



## Road Race Championships

# Katayama Scores Brilliant GP Win

## —250cc class, Swedish GP, 8th round—

Takazumi Katayama, a new member of Yamaha factory team, rode his Yamaha to a sensational victory in the 250cc class of the Swedish GP which took place July 21.

Katayama who had made his international debut at the Dutch TT and demonstrated his excellent skill at the Belgian GP, convincingly won the Swedish round, the 8th of the series.

By this win Katayama is now counted as one of the most promising riders on an international level.



New star Katayama



### Early-stage lead

Australian ace John Dodds on a Yamaha became the pacesetter of the 26-lap 250cc race, closely followed by Kent Andersson, Chas Mortimer and Katayama, all on Yamahas. Katayama who had been only the tenth fastest rider during practising, superbly piloted his Yamaha to take the lead during lap 2.

Form then on, Katayama continued to increase his lead over others lap by lap.

During the latter half stages of racing, Walter Villa on a Harley-Davidson and French ace Patrick Pons on a Yamaha moved up to go ahead of Andersson and Mortimer, but their attempts to catch Katayama ended in a failure, eventually.

Almost unchallenged, Katayama finished the line first some 30 sec. ahead of runner-up Villa.

### Other wins

Though Giacomo Agostini unfortunately crashed in the 500cc class, Yamaha riders monopolized four other solo wins at the Swedish GP, that's to say, 125cc class by Kent Andersson, 350cc class and 500cc class

by Tepi Lansivuori as well as open 750cc class by Chas Mortimer. It was Yamaha's second 5-class domination completed this year.

## Swedish GP Final Results

### 125cc class

1st.	K. Andersson	Yamaha
2nd.	H. V. Kessel	Bridgestone
3rd.	B. Kneubuhler	Yamaha
4th.	L. Gustafsson	Maico
5th.	J. Zemsauer	Rotax

### 250cc class

1st.	T. Katayama	Yamaha
2nd.	W. Villa	Harley-Davidson
3rd.	P. Pons	Yamaha
4th.	C. Mortimer	Yamaha
5th.	D. Braun	Yamaha

### 350cc class

1st.	T. Lansivuori	Yamaha
2nd.	P. Pons	Yamaha
3rd.	P. Korhonen	Yamaha
4th.	D. Braun	Yamaha
5th.	M. Grant	Yamaha

### 500cc class

1st.	T. Lansivuori	Yamaha
2nd.	P. Read	MV
3rd.	P. Korhonen	Yamaha
4th.	G. Bonera	MV
5th.	K. Auer	Yamaha

## New Move for Formula 750

The Auto-Cycle Union (ACU), national governing body of FIM motorcycle sports in Great Britain, recently organized an important meeting on the Formula 750 racing in London, attended by the representatives from the American Motorcycle Association (AMA), Yamaha, Suzuki, Kawasaki Norton, Triumph, MV and Ducati.

As already reported, the banning of Yamaha TZ 750 virtually spoiled the interest and prestige of this most promising FIM sport this year, and therefore, the meeting was intended to give the FIM, international governing body of motorcycle sports, something to think about and



to establish a sound basis for this important sport event.

The main decision at the meeting was that new formula relating only to engine and transmission units should be established.

That's to say, these must remain a basically standard production design but could be fitted into any approved frame.

The minimum number of manufactured units as necessary for machine homologation would also be eased from current 200 to 25, in order to allow even small manufacturers to offer a range of competitive machines.

These exciting proposals will be put to the FIM Autumn Congress to take place in San Marino in October.

## Andersson Wins Memorial Trophy

Kent Andersson won the handsome Jarno Saarinen Memorial Trophy for his impressive performance at the international meeting held at Turku, Finland.

The trophy is to be awarded annually to the rider who performs best in the international road race meeting to take place in Turku, Flying Finn's home town in June. This year Soeli Saarinen presented the trophy to Andersson at the Finnish GP.



## Road Race Championships

# Closest Four-Way 250cc Battle

## —Belgian GP, 7th Round—

Takazumi Katayama, National champion of Japan thrilled spectators by joining the hectic 4-way battle in the 250cc race of the Belgian GP which was run on the ultra-fast Francorchamps circuit.

Katayama proved a good match for Kent Andersson, Diter Braun and John Dodds, all veteran riders on Yamahas.

Nobody knew how the battle would develop until the very last moment! Reigning 125cc champion Andersson expertly managed to go ahead of others to decide this closest-ever fought race.

Braun finished second with Katayama and Dodds, 3rd and 4th, respectively! But, even a split second did not separate them from each other!

# Yamaha's 350cc Sweep

## —Finnish GP, 9th Round—

Yamaha riders swept the 350cc class of the Finnish GP, the 9th round of the series held at Imatra. John Dodds led this race and became the eventual winner. Fresh from his sensational victory at the Swedish GP, Katayama again provided one of the greatest highlights at this meeting.

The 250cc race was led by Walter Villa on a works Harley but the toughest threat came from Katayama.

He consistently stayed in second place until crashing forced him to recede to 5th place.

## Belgian GP Final Results

### 125cc class

1st.	A. Nieto	Derbi
2nd.	K. Andersson	Yamaha
3rd.	B. Kneubuhler	Yamaha
4th.	H. Bartol	Suzuki
5th.	O. Buscherini	Malanca

### 250cc class

1st.	K. Andersson	Yamaha
2nd.	D. Braun	Yamaha
3rd.	T. Katayama	Yamaha
4th.	J. Dodds	Yamaha
5th.	M. Rougerie	Harley Davidson

### 500cc class

1st.	P. Read	MV
2nd.	G. Agostini	Yamaha
3rd.	D. Braun	Yamaha
4th.	P. Pons	Yamaha
5th.	J. Findlay	Suzuki

## Finnish GP Final Results

### 250cc class

1st.	W. Villa	Harley-Davidson
2nd.	M. Rougerie	Harley-Davidson
3rd.	D. Braun	Yamaha
4th.	K. Andersson	Yamaha
5th.	K. Katayama	Yamaha

### 350cc class

1st.	J. Dodds	Yamaha
2nd.	B. Kneubuhler	Yamaha
3rd.	D. Braun	Yamaha
4th.	K. Sohlberg	Yamaha
5th.	T. Virtanen	Yamaha

### 500cc class

1st.	P. Read	MV
2nd.	G. Bonera	MV
3rd.	T. Lansivuori	Yamaha
4th.	J. Findlay	Suzuki
5th.	P. Korhonen	Yamaha

# Velthoven Storms to A Victory

## —Round 7, 500cc British GP—

Jaak van Velthoven riding a works Mono-Cross Yamaha scored the first win for Yamaha in this year's world moto-cross championship series by finishing 1st and 2nd in both heats of the British GP, the 7th round of the series which took place at Dodington Park near Bristol on July 7.

In the first race Velthoven beat a tough challenge from Gerrit Wolsink on a Suzuki works machine and finished 2nd next to reigning 500cc class champion Roger De

Coster also riding a Suzuki machine in the second race. By this impressive success, Velthoven scored maximum points for the first time since the FIM adopted the new point awarding system.

Japanese national champion Torao Suzuki supported Velthoven in this round, finishing 9th in the second race, though he was not eligible for 500cc championship points, as he had been nominated as a regular 250cc title contender.

### Wonderful Win

"The Dodington circuit is extremely tricky and bumpy", said Velthoven after his first-ever championship victory, "But, I was pleased to find I would get round almost as fast as Heiki Mikkola and Roger De Coster, both leaders of the title contest. It was a tiring but really wonderful win. Also, it was the first time I have won a world championship leg. I have once overall won a championship event before, but with two second places.



### US 500cc MX GP Final Results

8th Round - July 14

#### 1st heat

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

#### 2nd heat

1st.	G. Wolsink	Suzuki
2nd.	H. Mikkola	Husqvarna
3rd.	R. De Coster	Suzuki
4th.	P. Karsmarkers	Yamaha
5th.	J. Pomeroy	Bultaco

### Dutch 500cc MX GP Final Results

9th Round - July 28

#### 1st heat

1st.	H. Mikkola	Husqvarna
2nd.	G. Wolsink	Suzuki
3rd.	R. De Coster	Suzuki
4th.	J. V. Velthoven	Yamaha
5th.	A. Weil	Maico

#### 2nd heat

1st.	R. De Coster	Suzuki
2nd.	G. Wolsink	Suzuki
3rd.	A. Kring	Husqvarna
4th.	A. Jonsson	Yamaha
5th.	B. Lackey	Husqvarna

## Moto-Cross Championships

### British 500cc MX GP Final Results

#### 1st heat

1st.	J. V. Velthoven	Yamaha
2nd.	G. Wolsink	Suzuki
3rd.	A. Weil	Maico
4th.	A. Kring	Husqvarna
5th.	A. Jonsson	Yamaha

#### 2nd. heat

1st.	R. De Coster	Suzuki
2nd.	J. V. Velthoven	Yamaha
3rd.	H. Mikkola	Husqvarna
4th.	A. Kring	Husqvarna
5th.	W. Bauer	Maico

I did my best and I am very happy that it has brought me back into contact with the world championship leaders. It will also make me try harder in the remaining rounds this year"

### Finnish 250cc MX GP Final Results

9th Round - August 4

#### 1st. heat

1st.	H. Everts	Puch
2nd.	J. Falta	CZ
3rd.	H. Andersson	Yamaha
4th.	T. Suzuki	Yamaha
4th.	K. Vehkonen	Husqvarna

#### 2nd. heat

1st.	G. Moiseev	KTM
2nd.	H. Andersson	Yamaha
3rd.	J. Pomeroy	Bultaco
4th.	H. Everts	Puch
5th.	J. Churavy	CZ

## Mick's Trials Club Opens —Great Britain

Mick Andrews, Scottish Six Days Trial winner will shortly open a trials club with its own practising ground.

He has leased the 15 acres of land where he regularly practices, and will throw it open to the members of his club at all times.

Mick plans to charge £5 for membership and riders can freely use the ground which is located near Elton, Derbyshire Peak district. The ground has a variety of sections featuring the difficulties of varying degrees both for the experienced and for the novice. During the year Mick as well as other instructors will give personal instructions to

riders. Also, two Yamaha TY 250s and two TY80s will be available for those who do not have their own machines.

The ground will be open all the year with ample car parking facilities provided as well as bike-free picnic area.

As membership grows, Mick intends to provide a clubhouse with toilets, changing and refreshments facilities, film shows and barbecues.

Mick points out that one of the greatest advantages of the site is that a rider could have a full day's sport safely and enjoyably.



# Let's Learn Technical Know-How

## Mechanic Course for 4-stroke Yamaha

As well as the long-proven 2-stroke models, each 4-stroke model of Yamaha is positively one of the best sellers in its own class on the market.

With a constantly increasing number of Yamaha's 4-stroke

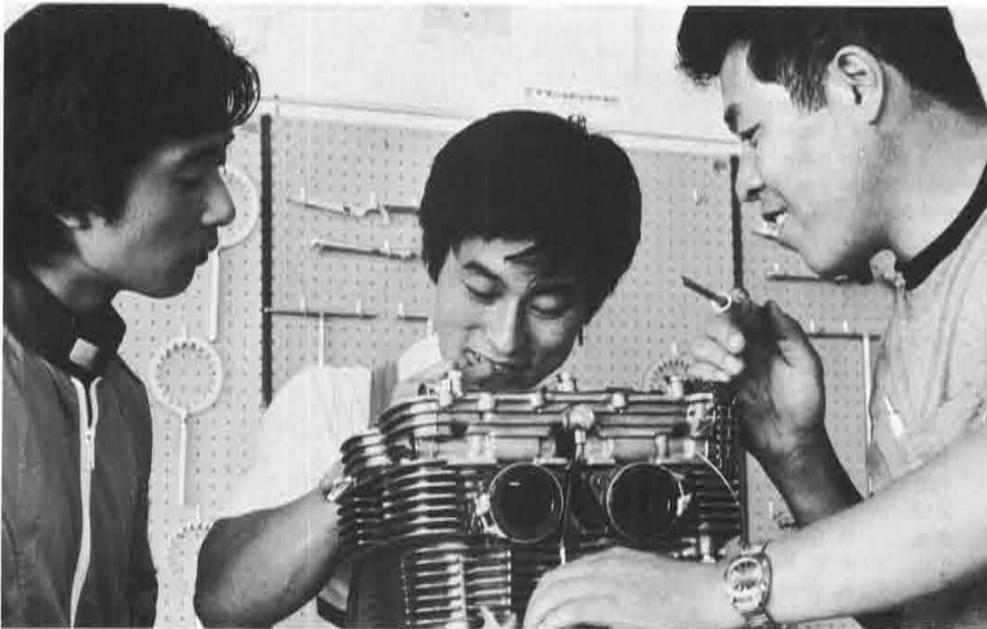
TX motorcycles on the road, the importance of improved service techniques and knowledge on the side of Yamaha distributors and dealers can not be too overrated.

### First 3-Day Session for TX Model

As for 2-stroke models, Yamaha has so far given a regular session for the service personnel of distributors and dealers wishing to improve their technical skill and knowledge indispensable to the smoother performance of motorcycle repair and maintenance since the nation-wide program of Yamaha technical school opened in March this year.

With the importance attached to the technical education for 4-stroke models as mentioned above, Yamaha recently set out in the promotion of this program.

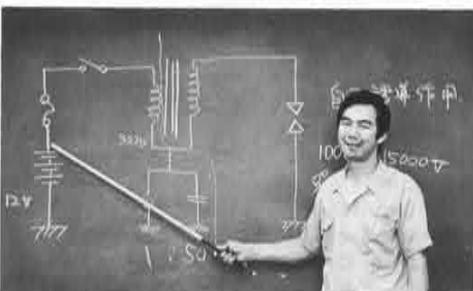
Here introduced is the true picture of first 3-day session given at the Technical Center Iwata.



### Theory and Practice

Students attending the 3-day session were expert mechanics working for Yamaha distributors or dealers, but the curriculum well planned and arranged in both theory and practice helped them further improve their skill and knowledge of 4-stroke motorcycle servicing. Several machines of the Yamaha 500 TX model were used as teaching material under the perfect tutelage of Yamaha-approved technical instructors.

Naturally, teaching focus was placed on the functional mechanism of engine featuring many a noteworthy technological refinement such as the 8-valve system, DOHC, Omni-phase balancer, etc., all designed to maintain engine performance in the best possible condition.



### Service Tips

#### \* Density of mixed gas

The density of mixed gas becomes higher in summer than in winter, and lower atmospheric pressure also makes mixed gas denser. The reason for it is that higher temperature or lower atmospheric pressure accelerates fuel evaporation.

#### \* Dirty oil

Why does oil become so dirty? Because oil has an important cleaning function to dissolve carbon deposits inside the engine. Therefore, if oil remains clean while the engine is running, it is quite strange.

#### \* Periodic oil change

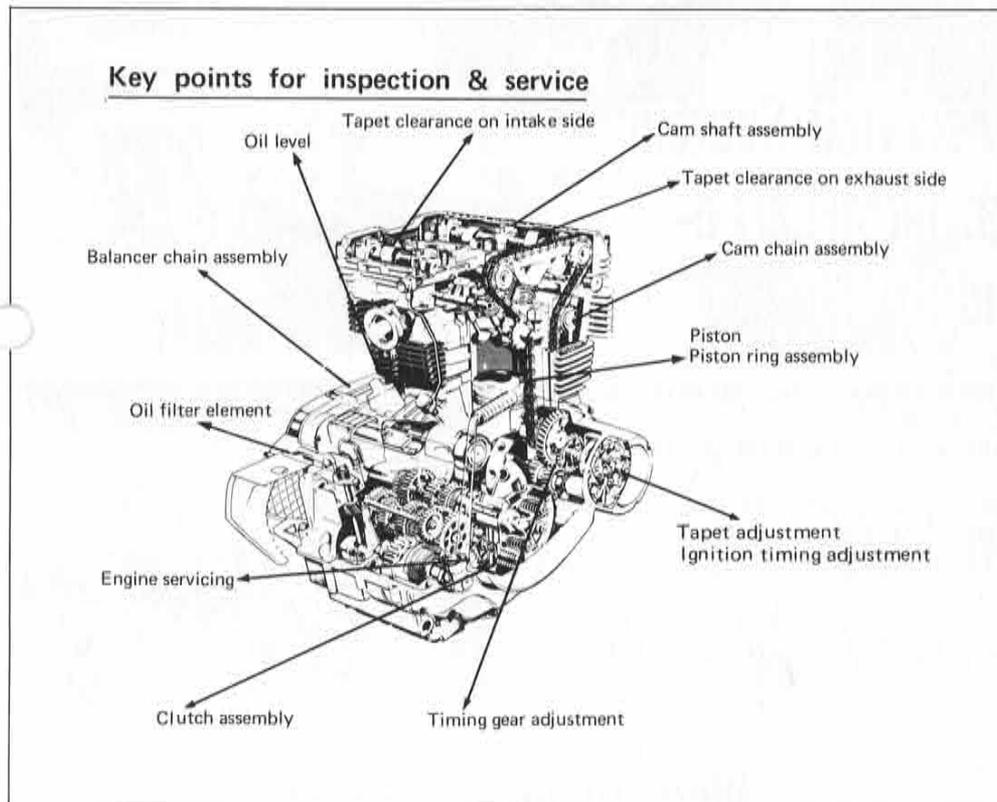
Designated oil must be always used. As for a new TX 500, oil must be completely renewed after a 500-km and 3,500-km running, respectively. From then on, every 6,000-km running will need new oil.

# Let's Learn Technical Know-How

## Three fundamental factors for engine function

Good fuel, proper compression and timely ignition - these are called three fundamental factors for engine function.

Key Points  
of What They  
learnt



## Proper Compression

Generally speaking, higher compression ratio will result in smoother power delivery. But, it is subject to a certain limit, that's to say, from 8:1 to 10:1, as for the 4-stroke engine. Mixed gas which is induced into the cylinder, can be atomized by compression for the sake of efficient combustion.

The function of intake or exhaust valves has direct effects upon the efficiency of compression, of course, but at the same time, it must not be overlooked that oil plays an important role affecting the efficiency of compression. Thus, the function of oil is not confined within lubrication. Cleaning, cooling, shock absorbing and keeping air tightness are all oil's functions, too.

## Good fuel

Fuel must be of a good quality, of course. But, at the same time, in order to let an engine develop high, dependable performance at all times, constantly efficient combustion is an absolute must. Accordingly, in this case, the term of "good fuel" means ideal conditions under which it functions, as well as good quality itself. Then, such ideal conditions will result from the perfect servicing of intake-exhaust system especially, an air cleaner and carburetor.

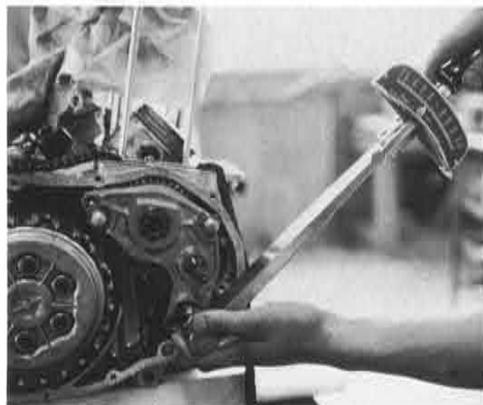


## Timely ignition

Mixed gas must be supplied with proper sparks at a proper time.

In other words, ignition timing must be set to ignite mixed gas so that the maximum combustion energy can be obtained with the piston at its top dead center.

In this case, the lapse of time from ignition to combustion must be taken into account. This lapse of time is called "flame propagation". Otherwise, combustion may take place before the piston reaches its top dead center, thus resulting in "knocking".



## 600,000 Attend 50cc Licence School

600,000 motorcyclists have already finished the course of Yamaha 50cc Licence School since the program started some five years ago.

It was the first attempt of the kind ever promoted in Japan and has made greater contributions to the cultivation of higher sense of traffic safety among motorcyclists here.

50cc bikes are easy to handle, featuring excellent operation economy at the same time, thus constantly increasing the number of users, male or female, and old or young.

In short, 50cc bikes are backed by the most widely ranged motorcyclists, and for this reason, the successful promotion and development of Yamaha 50cc Licence School Program is winning high public recognition.

## Service Campaign in Central-South America

# Aiming for Perfection of service System in Central-South America; First Large- Scale Campaign Promoted



Yamaha recently promoted the first large-scale service campaign in the area of Central-South America over a period of two months.

The campaign covered 10 countries including Torinidad Tobago, Martinique and Barbados on the Caribbean Sea.

Generally speaking, motorcycle sales have increased at a sharper rate these several years in this part of the world. Yet, Central-South America remains one of the most promising markets with tremendously potential demand awaiting efficient development.

The countries covered by this campaign were Torinidad Tobago, Martinique, Barbados, Costa Rica, Honduras, Nicaragua, Peru, Colombia, Venezuela and Guyana.



Free check session, Nicaragua



The staff of distributor, Martinique

## Well-planned program

The perfection of service system is undeniably indispensable to the successful expansion of market share but efforts directed for this target must be always accompanied by correct knowledge of the actual conditions of each market.

With this in mind, the campaign program was well planned, comprising the study and analyzation of actual service system for further improvement, promotion of service

school sessions for local mechanics, promotion of free check service for users including demonstration by Yamaha machines, movie showing, and general market research. Mr. Ryuji Seki, Overseas Service Department of Overseas Engineering Division, Yamaha Motor took overall care of the promotion of campaign program in close cooperation with Yamaha distributors in these countries.



Venemotos, distributor in Venezuela



The Staff of distributor, Peru



Road conditions prove suitable for trail riding (Costa Rica).



Moto-cross meeting (Colombia)

## Campaign schedule conducted by country

Peru	April 23 – May 9
Colombia	May 10 – May 14
Venezuela	May 15 – May 14 June 22 – June 25
Costa Rica	May 20 – May 25
Honduras	May 26 – May 30
Nicaragua	May 31 – June 4
Martinique	June 5 – June 9
Barbados	June 10 – June 13
Torinidad Tobago	June 14 – June 17
Guyana	June 18 – June 22

## Big success

The 2-month service campaign ended in a big success.

The level of technical knowledge and skill on the side of dealer mechanics or general Yamaha users was considerably improved, which would in turn help promote sales throughout this area.

Also, the campaign further developed close communication between Yamaha distributors or dealers and general users, thereby elevating the brand image of Yamaha. This will also lead to increase in sales, eventually. Apart from those merits, the campaign proved greatly contributory to the promotion of local market research which furnished Yamaha with valuable information and data in setting the business policy for the future.

## Most favorable response

It was the first, and largest scale campaign of the kind ever attempted in this part of the world.

Public response to it was found much more favorable than had been expected. Major newspapers in each country gave much space to reporting the news concerning the development of this program.

Each session was attended by a lot of mechanics or users wishing to improve or acquire the technical skill or knowledge of motorcycle servicing. This well reflected fast-rising popularity to Yamaha motorcycles.

Especially, in those countries along the coast of the Pacific Ocean where topographic features provided lots of natural moto-cross or trail courses, many action-loving motorcyclists showed unusual interest in those sessions.



Yamaha distributor (Barbados)



The staff of distributor (Colombia)



The staff of distributor (Guyana)



Yamaha riders (Torinidad Tobago)



LTR CORNER

# YAMAHA

## Successful Adelaide Session

Yamaha recently took another giant step in promoting the LTR Safety Program in Australia.

The one-day Adelaide session which was organized on April 6 by Pitmans Motorcycles Pty. Ltd., distributors for Yamaha in South Australia, won tremendous public response following the success of Brisbane session in March.

The session was planned so that it would coincide with the Road Safety Week (April 4th to 11th) at Marion, and also the Tea Tree Plaza's Road Safety week (April 29th to May 4th).

## 358 Students of All Age Groups

Mr. Virgo, Minister for Roads and Transport officially opened the program. A total of 98 volunteer staff were used on the day, that's to say, 5 girls, in registration, 3 girls in certificates, 80 instructors and 10 chief instructors.

358 students of all age groups including 60 female motorcyclists were taught the basics of riding a motorcycle by a very efficient man-to-man teaching system.

A 15-minute lecture was given by Mr. Les Jackson of the Road Safety Council of South Australia. Then, the chief instructor took 8 students to each of five cells so that a total of 40 students were instructed every 30 minutes.

As had been the case with the Brisbane session, the Adelaide session was given over-all support by many public or private organizations concerned with traffic safety, including the Ministry for Roads and Transport, Police, Road Safety Council, etc. Also, the Marion Shopping Center kindly offered a parking ground for use.

## Excellent Public Relations

The LTR Safety Program proved again an excellent public relations exercise. Apart from the 358 students who actually attended the session, lots of people stopped their vehicles to intently watch every proceeding.

At a time when traffic safety was becoming the matter of increased public concern, the Yamaha LTR Safety Program showed thousands of people the interest taken by Yamaha to prevent accidents involving motorcyclists by providing correct instructions for riders.

# Australian LTR Safety Program Makes Steady Headway



ANALYSIS NUMBER EVER RIDDEN

YES	221	51.73
NO	137	48.73
TOTALS	358	100%

ANALYSIS NUMBER OWN MOTORCYCLE

YES	68	18.99
NO	290	81.01
TOTALS	358	100%

AGE ANALYSIS

AGE	MALE	GIRLS	TOTALS
6	3	1	4
7	4	—	4
8	5	1	6
9	9	3	12
10	38	2	40
11	13	2	15
12	22	5	27
13	42	4	46
14	62	3	65
15	28	6	34
16	18	2	20
17	22	5	27
18	9	8	17
19	4	6	10
20	3	2	5
21	4	1	5
over 21	11	5	16
TOTALS	296	60	358



# Yamaha Campaign at Its Climax

## —Indonesia—

Yamaha's giant-scale campaign for motorcycles in Indonesia is now at its climax. With the initiative taken by Harapan Motor in Djakarta, the campaign has made a special appeal to lots of people, especially, the novelty-conscious youth since it made a getaway several months ago.



## Full of Variety

The campaign is well planned and full of variety so that Yamaha motorcycles can be elevated in their image. Among the events promoted were there a press meeting, trial run for new models, touring, demonstration parade, etc., all designed to make a successful approach to as many people as possible in an enjoyable way.

Public response to this campaign proved much more tremendous than had been expected.

The success of this campaign will naturally expand the share of Yamaha motorcycles in Indonesia, one of the most important markets in the world.



# New Market, Seychelles

The Seychelles Islands on the Indian Ocean, with a population of approx. 52,000, is now fast growing into one of the very promising markets for Yamaha motorcycles and out-board motors, as previously reported by this journal, since lots of European people visit there for spending their vacation time. The shop newly opened by Abhaye International is receiving an increasing number of users.



# Barcelona Show

The Yamaha corner which was established by Ledasa at the recent Barcelona Motor Show, one of the most important events in Europe, became the focus of visitors' interest and attention. New Yamahas attractively displayed all over the corner made a special appeal to motorcycle enthusiasts.



# Samurai, Agostini!

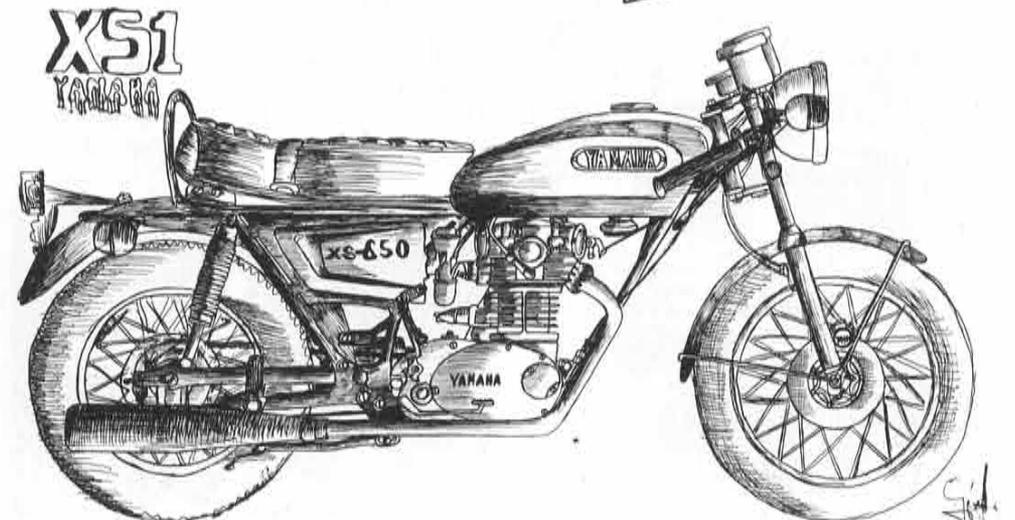
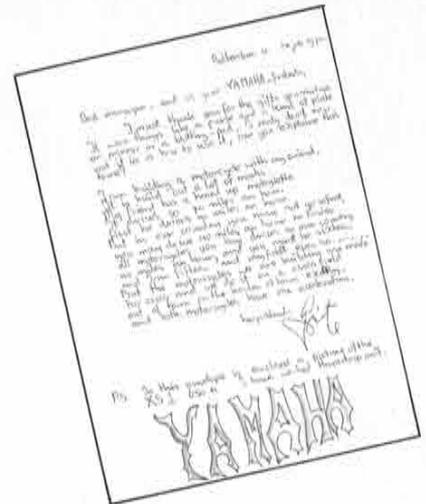
Giacome Agostini, one of the greatest riders the world has ever had, is introduced in an Italian magazine in a very interesting way. As you can see, Agostini clad in armor and on a horse instead of his favorite Yamaha racer, is now rushing at enemies, as if he were a brave Japanese Samurai commander. A tremendous sensation aroused when he

switched to Yamaha from MV this year. Lots of comments were heard about his striking switchover. Some were not always good for Agostini, it is reported. But, anyway, whatever machine he may ride, Agostini will remain a racing hero in the world.



# Will Be Designer

Wim van Gilste, a 15-year boy in Rotterdam, Holland is one of the most ardent Yamaha fans. Wishing to be a mechanical designer in the future, he has supplied us with his masterpiece from time to time. Here shown is his latest work of which he is specially proud of.



## ***Zippy Sidecar Creates Good PR Effects***

A Yamaha Zippy 80 equipped with a unique sidecar outfit is now making a special appeal to the novelty-minded young motorcyclists. This unique machine was designed and built by Mr. Ono, a Yamaha dealer in Tsuyama City, Western Japan. He made it just for a hobby but was surprised to know that it turned out to be an excellent PR tool for his shop. Sidecar-fitted machines are not so popular in Japan yet, but ardent enthusiasts froming their own clubs are now fast increasing in number. Mr. Ono's machine is the smallest of the kind ever built in Japan but proves to be serviceable and practicable with a passenger or luggage on.



## ***Seamen Deepen Friendship***

*—Japan & America—*

Sporty yachting is now fast growing in popularity in Japan with the market debut of the Yamaha 15, a nimble, spirited racing model.

The Yamaha 15 Association which is the national club of some 2,000 enthusiasts, annually organizes a national championship event. The championship is contested by those yachtsmen who have got through elimination heats by regional block.

Recently, the representatives of the Association took place in the US-Japan championship event in Hawaii. The seamen of both countries met together at an international event for the first time, exchanging good wishes with each other.

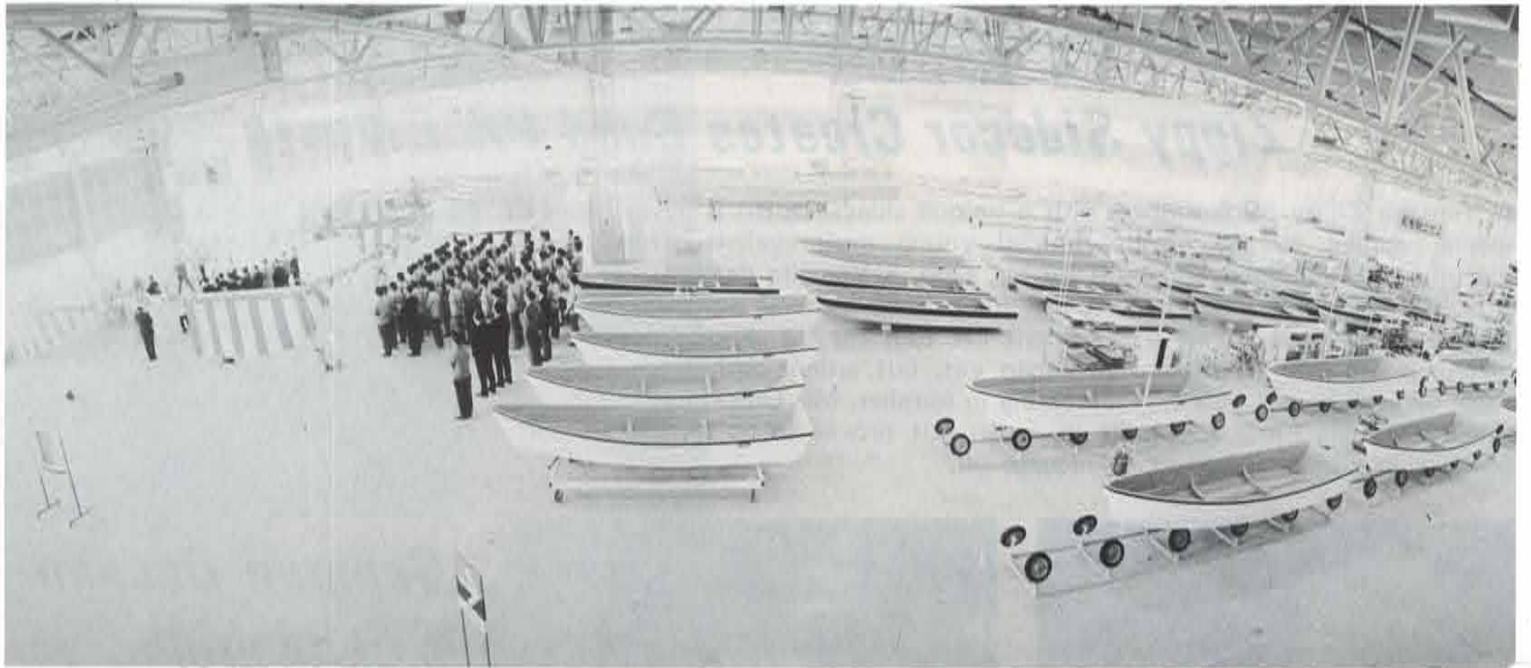


## ***Tokyo Motorcycle Show***

The Tokyo Motorcycle Show which is annually organized by the Association of Motorcycle Fans, is a popular event for enthusiastic motorcycle manias.

The 4th Show which took place recently, attracted a larger number of spectators than ever before, reflecting always-growing enthusiasm to so-called dream bikes which manias designed and built in their own way.





**Yamaha  
Industrial  
Group**

## Shido Plant Starts Operation for the Manufacture of FRP Fishing Boats

Fishery operations are fast becoming diversified more and more in scale and method as well.

In an effort to better meet each particular local demand, Yamaha is now pushing forward with the program to construct the new plants of FRP fishing boats one after another around Japan.

The Shido Plant which was constructed near Takamatsu, Kagawa, Western Japan, facing the Seto Inland Sea, recently started operation for the manufacture of large and small FRP fishing boats to be used for the various operations of coastal fisheries.



### Fifth of the kind

The Shido Plant is the fifth of the kind, and capable of turning out some 400 fishing boats monthly. Those products will be intended for the market of Western Japan and overseas markets along the coasts of the West and South Pacific Ocean.

In recent years FRP boats have been fast taking over the place of wooden ones and Yamaha has been constantly leading this trend as the No.1 boat manufacturer in Japan.

The program for the construction of base plants is winning high public recognition, and especially given tremendous support by all the fishermen unions of Japan, since it is designed to provide them with such boats as may better fit their particular requirements, thus ensuring larger catches of fish at much less labour than ever before.

In order to further develop the program, Yamaha will establish a new plant in Hokkaido, Northern Japan next year, aiming to reinforce the current national production set-up of FRP fishing boats consisting of the

Arai Plant in Shizuoka, Amakusa Plant in Kumamoto, Ohfunato Plant in Iwate, Gamagoori Plant in Aichi and newly opened Shido Plant.

### Outline of Shido Plant

Site area: 66,155 sq. meters  
Building area: 9,000 sq. meters

Production capacity: 100 large-size boats and 300 small-size boats per month.

