



**YAMAHA**

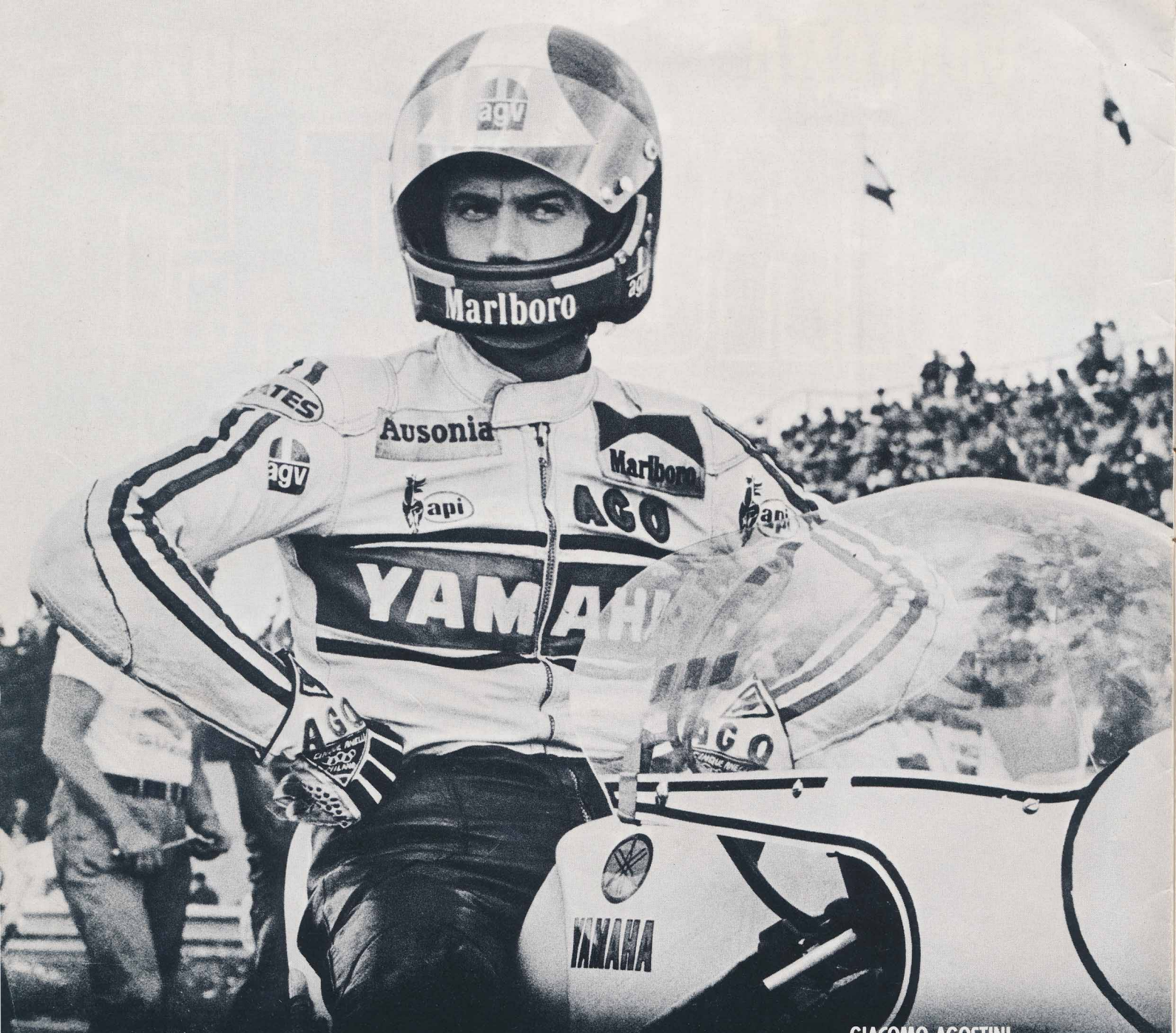
**1975**

# CIRCUIT 5



chappy





**GIACOMO AGOSTINI**  
*Giacomo Agostini on  
his Champion-equipped  
Yamaha.*

# Formula for Success

After years of second class status, motorcycle racing has finally and firmly established itself as a major sport. More and more spectators flock to the excitement, giving rise to a new breed of superstars. Factory teams contest World Championships in every class from 50 cc to 500 cc, and competition has never been fiercer. The winners' names can change from one race to another, and often do.

But one name stays the same. You'll see it at all major racing events around the world. On the shirts of racing engineers giving ignition advice. On the racing machinery. Even in the crowds. Champion. Champion spark plugs are consistently used by more winners than all other brands combined. Because

winners know from experience that Champions give them top performance and reliability.

We've been in racing for more than sixty years. What we learn at the track, we use to keep on making better spark plugs for all types of engines.

For the Champions... and for you.



**Champion. We support the sport.**



# 1975 racing calender

## Road race world championship

Mar.	28-30	France	Paul Ricard
Apr.	19-20	Spain	Madrid
May	3-4	Austria	Salzburg Ring
May	11	Germany	Hockenheim
May	18	Italy	Imola
May	31/J. 6	England	Isle of Man
June	28	Holland	Assen
July	6	Belgium	Spa
July	19-20	Sweden	Anderstorp
July	26-27	Finland	Imatra
Aug.	24	Czech.	Brno
Sept.	19-21	Yugosl.	Opatija

## F-750

Mar.	9	U.S.A.	Daytona
Apr.	6	Italy	Imola
June	22	France	Paul Ricard
July	19-20	Sweden	
Aug.	3	Finland	Silverstone
Aug.	9-10	England	
Aug.	16	Belgium	
Sept.	7	Holland	Assen
Sept.	27-28	Germany	Hockenheim
Oct.	5	Spain	

## World championship moto cross

### 125cc:

Apr.	27	France
May	4	England
May	11	Yugosl.
May	25	Sweden
June	1	Holland
June	8	Poland
June	22	Germany
June	29	Czech.
July	6	U.S.A.
July	13	Canada
Aug.	17	Spain
Aug.	24	Belgium

### 250cc:

Apr.	6	Spain
Apr.	20	Austria
Apr.	27	Belgium
May	4	Czech.
May	11	Poland
June	8	Yugosl.
June	15	Germany
June	22	England
July	6	France
Aug.	10	Sweden
Aug.	17	Finland
Aug.	31	Switzerl.

### 500cc:

Apr.	13	Switzerl.
May	11	Italy
May	25	Finland
June	8	Russia
June	15	France
June	22	U.S.A.
June	29	Canada
July	6	England
July	13	Germany
July	27	Holland
Aug.	3	Belgium
Aug.	10	Luxembourg

## Trial: World championship.

Feb.	15	Ireland
Feb.	22	Belgium
Mar.	2	Spain
Mar.	15	England
Apr.	13	France
May	24/25	Poland
June	15	Italy
July	13	Canada
July	20	U.S.A.
Aug.	24	Luxembourg
Aug.	31	Sweden
Sept.	5	Switzerl.
Oct.	5	Germany
Oct.	12	Czech.

Trophée des nations: September 7, Italy. Motocross des nations: September 14, Czechoslovakia.

# STRICTLY TECHNICAL

## About Motorcycle Tyres

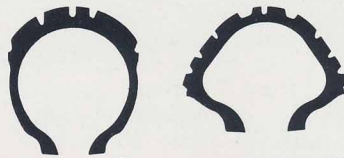
Dunlop have been manufacturing tyres for the motorcycle ever since it was first developed, but over that period, more than half a century, the role of the motorcycle has considerably changed. This change has influenced the design of the machine and in particular its tyres, which are responsible for the adhesion to the road, steering control and transmission of all driving and braking forces.

One of the distinctive characteristics of a two wheeled vehicle is that it must balance on the road, even when acted upon by centrifugal (cornering) forces. Another important feature, which also has a strong bearing on tyre design, is the attitude of the machine when negotiating a corner, either to compensate for the centrifugal forces, or for steering purposes. This calls for tyres different to those for vehicles with more than two wheels.

For many years a round tread section was most favoured for motorcycle tyres. This section allowed a reasonable flat contact area to form between the tyre and the road at all attitudes of the machine. This tread profile was in effect a composition of a number of different tread profiles side by side, overlapping and blending into one tread pattern, of which only part of the whole was in use at any one moment of time.

For racing, however, another breed of motorcycle tyre was introduced with a generally triangular section, which gave preference to the banked position for maximum grip and this is still very successful. The principle, in a modified form, was embodied in a tyre designed for high speed road machines, originally known as the K81 and now designated TT100.

Two other factors also dominate motorcycle tyre design, particularly tread design. Tyres which are most suitable for high speeds on hard (metallised) roads are not necessarily the most suitable for off-the-road. Tyres suitable for muddy and rough conditions are not at all suitable for high speeds on hard surfaces. The TT100 for example gives an excellent



road performance, but will not justify itself as a dual purpose on and off-the-road tyre. Similarly the sports tyre, which has been designed for all kinds of off-the-road conditions, is not suitable for high speed road operation.

### Tread Patterns

A study was made of wear patterns created on motorcycle tyres and it was found that wear lines always occurred at right angles to the direction of the relative force. At a tyre's crown the wear lines are transverse (across the tyre) at right angles to the accelerating and braking forces. On the side tread the wear lines are circumferential, at right angles to the sideward cornering forces. Between the crown and the side tread the wear lines change from transverse to circumferential and together form a curve, described as a cosecant curve because of its mathematical shape. From this has developed the cosecant tread pattern which follows these wear lines and results in increased gripping power, reduced uneven wear and longer effective tread life.

Off-the-road surfaces vary considerably. Soft surfaces in particular, which are frequently encountered off-the-road, have a considerable bearing on the tread design of off-the-road tyres. Soft surfaces have a low intrinsic strength, so that it is necessary for tyre tread segments to key into them and make maximum use of the limited shear strength available. For this purpose a deep and open studded pattern is preferable.

### Tread Life

Tread compounds, tyre profiles, tread depths, tread patterns, tyre cords and their arrangement, all contribute significantly to tread life. The characteristic but essential tread profiles of motorcycle tyres have considerable influence on this property, both on the credit and debit sides. Firstly, because only part of a motorcycle tyre tread profile is in contact with the road

and being abraded at any one time and, secondly, because not being flat, the tread and road surfaces continually scrub against each other as the former flattens against the latter.

Equally significant is the manner in which the machine is driven. The power transmission of a motorcycle relative to its total tyre-to-road contact area is usually high and this has a bearing on tread wear, particularly if the motorcyclist uses this power to its full extent. This situation is further aggravated by the relatively high power-to-weight ratio of a high performance motorcycle as compared with, say, a high powered sports car.

Tread depth is also very important for wet road conditions. A tyre in a new state, with maximum pattern depth, is obviously the best suited for water clearance. As the tyre wears and the pattern depth is reduced, the measure of grip in the wet also becomes significantly reduced. At a point when the remaining pattern depth is 1.0 mm or below, the wet tyre adhesion is almost negligible and tyres should not be used after this state is reached.

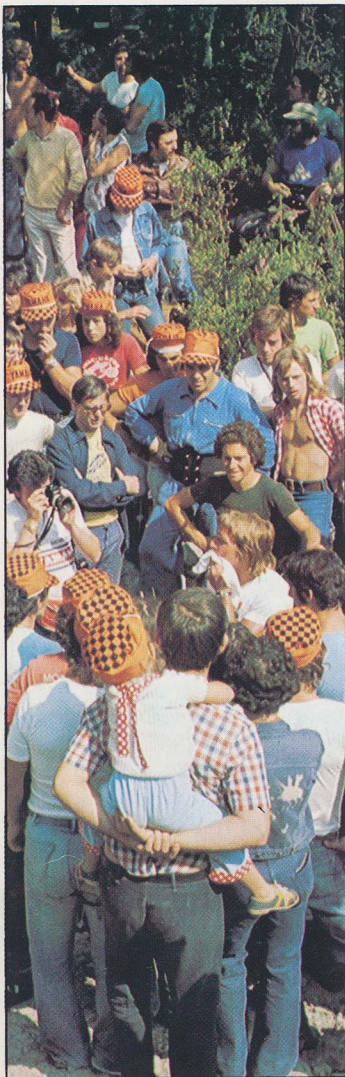
### Aspect Ratios

The aspect ratio of a tyre is the relationship of height to width, expressed as a percentage. The K70 all purpose tyre has an aspect ratio of 100% plus, whereas the trigonic racing tyre, KR73, has an aspect ratio of approximately 80% and the high speed road tyre, 90 - 95%.

For tyres of equivalent cross-sectional areas and therefore load carrying capacities, a low aspect tyre puts more tread rubber in contact with the road. This meets the demand of the more powerful machines, such as many of the large capacity roadsters, for a greater road gripping power.

With high performance tyres, such as the TT100 it is even more necessary to carry out regular tyre maintenance. It is extremely important that tyres are inflated to the correct pressure. A tyre run at low pressure and high speed can suffer internal damage, which, though not apparent from the outside, could cause sudden failure. □





auto, Yamaha's French importers, and Moto Revue, a leading French motorcycle magazine.

The programme started with an exciting demonstration by Mick Andrews riding over huge rocks. The scheduled start had to be brought forward from 3 pm to 1 pm due to the unexpectedly large number of participants who turned up.

Mick, assisted by French trials rider Christian Rayer, instructed some 200 riders during the day. Mick explained and then demonstrated the basic points of riding a section to the beginners. Christian meanwhile rode with the more experienced riders over difficult sections, including a dry river bed, rocky hills and steep dirt trails. He also covered the finer points of trial riding.

Eight TY250 machines were provided for the school – six from Sonauto and two from Jaky Onda Motors of Nice. By the end of the day, all eight machines had been sold to prospective trial riders. Sonauto's sales manager, Jean-Claude Olivier, organizer of the school, was more than pleased with its success. Yamaha T-shirts were distributed to all the riders participating in the school, and Yamaha hats to the spectators. Many of the enthusiasts brought their own machines and eagerly tackled the section set up by Mick and Christian.

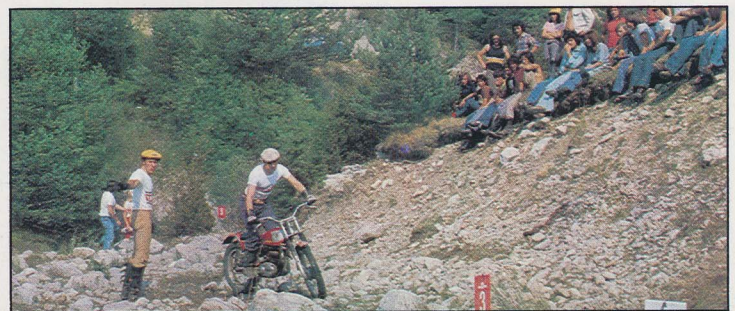
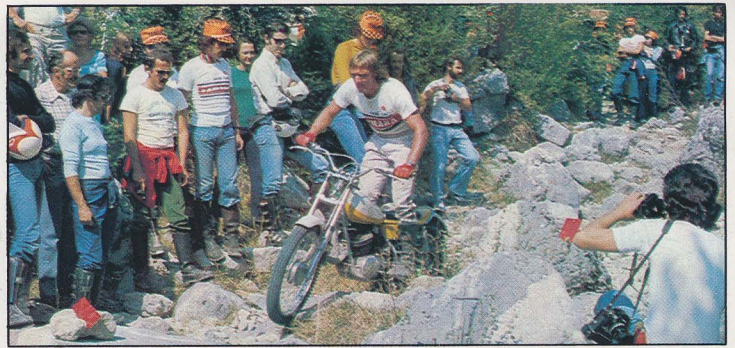
The day was rounded off with another demonstration by Mick, apparently tireless. He said he had thoroughly enjoyed working with the young riders and only wished he had more time to work individually with them.

Because of the success of the September event, Sonauto plans to hold a series of trial schools throughout France in 1975. It is hoped that Yamaha's other European Importers will hold similar learn-to-ride schools this year. □

## A School for Trials

*The popularity of trials and learn-to-ride trial schools was overwhelmingly demonstrated last September, by more than 2,000 enthusiasts who turned out in the south of France to watch Yamaha's Mick Andrews.*

The one-day school was held in the French Alps, some 60 kilometres north of Nice. It was sponsored jointly by Son-





# Don Vesco



## 281.49 mph... Just add wings

On a quiet day in October on the snow white salt flats of Bonneville, Utah, likeable Don Vesco of El Cajon, California, became motorcycling's king of speed in a Yamaha-powered Streamliner.

The bespectacled tuner and former winner of the Daytona classic, broke the late Cal Rayborn's four-year-old world speed motorcycle record. His mean speed of 281.49 mph (456.38 Kph) broke the previous record of 265.49 mph even though his 1400cc "cigar" was only running on seven cylinders.

If it hadn't been for the troublesome rubber belts that connected the crankshaft of the two TZ700 engines, Vesco just might have surpassed his personal goal of 300 mph. It was dusk on the salt flats when Vesco broke the record and conditions were ideal - warm and still. Using a four mile run-in Vesco streamed through the timed flying start in only 12 seconds, clocking 281.030 mph.

"The first three miles were really bumpy," Vesco said. "It was revving about 9,700 as I hit the trap and close to 10,000 coming out. I switched the engine off and pulled the clutch in and she started to wobble and shimmy. Then I put the parachute out and it wobbled some more but stayed on its wheels."

After that first run, Vesco's crew changed the cooling water in the header tanks, changed the belts and refueled the streamliner. Thirty-five minutes later Vesco was ready for the crucial return run from which his average speed would be calculated.

"I had one hand on the parachute release as I went through the trap," Vesco recalled. "It's the only safety factor you have. Funnily enough, I lost my concentration at one stage and missed a marker. So I wasn't sure which was the actual trap and in fact wasn't going as fast as I could have."

When it was over, Vesco climbed out of the cockpit to learn that his return run was 282.375 mph and once again the 35-year-old American hero held the world speed motorcycle record.

Back in 1970 Vesco first took the record when he clocked 251.9 mph using a streamliner powered by two 350cc Yamaha road racing engines. Less than a month later Rayborn on a Harley-Davidson of twice the capacity took the record away.

Since then Vesco has been working hard to win the record back. When Yamaha introduced the TZ700, Vesco knew he had a chance. Two new 700 engines finally arrived at Vesco's shop in California only seven weeks before Bonneville's annual Speed Week in August and Vesco had to get his machine together on time.

"Fortunately, the TZ700 engines are ideal for coupling," Vesco explained. "I took the end covers off the crankcases, drilled holes in the end of the crankshafts and bolted pulleys onto the ends."

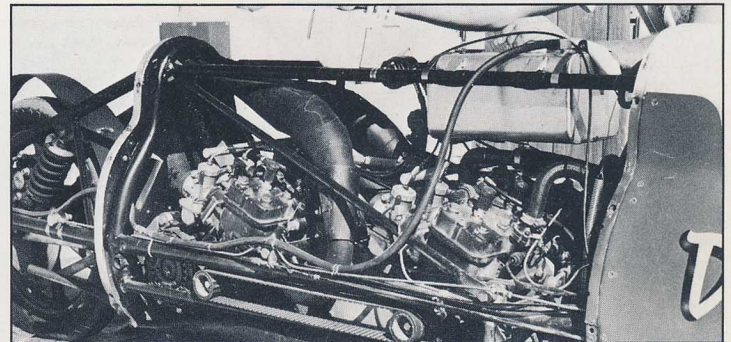
Vesco really didn't get a chance to break the world record during Speed Week but he and his crew managed to sort out a lot of the new streamliner's problems. Still, Speed Week was not a complete loss for Vesco for he put

himself once again in the record books by going more than 170 mph on an unfaired road race TZ700 Yamaha.

Vesco returned to Bonneville in October and shared the salt with Dennis Manning's twin-powered Norton Gulf streamliner. The Norton managed to overcome its early mechanical difficulties and closed the gap on Vesco

by hitting 271 mph. At press time however Vesco was ready to return to the salt if his Yamaha record should be broken.

But Vesco isn't satisfied with just holding the world record. He's still set on going 300 mph plus next year. □







## New from Yamaha for 1975

Motorcycle enthusiasts who stopped by the large Yamaha display at last October's International Motor Show in Paris were not disappointed.

Catching everyone's eye was the new Leisure Class Chappy. The RS 125 and the XS 650 (to be featured in Circuit No. 6) balance out Yamaha's street division and the TY 125 joins the trial section.



### Chappy LB 50 II

#### SPECIFICATIONS

<b>Performance</b>	
Max. speed range	60 km/h
Min. turning radius	1,500 mm
Min. braking distance	8.0 m at 35 km/h
<b>Engine</b>	
Type	Single cylinder, Forward leaning 2-stroke, Air-cooled, Reed valve
Displacement	49 cc
Bore & Stroke	40 x 39.7 mm
Max. horsepower	3.5 hp. at 5,000 r.p.m.
Max. torque	0.55 kg. m at 4,000 r.p.m.
Lubrication system	Autolube
Transmission	4-speed gearbox
<b>Dimensions</b>	
Overall length	1,570 mm
Overall width	665 mm
Overall height	925 mm
Wheelbase	1,050 mm
Min. ground clearance	135 mm
Fuel tank capacity	2.9 lit.
Oil tank capacity	0.6 lit.
Caster	64°

### Chappy LB 80 II

#### SPECIFICATIONS

<b>Performance</b>	
Max. speed range	70 km/h
Min. turning radius	1,500 mm
Min. braking distance	8.0 m at 35 km/h
<b>Engine</b>	
Type	Single cylinder, Forward leaning 2-stroke, Air-cooled, Reed valve
Displacement	72 cc
Bore & Stroke	47 x 42 mm
Max. horsepower	4.5 hp. at 5,500 r.p.m.
Max. torque	0.65 kg. m at 4,000 r.p.m.
Lubrication system	Autolube
Transmission	4-speed gearbox
<b>Dimensions</b>	
Overall length	1,570 mm
Overall width	665 mm
Overall height	925 mm
Wheelbase	1,050 mm
Min. ground clearance	135 mm
Fuel tank capacity	2.9 lit.
Oil tank capacity	0.6 lit.
Caster	64°



#### Leisure – the Chappy

At a time when the market is becoming ripe for new leisure bikes of wider usage than ever before, Yamaha is proud to introduce the Chappy. This is a machine that is not only fashionable but practical.

Various accessories will become available throughout the year.

The Chappy, designated LB-50-II (50cc) and LB80-II (80cc) was designed and engineered for handling ease and outstanding safety. The machine, easily ridden by men and women of all ages is ideal for shopping, commuting and dashing through heavy city traffic.

The Chappy is a bike for

young and old, the city and the country, the beach and the mountain. It's a machine that embodies newness and youth and a machine that will capture an entirely new segment of your market.

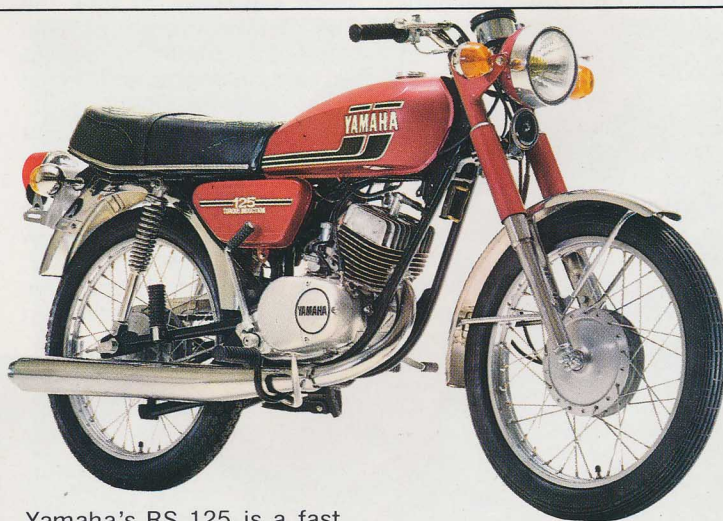
(The Chappy will be available in Austria, France, Germany and Switzerland) □

### RS 125

#### SPECIFICATIONS

<b>Performance</b>	
Max speed range	120 km/h
Min. turning radius	2,000 mm
Min. braking distance	10 m at 50 km/h
<b>Engine</b>	
Type	Single cylinder, Forward leaning 2-stroke, Air-cooled, Reed valve
Displacement	123 cc
Bore & Stroke	56 x 50 mm
Max. horsepower	3.5 hp at SAE net
Max. torque	1.15 kg. m at 7,500 r.p.m.
Lubrication system	Autolube
Transmission	5-speed gearbox

<b>Dimensions</b>	
Overall length	1,870 mm
Overall width	785 mm
Overall height	1,035 mm
Wheelbase	1,205 mm
Min. ground clearance	150 mm
Weight: net	101 kg
Fuel tank capacity	9 lit.
Oil tank capacity	1.5 lit.
Caster	62°30'
Trail	90 mm



Yamaha's RS 125 is a fast, compact and attractively styled bike which blends great performance with superb handling. The 7-port Torque Induction engine employs the new light-

weight aluminium cylinder and cylinder head. This light aluminium has reduced the weight of the engine thereby decreasing petrol consumption 10 per cent. □



## TY 125

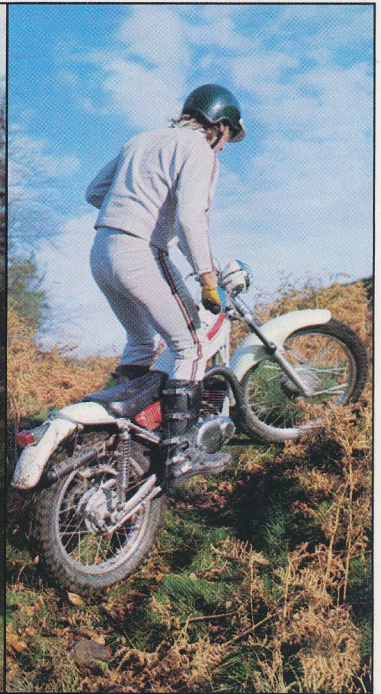
### SPECIFICATIONS

**Engine**  
Type 2-stroke  
Displacement 123 cc  
Bore & Stroke 56 m x 50 m  
Lubrication system Autolube  
Starting system Primary kick starter  
Transmission 6-speed gear box

**Dimensions**  
Weight: dry 80 kg  
Fuel tank capacity 4.0 lit.  
Oil tank capacity 0.3 lit.  
Type of frame Tubular-double cradle

**Tyres**  
Front 2.75-21-4PR  
Rear 4.00-18-4PR

*Because of the increasing interest and popularity in the trial sport, Yamaha has developed a new attractively styled trial machine. The lighter TY 125 embodies all the outstanding features of the competition proven TY 250 but is easier to handle for the younger generation of trial riders.*



## Testing the new Motocross series

YZ 125 / YZ 250 / YZ 400

Yamaha's European technical department recently called on four-time world 250cc motocross champion Torsten Hallman to test their new 1975 MX machines.

The two-day tests took place at the hilly Veerle circuit in northern Belgium. After his first day of testing Hallman was very excited about the new YZ 400's increased power.

"It's faster," he said. "And the new gearbox feels steadier. The shift is easier, and the machine doesn't jump out of gear, especially the 125 which has a new six-speed box!"

Both Hallman and Bjorn Casserborg, a Swedish rider who accompanied him, were very impressed by the monocross suspension system. Monocross will be standard on all 1975 YZ 400, 250 and 125 machines.

Swiss riders and Belgian dealers were also given a chance to test the bikes.

Fritz Graf, Switzerland's 500 MX champion and Romeo Folgera, the 250 MX Swiss champion shared the testing with seven Belgian dealers: Wollants, Geboers, Greisch, Verburgh, Richard, Renard and Debrouvx.





# mr. castrol, I presume



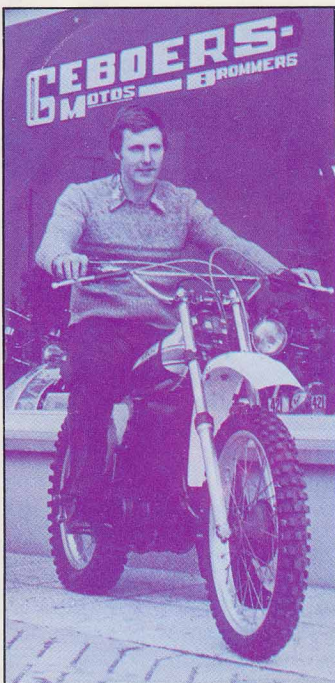
David Smith is an American.  
But America isn't exactly the place where  
one can find him, these days.  
When David left Amsterdam, it was a chilly  
September afternoon.  
Now he's riding his 360 Yamaha Safari Bike  
through the most deserted parts of Africa.  
The people who are travelling with him  
are using another two Yamaha bikes.  
A Unimog trailer follows them, containing  
food, films and fuel. And oil.  
And because David Smith wants to go right  
across the Sahara, through the Zaire  
jungles, over the Mountains of the Moon  
and across the plains of East Africa,  
the oil is Castrol.  
That's one reason David Smith can bring  
his Yamaha's to Nairobi. Safe and smoothly.



## number one in two-stroke oils







## Personal contact rates sales

### MEERHOUT, Belgium

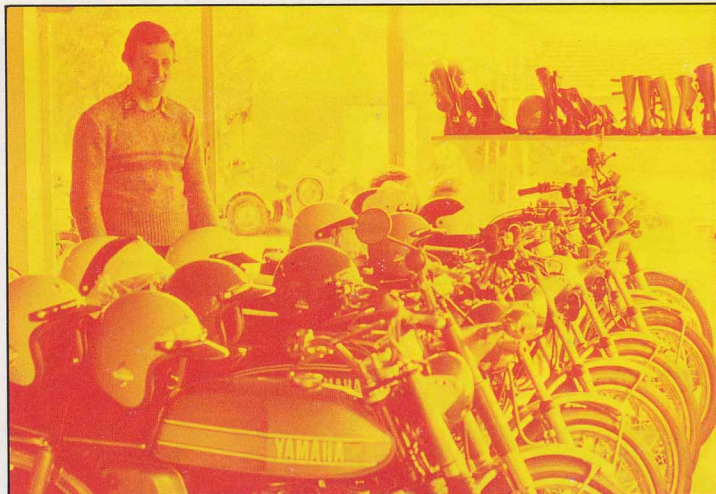
Flemish Belgium is renowned as the home of motocross and Geboers Motors is strategically located in the middle of this area.

Its owner is Louis Geboers, reputedly born on a motocross machine. Twenty-six-year-old Louis opened his modern shop two years after achieving fame as a motocross racer - fame which immediately brought him many customers.

Louis comes from a family with a traditional motocross background. He had already worked for many years in his father's motorcycle shop before starting in his own business. And of Louis' six brothers, three are enthusiasts. He himself was only 16 when he entered his first race, and still regularly competes in 250 and 500 cc events in Belgium.

Because he races Yamaha, Louis naturally sells a large number of Yamaha motocross machines. He recommends Yamaha because he feels that this is the best motocross machine for his customers.

Louis also sells a fair number



of touring machines of all makes including many Yamaha RD125s and RD250s.

Although the town of Meerhout is very small and far away from any large cities, Louis does not find his isolation a handicap to sales.

"The area is good for motocross training and many people who just drop by to say hello end up buying a machine."

In addition to sales, Louis also takes in many repairs, especially on motocross machines.

"I have to repair about 10 machines a week because many riders don't know how to work on their own bikes," Louis explained.

Only two mechanics and Louis operate Geboers Motors. *This allows for excellent personal contact between customer and employees, an asset which Louis rates high in the motorcycle business.*

Geboers Motors is open every day except Sunday, when Louis, like most Belgian riders, can be found at the track. □



THE SAFE LINE

BE SAFE

BE SEEN

BE SAFE

Between March 9, 1970 and April 30, 1972, **120 motorcycle and moped accidents** were investigated by the On-the-Spot Accident Investigation Group of the Transport and Road Research Laboratory in Great Britain. As a result of those accidents, **118 riders and passengers were killed or seriously injured**, a mere 14 being "damage-only" accidents.

Most frequent (31 cases) were accidents where the other vehicle pulled out of a minor road or drove into the path of the motorcycle. A similar type of accident occurred when the other vehicle turned right across the path of an oncoming motorcyclist

(13 cases).

Common to these 44 accidents was the fact that **the driver of the other vehicle had not seen the motorcycle** before the accident. This indicates that a *large number of accidents could have been prevented by improving the visibility of the motorcycles and their riders.* In the 44 accidents, at least 20 of the riders were wearing dark clothing which under the circumstances made them difficult to be seen.

A study of detailed data now available on motorcycle accidents clearly shows that the visibility of the motorcyclist and his machine is an important factor in accidents.

In fact, in 35 per cent of the cases studied lack of visibility to the driver of the other vehicle was the contributory cause of the accident. *One of the most important factors is, of course, the colour of the riders' helmet and clothing.* Recent tests conducted by the Road Research Laboratory found that a white coloured helmet combined with a fluorescent orange vest worn over normal motorcycle clothing helped greatly to solve this problem, in all road conditions.

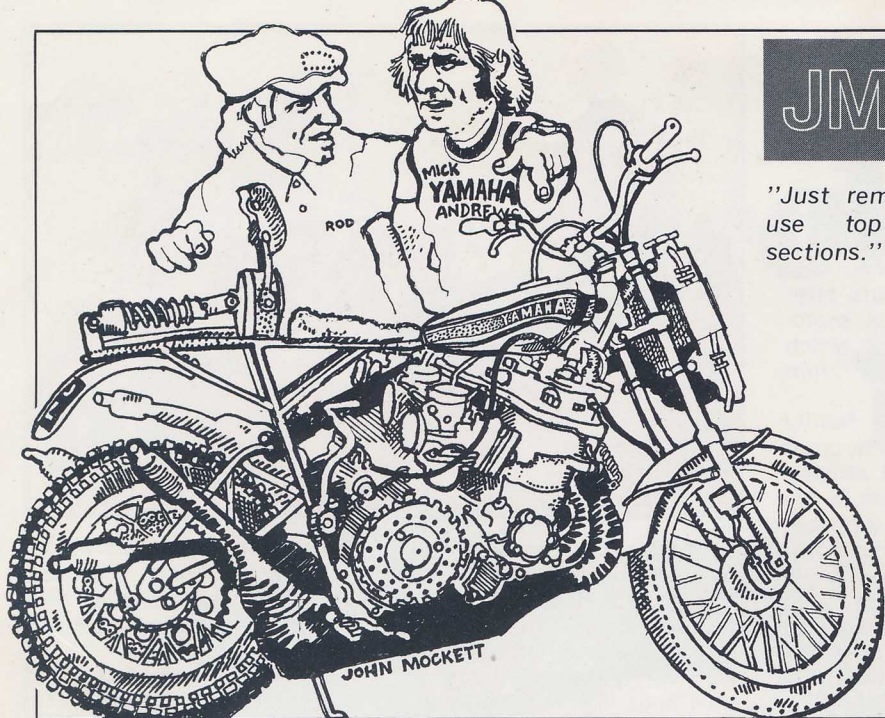
They provide a contrast to the road background, as opposed to dark clothing which merges with the background. You, the rider, must make

yourself clearly visible. Remember, the visible area of an oncoming motorbike and rider is little more than that of a pedestrian, and is right in the middle of the road. So avoid accidents. Wear bright clothing and helmet so that the road is safe for you and others.

What about motorcycle headlights burning during the day as well as at night? We want to discuss this safety factor in a future issue of Circuit, but we'd like to hear your opinion first.

Write to me:  
Paul Butler  
P.O. Box 7829, Amsterdam  
The Netherlands. □





## JM again

"Just remember Mick, only use top gear between sections."

## F.I.M. rules changed

Giacomo Agostini will compete in the revised Formula 750 Cup Championship in 1975, according to Yamaha's Public-Relations Director, Rodney Gould.

The decision was made by Yamaha after the present rules were changed at the annual Fédération Internationale Motorcycliste (F.I.M.)-meeting held last October in San Marino, Italy.

In 1974 Yamaha's TZ700 road racer was banned from F750 racing by the FIM because of a controversial rule regarding homologation. For 1975 this rule was revised qualifying the TZ700 for championship races.

F750 events, according to the new FIM rules, cannot be raced concurrently with Grands Prix, and must run over a minimum distance of 200 miles.

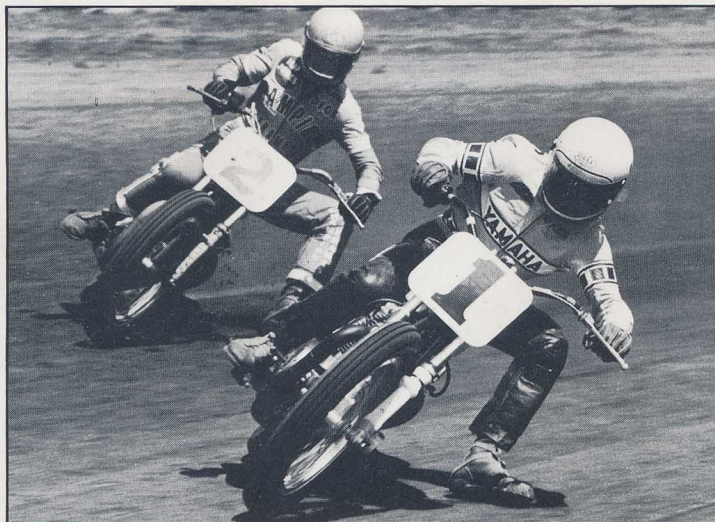
Eight F750 races have been scheduled for 1975 including an English round at Silverstone. The Daytona and Imola 200 mile classics will also count towards the Cup. For 1976 the FIM plans to boost F750 to an elite world championship similar to Formula 1 Grand Prix auto racing.

The FIM also voted to upgrade 125 cc motocross to world championship status and Yamaha plans to have Japanese champion Torao Suzuki leading its attack.

**Trials, previously only a European Cup Championship, has also been moved up to world status and Yamaha's Mick Andrews will be going after his first world championship.**



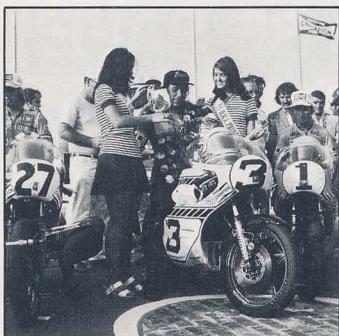
## Kenny Roberts



American Superstar and Yamaha ace, 22-year-old Kenny Roberts, has retained his American Motorcycle Association Championship in 1974. Furthermore he equalled the longstanding re-

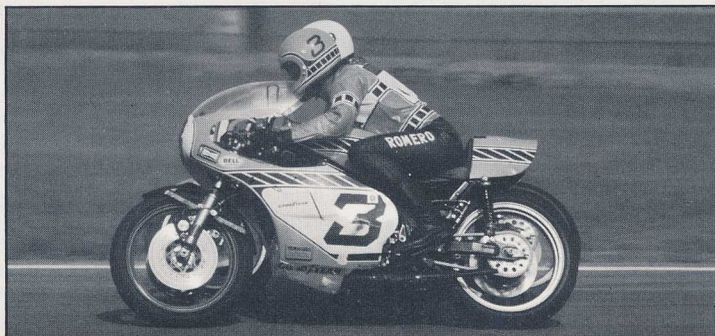
cord of Dick "Bugs" Mann by winning every type of event — the 1-mile dirt, half-mile dirt, short track, American TT and road race.

Kenny will be shooting for his third AMA title this year. □



## Yamaha sweeps the board

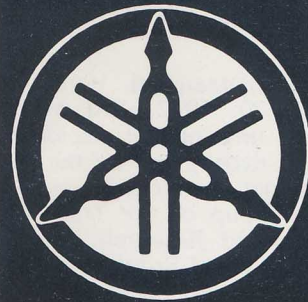
Yamaha's Giacomo Agostini crashed on the first lap of the Champion Spark Plug Classics, the richest road race in



the world, held at Ontario, California last October. Ago and American Steve McLaughlin collided after only 30 seconds. Neither rider was hurt but Ago's machine was out of action.

Veteran American rider Gene Romero led a Yamaha attack on 700cc four-cylinder machines resulting in the first three places. This road race

win, Romero's first ever, was well deserved. Yamaha International teammate, Kenny Roberts, had to be content with second place overall. Although both riders took a first place in one of the two legs, the decisive factor was Romero's second place behind Roberts. Jim Evans' third place overall gave Yamaha a clean sweep. □



## Yamaha Circuit

### Contributors:

Strictly Technical — Dave Buck. Dunlop Ltd. The Safe Line — Paul Butler. Cartoon — John Mockett. Don Vesco — Mick Woollett. Circuit Coordinator — Rodney Gould



# A tyre this fast we can't make fast enough.

Since its introduction in 1969, demand for Dunlop's TT100 tyre has always outstripped supply.

This is the tyre that has lapped the I.O.M. time after time on production machines at over 100m.p.h.

It's the tyre that has won every class of the Production TT from 250cc through to 750cc.

It's the tyre that won the Spa 24 hour race in 1973 at an average speed in excess of 100m.p.h.

If we stopped winning for a bit, maybe we'd catch up with demand.

Maybe.

But how much would you want us then?

 **DUNLOP**  
**TT100**

**Leading the field  
to give you the best.**





Over 100 vintage motorcycles from all over Europe participated in the Veteran

## The Club with a Vintage

Motor Club of Holland's fourth annual Hengelo-Dieren Weekend Rally and Concours d'Elégance.

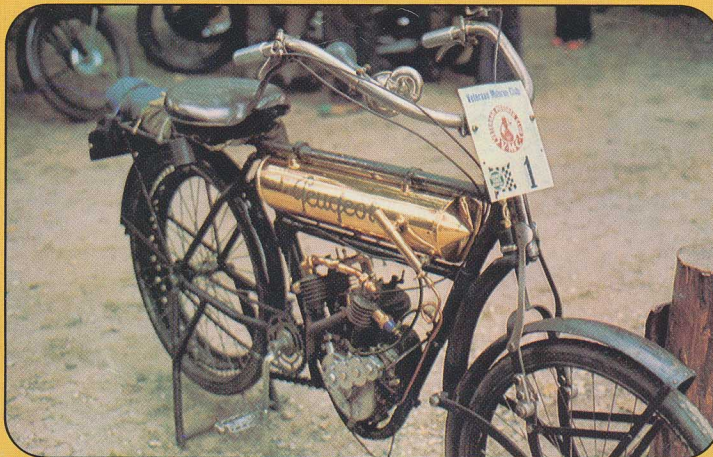


1929 Norton 490cc

In two separate rallies of 60 kilometres each, vintage machines, dating from 1900 to 1940, braved stormy weather to compete. Indians, Nortons, Harleys, BMW's and NSU's were just a few of the antique motorcycles that roamed the lanes around Dieren en Hengelo. The overall winner of the two-day rally was a 1928 Saurolea ridden by Paul Button.

The veteran Motor Club of Holland was formed in 1955 and now boasts over 400 members with more than 1000 machines. The oldest machine in the club, a 1902 Peugeot, is owned by its President, J. V. Wissilingh. The purpose of the VMC is to restore old motorcycles and preserve motorcycle history. One of the most historic machines in the club is an American Henderson 1305cc built in 1922. Prospective members should contact:

Mr F. Linde,  
Meyrooslaan 62,  
Arnhem, The Netherlands.



1907 Peugeot 2 cil.



1925 Harley Davidson 1000cc

1912 Humber 500cc



## African Journey

David Smith, a young American set off last Autumn with three Yamaha DT360 enduro machines, an equipment van and a crew of six to cross the Sahara Desert.

The expedition members included a doctor, two qualified mechanics and a film crew.

According to David, his expedition would be the first motorcycle team ever to cross the Sahara, the Zaïre jungles, the Mountains of the Moon and the plains of East Africa. The expedition left Yamaha's European headquarters in Holland on September 25th and headed south. Before plunging into the Sahara Desert, David sent Circuit this progress report from Fez, Morocco.

We left Europe behind on October 23 via the Malaga-Tangiers ferry. Our Yamahas had been ridden from the North Sea to the Mediterranean without a single mechanical problem.

Moving down to Rabat, we spent two days gathering supplies and then rode on to Marrakesh. Unfortunately on our second day of filming here we were arrested for using walkie-talkies between the film crew and the riders. The police confiscated all our equipment and it took us four days and a trip back to Rabat to reclaim it.

We then turned north to Casablanca and dropped in on MIFA, Yamaha's Moroccan importers for a service check before proceeding to Fez.

The next turn for us will be south again with nothing but hot desert between us and our immediate goal - Lagos.

