainder of Canada is predominately English speaking. Because of the bi-lingual situation in Quebec it is necessary for the District Representatives travelling in that area to be fluently bi-lingual as well as experts in their chosen field. Yamaha Motor Canada has 6 such bi-lingual District Representatives travelling this Quebec market. It is their responsibility to see that all dealers in this particular area, due to its language peculiarities, are kept fully informed and up-to-date on all Company policies.



New Office building

Further Strengthened Dealer Network

Since its conception, Yamaha Motor Canada has implemented many changes to the dealer network, method of marketing, advertising programmes and various Company policies. The 1974 motorcycle sales season was started by a fantastically successful dealer meeting held at Harrison Hot Springs, B.C. Dealers from all across Canada were flown to Vancouver and then taken to Harrison by bus. The meeting was so successful that the hotel was crowded beyond capacity. The meeting was the most professional presentation ever presented to the Canada dealers and they all left full of enthusiasm for the coming season. We are sure that the new Company, Yamaha Motor Canada Ltd., will have a very successful future marketing Yamaha motorcycles and snowmobiles and skis in Canada.



Mr. S. Wong, Warranty Manager



Mr. R. Gies, Eastern Sales Manager



Mr. H. Ishii, Assistant Accounting Manager



Mr. K. Molynoex, Service Manager



Mr. T. Yamaguchi, Assistant Service Manager



Mr. M. Shibuya, Assistant Sales Manager



Neat and tidy

Canada, Second Largest Country

Geographically speaking, Canada is the second largest country in the world, the largest being the U.S.S.R. The land area in square miles is 3,562,388, and is 3,223 miles wide, at its widest point. Canada is divided into 10 Provinces and 3 Territories. The largest province in Canada in area is Quebec, with 523,860 sq. miles. However, it is the second largest in population having slightly over 6 million people. The second largest province is British Columbia, having 359,279 sq. miles. However, B.C. is third largest in terms of population, having approximately

2.1/2 million people. The third largest province in Canada is Ontario, having an area of 344,092 sq. miles. However, Ontario is the largest centre of population containing nearly 8 million people. Most of Canada's 22.1/2 million population is concentrated on its southern most border due to climatic conditions. Most of Canada is located north of the 49th parallel with the exception being Southern Ontario, the southern most tip of which reaches to a line parallel with northern California in the United States.



Highly efficient

New Plant of YAMAHA



Ocean-going bonito catcher

Pictured above is a 59t ocean-going bonito catcher which has been recently built here. It is expected to be a new power for fishermen.

Main technical data

Overall length	31.14 m
Overall width	5.50 m
Depth	2.30 m
Total tonnage	59.9 tons
No. of crew:	26
Recommended horsepower	340 hp (diesel)



Gamagohri Commences Operation

Modern facilities for the manufacture of large-size fishing boats



The Gamagohri Plant, the newest addition to the Yamaha Industrial Group, recently commenced its full-scale operation for the manufacture of Yamaha's renowned FRP fishing boats of large sizes.

The plant which is located at Gamagohri, a port facing the Bay of Mikawa, Central Japan along the coast of the Pacific Ocean, covers approx. 7,000m² in total building area on the 70,000m² site.

The plant features the ultra-modern production facilities including a drydock capable of accommodating vessels up to 1,500 tons in displacement. The rails which are running inside and outside the plant, are designed to carry every assembled boat into the dock very quickly and efficiently. Also, the inside-plant is well air-conditioned throughout, thus maintaining the quality of FRP material in the optimum condition.

The Gamagoori Plant is claimed to be the best of the kind ever constructed in Japan, taking a very important role in further promoting the standardization of large-size FRP fishing boats, which will in turn improve the efficiency of fishery operations around Japan.

London International Boat Show

The Yamaha stand displaying the '74 lineup of outboard motors including the newly marketed powerful 55hp model, attracted special public attention at the London International Boat Show recently held.

The stand was arranged by Mitsui Machinery Sales(UK) Ltd., distributors for Yamaha outboard motors in this part of the world. Through their strenuous efforts for sales promotion Yamaha outboard motors are now fast rising to popularity on the market.



CONTRIBUTIONS INVITED

Just send us pictures you've taken of stories, interesting happenings or, extraordinary incidences-any-thing if it's about YAMAHA. A commemorative gift will be sent to those subscribers whose pictures are accepted for publication.

YAMAHA MOTOR CO., LTD. 2500 SHINGAI IWATA SHI, SHIZUOKA KEN, JAPAN.