


# YAMAHA

1977/1







Representatives of the European motor-cycle press, the Club Méditerranée in Marrakech heartily welcomes you. We will do our utmost to make your stay a comfortable and pleasant event. The Club Méditerranée in Marrakech has two sections. The real Club (the 'Village') is situated in the centre of Marrakech, near the Arab market. Here you will find, besides your room, also the restaurant, the swimming-pool, the bar, the nightclub, and a 'boutique', a medical service, a hairdresser's, a dry cleaner's and a Moroccan bathhouse (the 'Hammam'). Breakfast and dinner are served in the restaurant. Situated on the outskirts of the town, the Ranch-Club (La Palmeraie) is at 10 minutes travelling distance from the village. Everything you might need to relax, you can find there: a swimming-pool, tennis courts, table-tennis, archery, a manège, small football grounds, wide sunbathing and recreation grounds and a bar/coffee-shop. Lunch is served in the Ranch-Club every day. The Ranch-Club is the starting and finishing point of all riding-impressions made on the Yamaha's.

# MAR EXP

Sixty five journalists from a dozen European countries ignored the attractions of belly dancers, snake charmers and tumbling acrobats in favor of a ride on Yamaha's latest road and off-road machines during a November introduction of the 1977 Yamaha range staged in exotic Marrakesh, deep in the Moroccan desert.

Yamaha Amsterdam NV, with the assistance of its European National importers and MIFA, the Yamaha distributor in Morocco, flew the journalists in direct from Amsterdam on a specially-chartered Fokker Fellowship jet and installed them at the Club Méditerranée hotel in Marrakesh for four days of sampling both the new Yamaha motorcycles and the non-motorcycling delights that Morocco has to offer!

Most journalists had first seen the new XS road bike range (250, 360 and 750) at the Cologne Show and were introduced to the new "monocross" DT250 and DT400 at the Salon De Paris.

The Marrakesh trip was to give them a chance to actually ride the machines, in better weather conditions than those prevailing in Europe and long before the usual January/February availability date. To make this possible, Yamaha took the first production models of each machine straight off the production line in Japan and

flew them, via Europe, straight to Morocco for the press preview.

This was the first-ever press introduction of its type for European journalists and should result in terrific exposure for the Yamaha brand, with the subsequent effect on sales for its dealers.

Total readership of the magazines and newspapers represented totals 52,506,510 in France, Germany, Great Britain, Holland, Norway, Sweden, Denmark, Belgium, Austria, Switzerland and Italy.

Add to this the 12 million viewers on French RTF 1 television and the trip will result in Yamaha's exposure to over 64 million people. . . . 52 million of them being "hard core" motor-cycle enthusiasts!

Reaction of these expert journalists to the new Yamaha range was extremely favourable. Machines being tested were the XS750 triple, the XS360 and XS250 twins, the new "monocross" DT250 and DT400 Enduro bikes and the updated 1977 version of the four-stroke XT500 dirt bike.

Here is a random sampling of journalists' opinions on the new Yamaha range:





RIDING-IMPRESSIONS OF THE NEW  
1977 YAMAHA MODELS

At the Ranch-Club (p.t.o.) of the Club Méditerranée the following motor-cycles are at your disposal for your riding-impressions:

XS 750  
XS 500  
XS 360  
XS 250

XT 500

DT 400  
DT 250

For the purpose of driving the road-machines (XS) we have arranged a track of 100 kilometres.

# RAKESH RESS!

## THE YAMAHA XS750:

"A Really good touring bike. Lots of torque and smooth engine response. One of the best-suspended big bikes to come out of Japan. . . ." Mike Nicks, Bike Magazine, England.

"A fantastic engine. Very smooth. . . like an electric motor. Handling was incredible. . . as easy as riding a bicycle! Gear ratios were perfect and shifting was very easy. . . unlike many shaft drive motorcycles". Volker Rauch, Das Motorrad, Germany.

"Best handling Japanese bike I've ever ridden. Quite honestly, the only Japanese machine I'd consider buying". Vic Barnes, Motor Cyclist Illustrated, England.

"So quiet I hardly noticed riding it". Ted Macauley, Daily Mirror, England.

"A champagne sensation. . . just loved the big "double knocker". Italians - be warned!" Barry Coleman, The Guardian, England.

"An original concept, good for touring. Easy for servicing and a shaft drive system that has all the advantages of chain drive and none of the disadvantages" Pino Allievi, La Gazzetta del Sport, Italy.

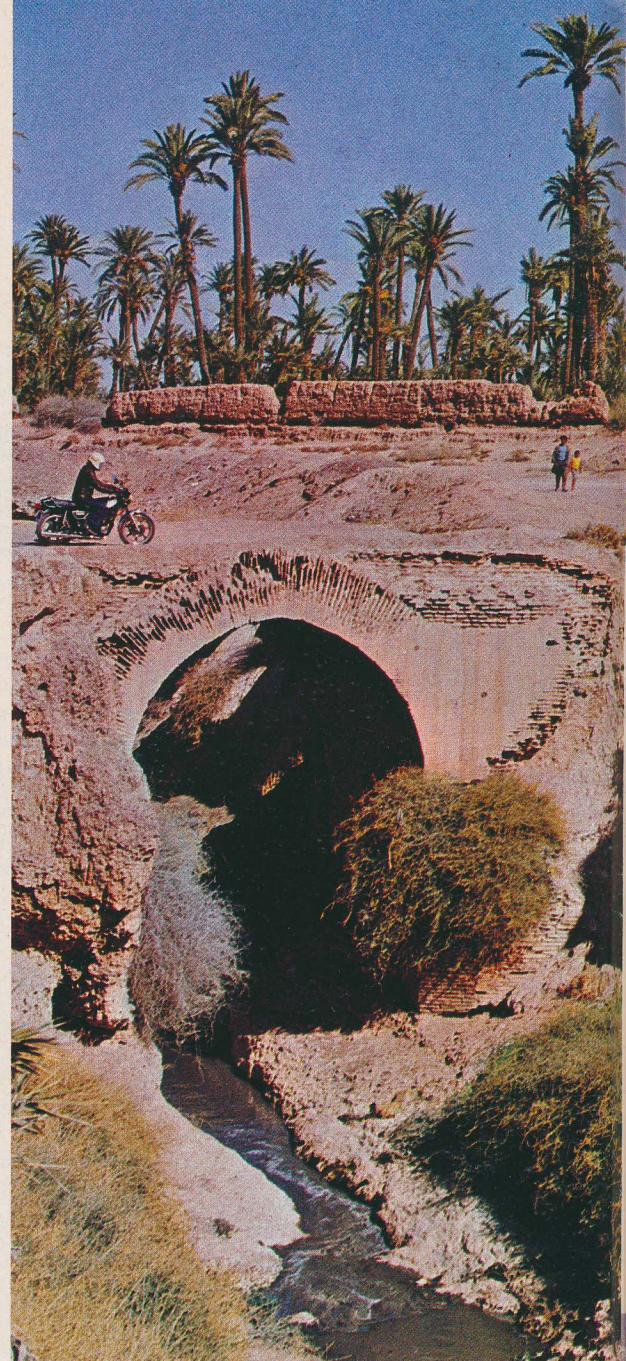
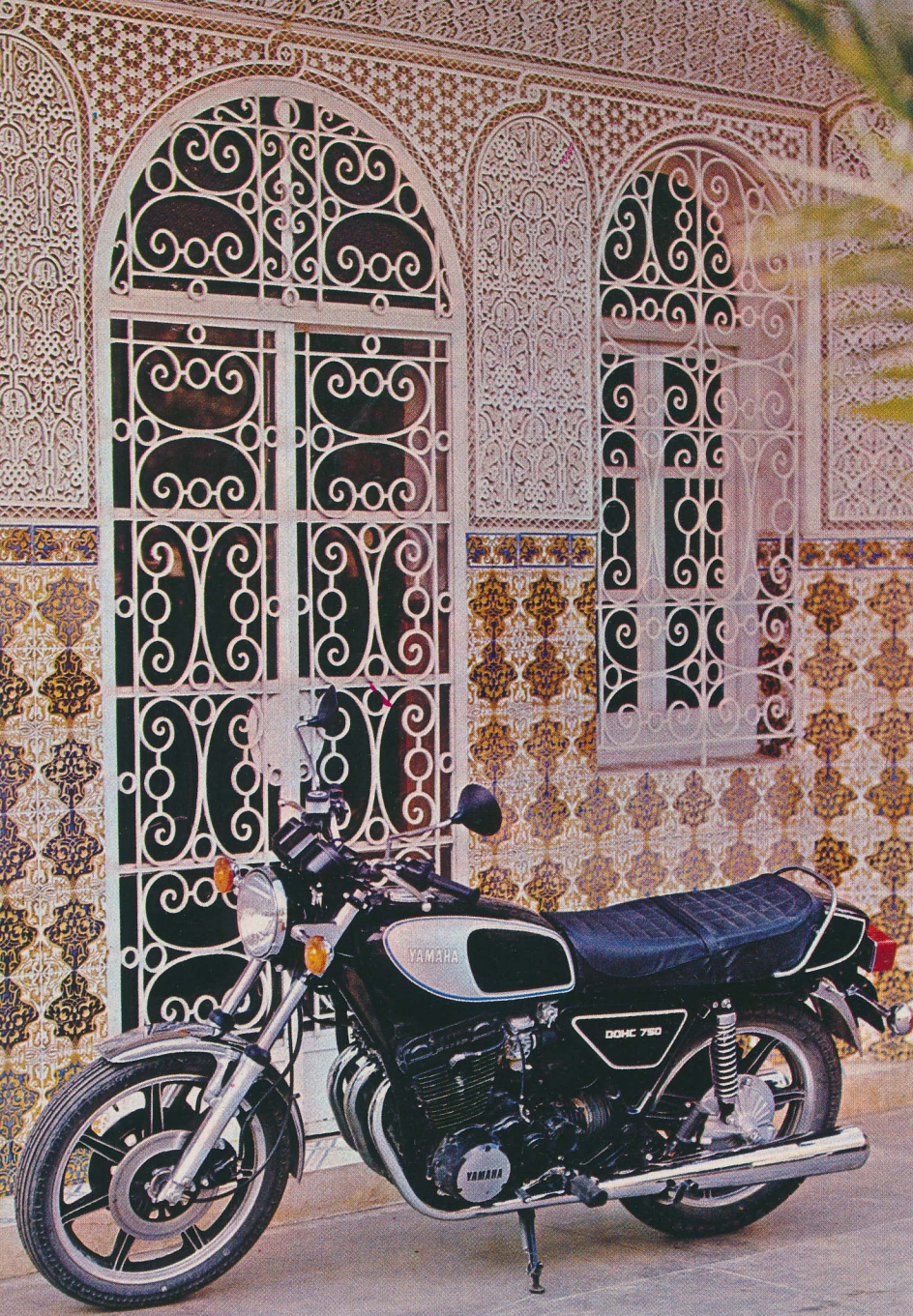
"Best shaft drive system in the world. Engine is very sweet at low rpm, good gearbox and clutch, I like the frame, suspension and brakes. . ." Nico Cereghini, Il Pilota Moto, Italy.

"Good handling and brakes. Feels like a European frame. . ." Federico Urban, RAI-TV - Il Monello, Italy.

"Shaft drive is so good that you can change gear as fast as is possible with chain drive. I liked the engine because performance is constant whether riding alone or with a passenger. Response is good at either high or low rpm and there is good engine braking effect. This means that you can ride the machine very smoothly. A perfect touring bike." Pierre Barret, Moto Journal, France.









"Superior to any other shaft drive machine. You can forget the shaft entirely when changing gear and even eliminate using the clutch, except from second gear down into first". Philippe See, Auto Journal, France.

"Very good handling, especially when braking hard" Robert Laver, Teknikens Värld, Sweden.

**YAMAHA XS360:**

"I'm normally a 'big bike' man but this one really impressed me. Extremely responsive, comfortable and easy to ride" Gerhard Klomps, Motorsport, Holland.

**YAMAHA XS250:**

"The equal of any of the opposition in the 'commuter bike' field" John Robinson, Motorcycle Mechanics, England.

**YAMAHA DT400:**

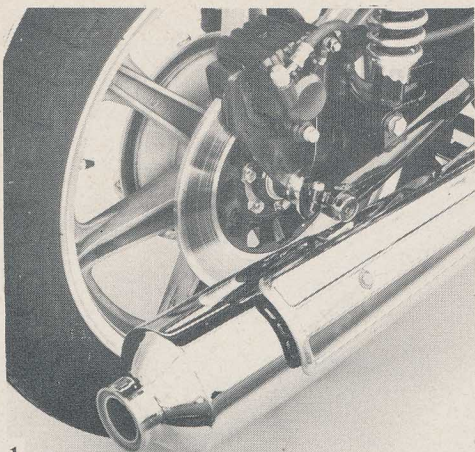
"Best suspension yet produced for any 'dual purpose' Enduro bike. Smooth riding, good handling. . . and smooth engine power". Jan Zander, Alt om MC, Sweden.

**YAMAHA DT250:**

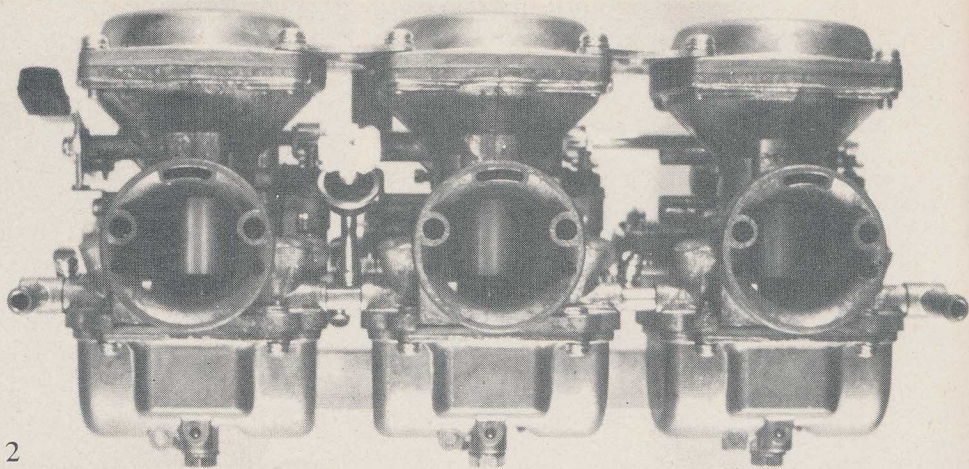
"A near-perfect trail bike. Noticeably better suspension than rival machines in its class. Engine is smooth whether going fast or trickling around in tight stuff". Bob Berry, Motorcycle News, England.



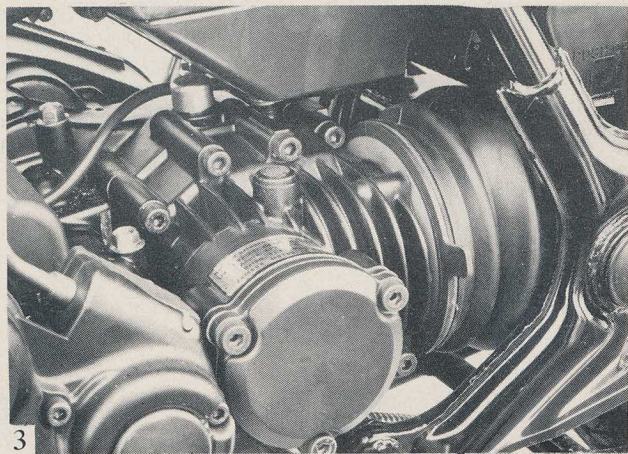




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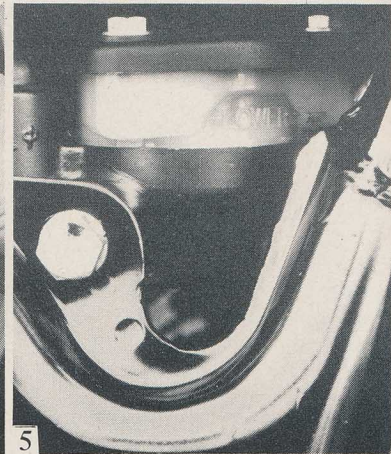
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# INSIDE

"Not the fastest...but the smoothest and nicest" ran the headline for the American 'Cycle' magazine's road test of the new Yamaha XS750 triple. 'Cycle' is the Number One magazine on the US motorcycle scene.

The test went on to praise the machine for its handling, braking, general ride and performance and, above all, value for money. In addition the magazine's expert road testing staff team (acknowledged for their technical expertise) gave their half a million readers an in-depth look at the technical features of the twin-cam triple.

For 'Circuit' readers interested in the technical aspects of Yamaha's newest, biggest capacity machine we have reprinted relevant excerpts from the 'Cycle' magazine test. 'Cycle' had the following comments to make about the XS750:

"Deep inside its basic-black cases and compartments the new Yamaha XS750D is a technoid's delight, especially with respect to its absolutely labyrinthine power train and clever self-cancelling turn indicators. Yamaha has, with the triple, made a quantum leap ahead of other Japanese big bikes in the area of ride quality. The XS750 is an exceptionally nice motorcycle by any standard and at any price and its solid virtues and worthwhile features do more to justify the triple's price than anyone would expect in today's inflated market place.

The Yamaha triple's power train is a

marvel, and one that appears to have been arranged with a sharp eye for results and a blind one for cost. Some form of chain and sprocket primary drive had to be used to carry power from the crank to the clutch, as even the slight clearance between the crankshaft's main journals and their supporting plain bearings would upset the meshing of gear teeth. Yamaha wisely chose a Hy-Vo chain, which has proven to be both silent and absolutely reliable in such applications. Moreover, rather than accept an overhanging load outside the clutch, they provided an extra support bearing on that assembly's outboard side.

The XS750's clutch hub contains the first of its two drive-shock cushions. In this one the drive goes through a collar with three V-shaped cam slots and three cylindrical pins, before passing into the gearbox. Spring washers force the pins down into the points of the V-slots; drive shocks move the pins up the sides of the slots and are thus softened by the resulting compression of the spring washers. There is a second, simpler shock cushion (a pair of two-lobe cam rings held together with a coil spring) in the cross-shaft that connects the gearbox output shaft with the right-angle gears that turn the drive 90 degrees for its trip back to the rear wheel. The spur gears that transfer the drive out of the gearbox to the cross-shaft, presently having 34 and 32 teeth respectively, can easily be changed

to get a different overall drive ratio.

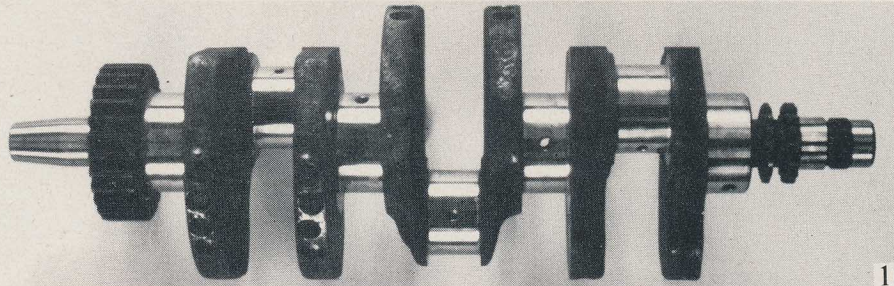
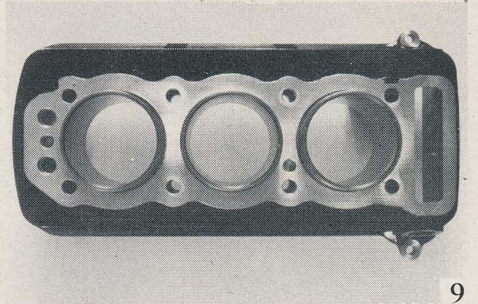
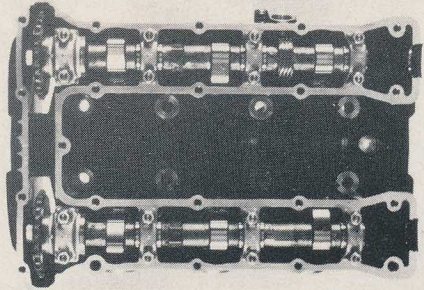
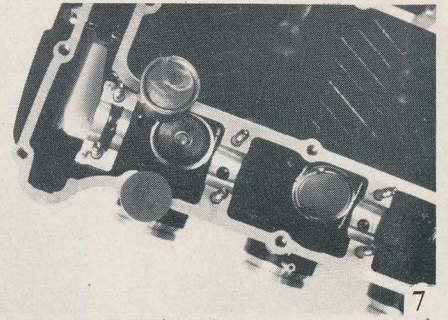
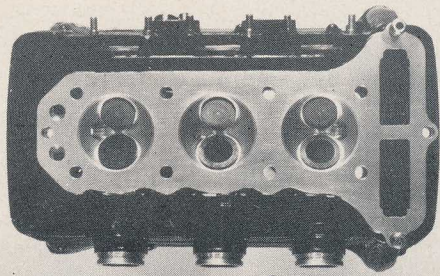
Right where most motorcycles have a transmission output sprocket, the XS750 has a bolt-on casing containing a pair of spiral bevel gears. The drive gear has 19 teeth and the driven gear 18 teeth, because hunting tooth gearsets are less noisy and less apt to be troublesome than pairs with an equal number of teeth. And the driven gear feeds drive torque to a very tricky universal joint placed right at the swing-arm's pivot line.

Conventional-type universal joints won't transmit rotation at an angle without setting up cyclical speed variations...which are reflected as torque pulsations in the drive system. Yamaha, unlike BMW or Honda, bit the financial bullet in this matter and went to an expensive constant-velocity U-joint one in which the drive passes across six large ball-bearings carried in grooved inner and outer spherical members. This kind of U-joint will operate at large angles without any changes in input/output speeds and without creating any pulsations in the drive-line, which is why it is widely used in front-wheel drive automobiles. Ordinary joints are cheaper; and they aren't as good.

The penultimate step in the drive's circuitous trip from the crankshaft to the rear wheel is along a drive shaft in the left swinging-arm tube. This drive shaft is only 17mm (0.67in) in diameter and doubles as a torsion bar drive



- 1 When the rear wheel is removed the brake disc goes with it but the caliper remains on its bracket.
- 2 The three 34mm constant-vacuum Mikuni carburetors are idle-adjusted by turning a single knurled knob.
- 3 Here's where the drive is turned 90 degrees and is directed back through a constant velocity U-joint.
- 4 A double-end dipstick is used to check the forward transfer case and the final drive housing oil levels.
- 5 The rear-brake master cylinder's fluid level shows through a thin spot in the translucent reservoir.
- 6 Hemispherical combustion chambers, with single 36mm valves on the intake side and 31mm exhaust valves.
- 7 Chain-driven camshafts operate the valves through a set of inverted-bucket followers.
- 8 Valve clearance adjustments are made by selecting from a variety of cam follower face-disc 'shims.'
- 9 Three iron sleeves in a one-piece block, flanked by a timing chain chest and drilled oil passages.
- 10 The crankshaft is a steel forging with four mains and crankpins evenly positioned 120 degrees apart.



# THE XS750



cushion. The shaft's small end is splined into the permanently-lubricated, sealed U-joint; its aft end is flared, with spherical-segment splines, and slips inside a splined collar on the final drive pinion shaft. The last link in the drive train is an automotive-looking ring and pinion assembly in a light-alloy housing (32 teeth on the ring gear, 11 on the pinion) and is unusual only for having a straddle-mounted pinion gear. That is to say that, in addition to the usual tapered-roller support bearing behind the pinion gear, there is a needle-roller bearing holding a small-diameter extension on the pinion gear's nose.

Yamaha has made removing the rear wheel for flat-fixing a fairly straightforward, easy task. Remove two bolts and you can swivel the rear fender extension up out of the way; two more and you have the muffler heat shield off, which clears the way for pulling the axle. The axle is held by a large nut at the drive-casing end and by a small pinch bolt on the right side. When you pull it out of the wheel hub, a spacer will drop out - creating enough side clearance to allow the hub to move off its drive splines and then straight back away from the swinging arm. The rear brake disc stays bolted to the wheel, the brake caliper is left in place on its bracket.

A point that we found really amazing was that Yamaha had found a way to virtually banish static friction from the front fork sliders. This accounts, in large

measure, for the triple's ultra-smooth ride. Yamaha's answer to the persistent fork 'striction' problem was to provide a slippery plastic lining around the top of the fork slider, where the load is high and the lubrication scanty. The low-friction lining alone isn't the whole story; they also installed very soft, two-rate springs with lots of pre-load. So you don't get a lot of friction feeding road shocks up into the handlebar and the first couple of inches of fork travel (which will absorb 99% of the bumps in most roads) is controlled by a pair of very soft springs.

Yamaha's cleverness was not exhausted with the triple's front fork. The bike also has the company's new, self-cancelling turn indicator system which turns itself off after 10 seconds...or after the bike has travelled 150 metres (164 yards) - depending on which occurs last. At freeway speeds you'll cover 150 metres in a twinkling, so the flashers keep going for 10 seconds. You'll wait more than a minute for some traffic lights and, in that case, the indicators will keep on indicating until you've made your turn and gone the 150 metres. It's all handled by a little black box that senses distance by counting the pulses coming from a magnetic reed switch in the speedometer head, and which has its own 10-second clock as part of an integrated circuit board!

The XS750's engine strikes us as being completely sound. In this design

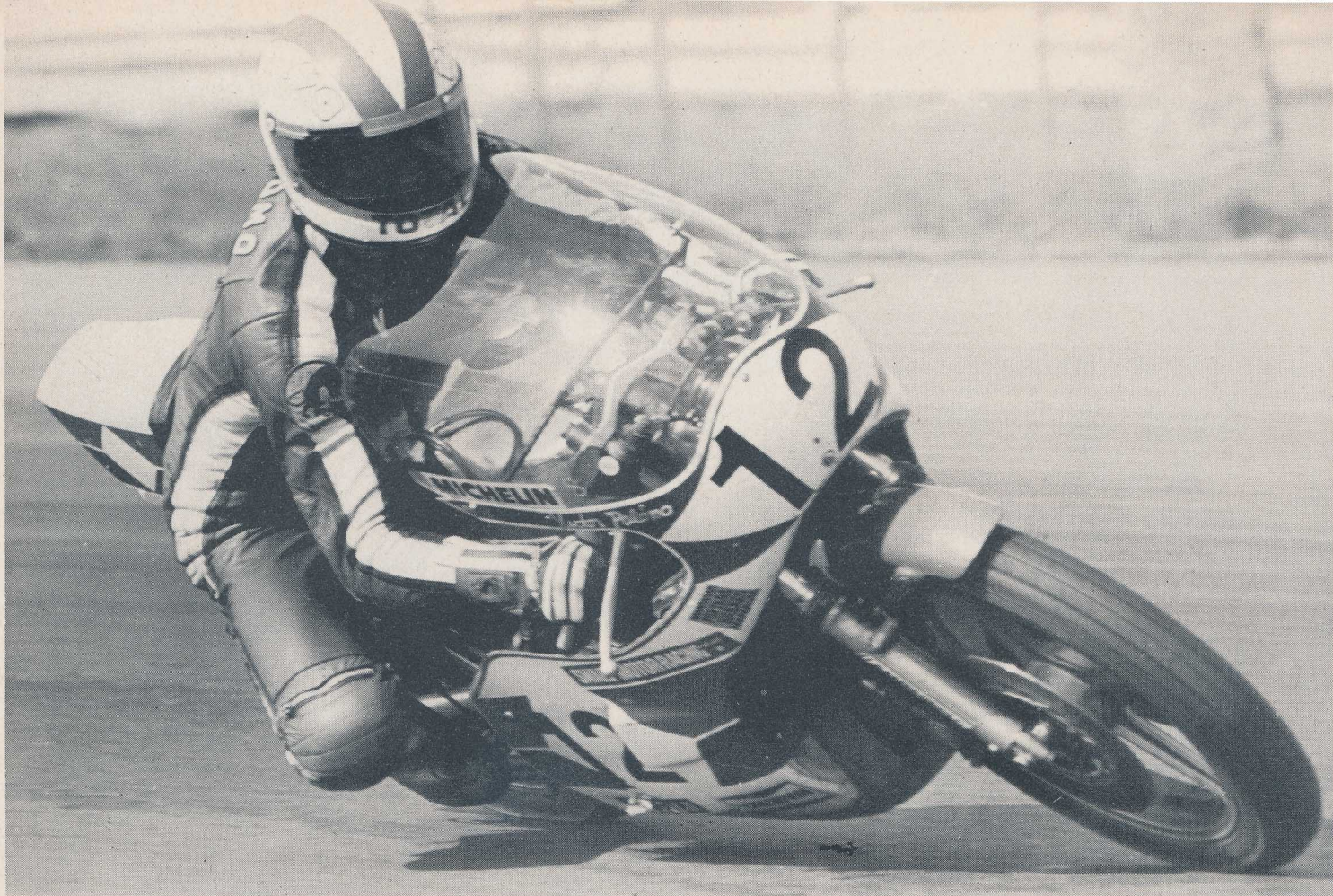
Yamaha forgot about multi-stage camshaft drives and contra-rotating balancers and embraced a perfectly straightforward plan of action.

The crank is a one-piece forging carried in plain automotive-type bearings and the two-piece forged connecting rods have plain inserts to run against the crankpins (the rod's small ends are copper-plated instead of having pressed-in bushings).

The crank's right-hand end is the power take-off; the left end drives the cams and the oil pump. A single-stage chain drive turns the cams, which work the valves (two per cylinder) through inverted bucket followers. Valve clearances are set by substituting various thicknesses of follower-face discs. Just outboard from the camshaft drive sprocket on the crank extension is a spur gear that meshes with another on a cross shaft. This gearset is the first stage of the oil pump drive and is also driven, through a one-way clutch, by the starter motor. And outside the sprocket and gears is a protruding tag that drives the ignition's contact-breaker cam.

The XS750 is a good-looking machine with an air of quality about it that doesn't fade when you subject individual components to close scrutiny. And it's an awful lot of motorcycle for the money. But, more than anything else, whatever price Yamaha asks for it the XS750 is simply very, very nice, a pleasure to ride anywhere and for any reasonable time."





*Victor Palomo*

# F750 Championship Year

At the beginning of 1976 Yamaha surprised the racing world by announcing its withdrawal from motorcycle competition in order to concentrate on urgent engineering developments in the field of noise and emission control.

Despite this decision,

*Steve Baker*

however, the Yamaha name was far from absent from the road racing circuits of the world. In American International racing, Yamaha dominated every event while in Europe, private riders and importer teams brought Yamaha the F750 World Cup title as well as keeping the name in the winner's circle of 250,

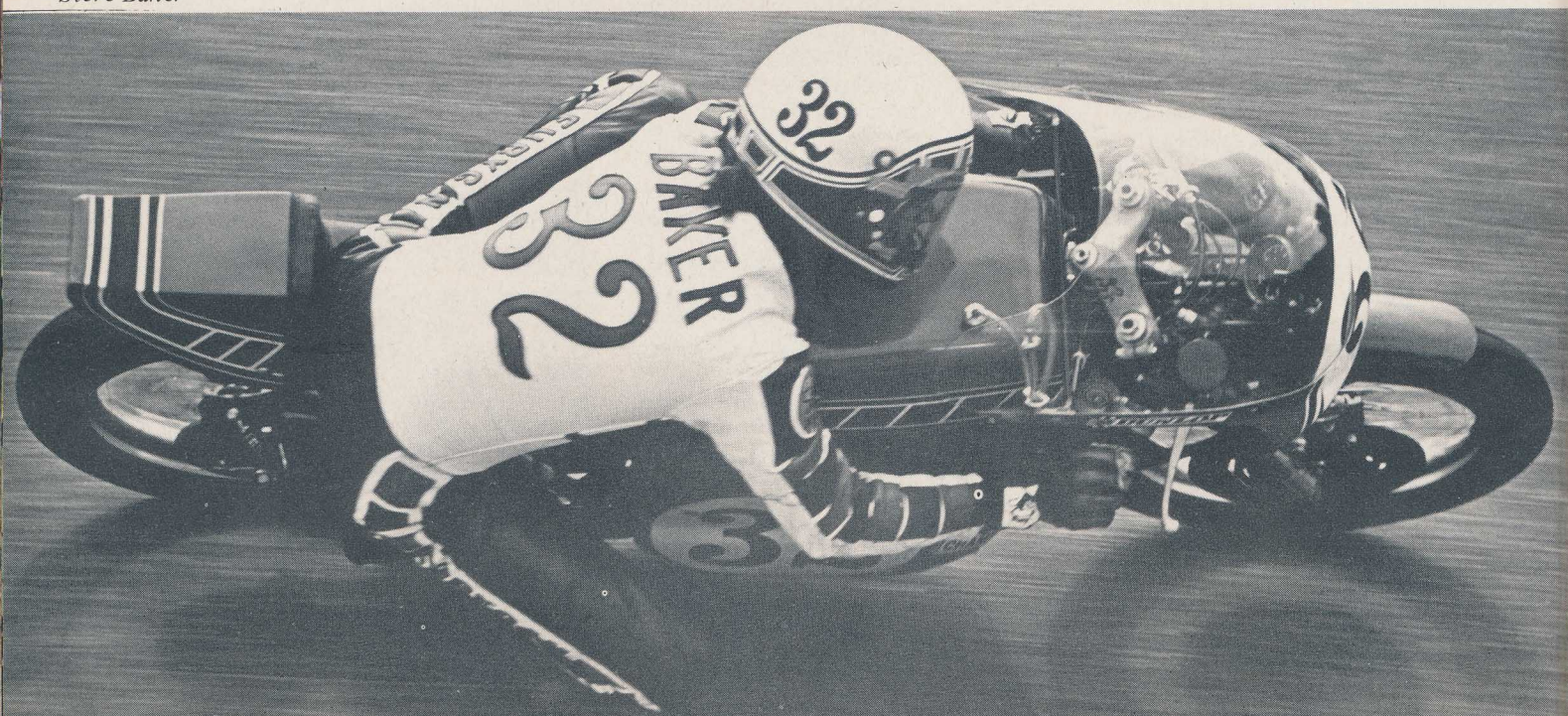
350 and 500cc Grand Prix classes.

It was in the Formula 750 class that Yamaha made the most impact, despite the presence of full factory teams from Suzuki and Kawasaki. Yamaha has always made its racing machines available to private owners and therefore has

always made its presence felt even without full factory participation.

The F750 World Cup Series opened up in the USA, in the sticky heat of Florida on the Daytona speedbowl.

By the close of qualifying Yamaha had already put the opposition into a state of shock,





wheeling out brand new OW31 750cc fours in narrow, lightweight frames that totally blitzed all rivals in sheer speed, acceleration, braking and handling! The OW31 racers were all entered by 'importer' teams. Kenny Roberts rode the American entry, Steve Baker the Canadian, Johnny Cecotto the Venezuelan and Hideo Kanaya the Japanese.

This quartet filled the four fastest qualifying spots and, when the flag dropped, they roared into a lead that remained firmly in Yamaha hands for the full 200 miles.

Baker dropped out early with transmission problems but Cecotto and Roberts continued to dice for the lead with Kanaya not far behind. The rest of the rival factory teams were way out of contention.

Then trouble struck the leading trio. The power of the machines was putting such a strain on the rear tires that they were shredding rubber and throwing off the slick treads!

First Kanaya came in for a wheel-change, then Roberts blew a tire at speed out on the course but held the bike upright and continued to the pits. This late-race stop dropped him to ninth place.

Out in front, Johnny Cecotto, eased back the throttle, took it easy in the corners and rode into Victory Lane with the canvas showing through the rubber of his rear tire! But the opening victory of the year...and an important one for sales the world over...had gone to Yamaha.

From Daytona the F750 trail moved southward to Latin America and the first-ever International event in Venezuela. Not surprisingly, *Takazumi Katayama*

thousands of locals turned out in the hopes of seeing Johnny Cecotto repeat his Daytona victory.

Their 'national hero' set a searing pace to win the first 100 mile heat but fell victim to the soaring temperatures and dropped out of the second race, leaving the win to American, Steve Baker (a win disputed by fellow American, Gary Nixon, who claimed that he picked up a whole lap on Baker during a pit stop). But it was Baker's name (and Yamaha's) that went into the record books as the official winner.

There was no dispute at the next round of the World Cup series when the scene switched to Europe's richest motorcycle race...the Imola 200 in Italy. This time Baker was unmistakably the winner, totally vanquishing Europe's best!

At this point there was a gap in the F750 Championship series but it was filled with a couple of 'classic' (though non-title) events for the 750 racers.

Johnny Cecotto and Steve Baker were the only two riders on the same lap at the close of the Moto Journal 200 on the Paul Ricard circuit in the South of France, with the Venezuelan taking the win.

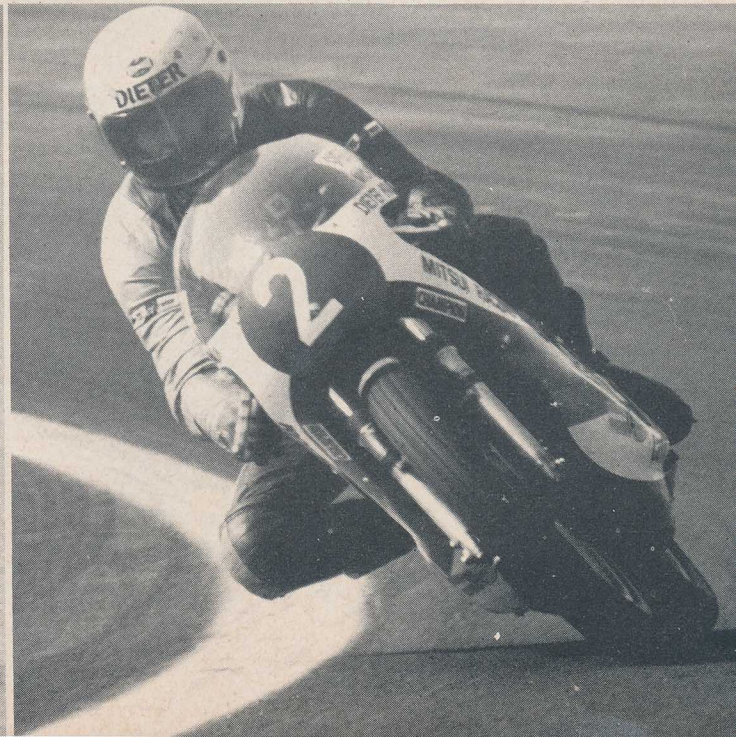
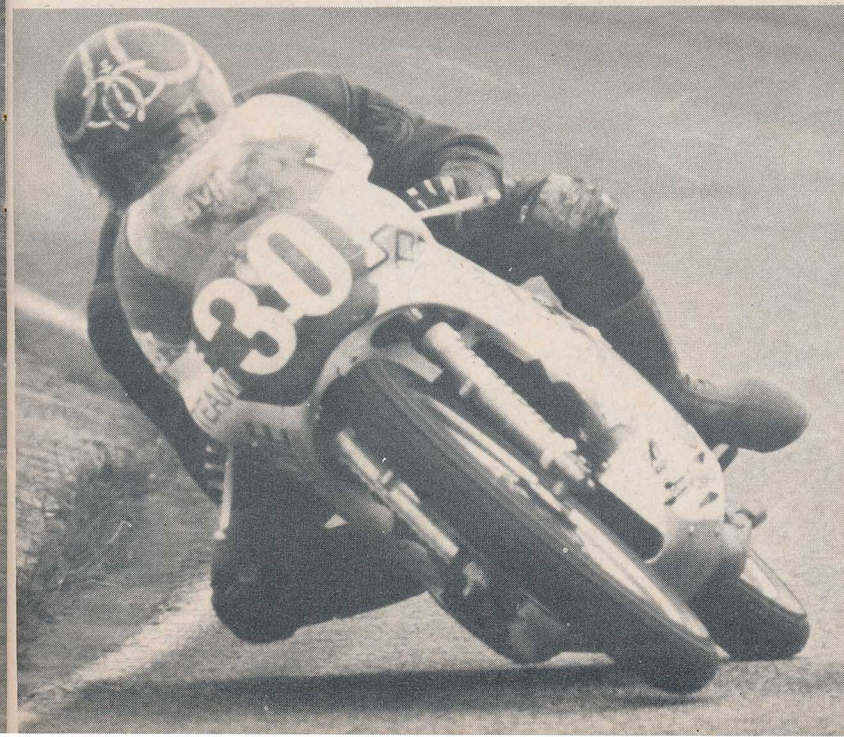
From the Rhone delta it was North to chilly England for the John Player TransAtlantic Trophy Series...a match race between the best riders of England and the USA, battling in two events on each of the Brands Hatch, Mallory Park and Oulton Park tracks.

Of the six races, five fell to Yamaha riders! Steve Baker and former American Champion, Kenny Roberts, shared the spoils but Baker was again the big news of the weekend. He won both



*Tom Herron*

*Dieter Braun*

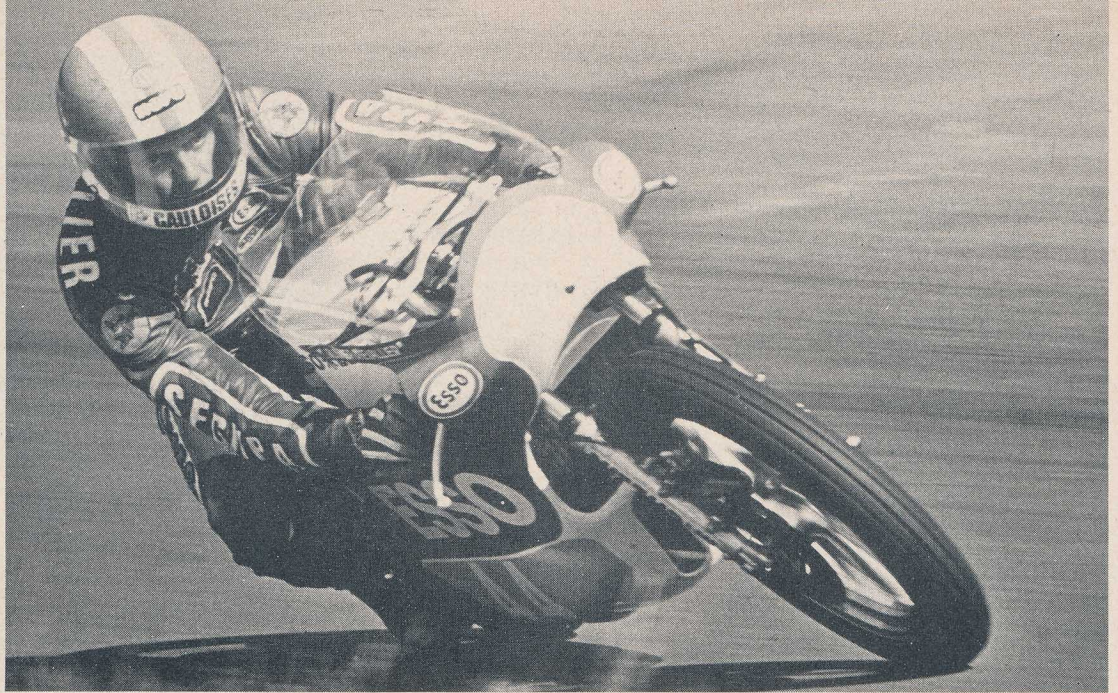




races at Brands Hatch and both of the Oulton Park events as well. Roberts took a win at Mallory Park and the pair set new lap records at all three tracks! Chalk up, then, more achievements for the staggering new OW31 racers!

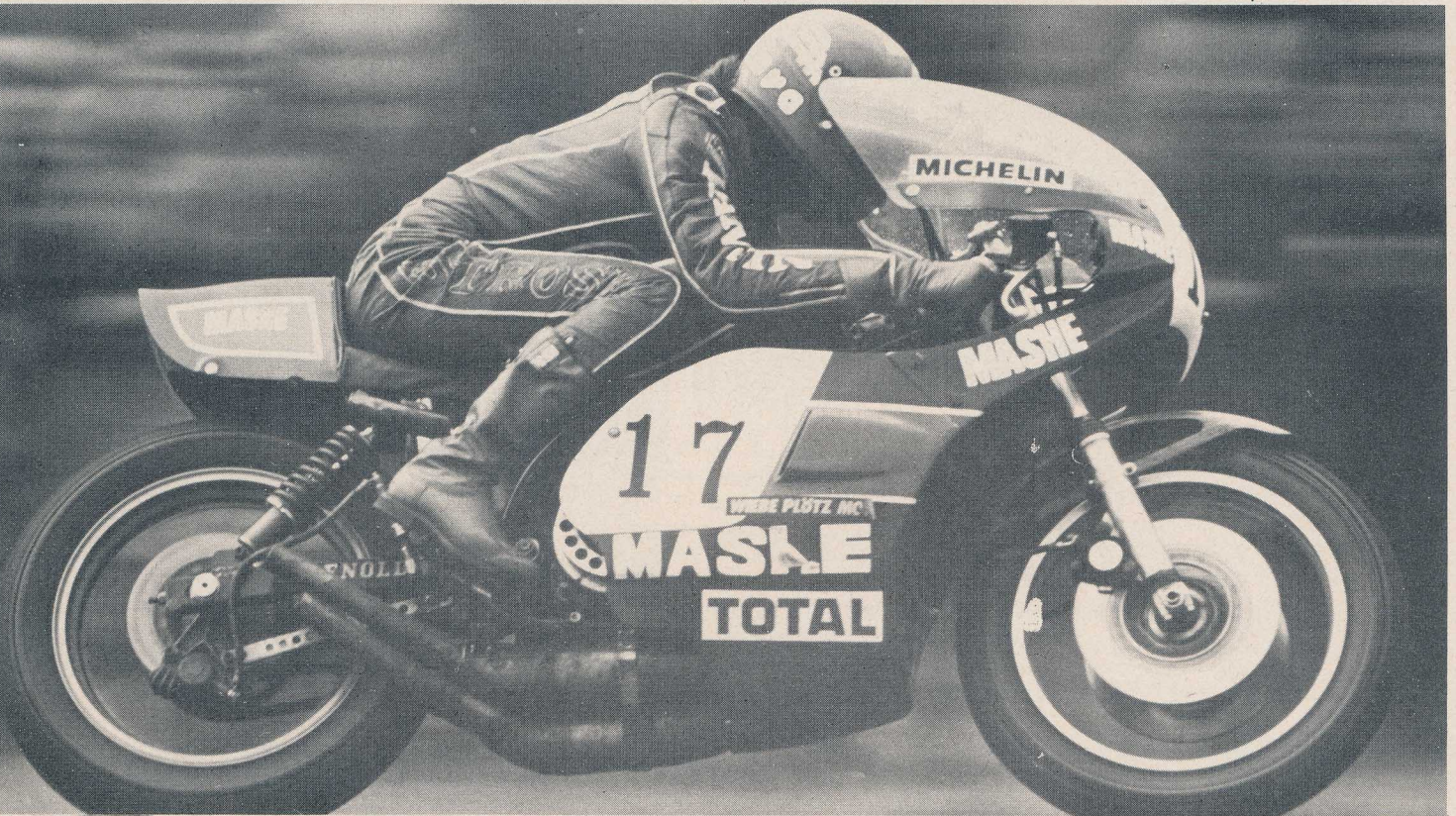
Actually, it wasn't merely the OW31 pilots who were racking up the victories for Yamaha. Private entrants on the 'stock' TZ750s were well in the hunt in the F750 Series and after his easy win in the Spanish round (at Jarama in May), Frenchman, Michel Rougerie, took the lead in the Championship.

Rougerie had put in 'top ten' efforts at Daytona, Venezuela and Imola and this consistency, added to the win in Spain, hoisted him to the top of the tree.



Olivier Chevalier ▲

▼ Christian Estrosi

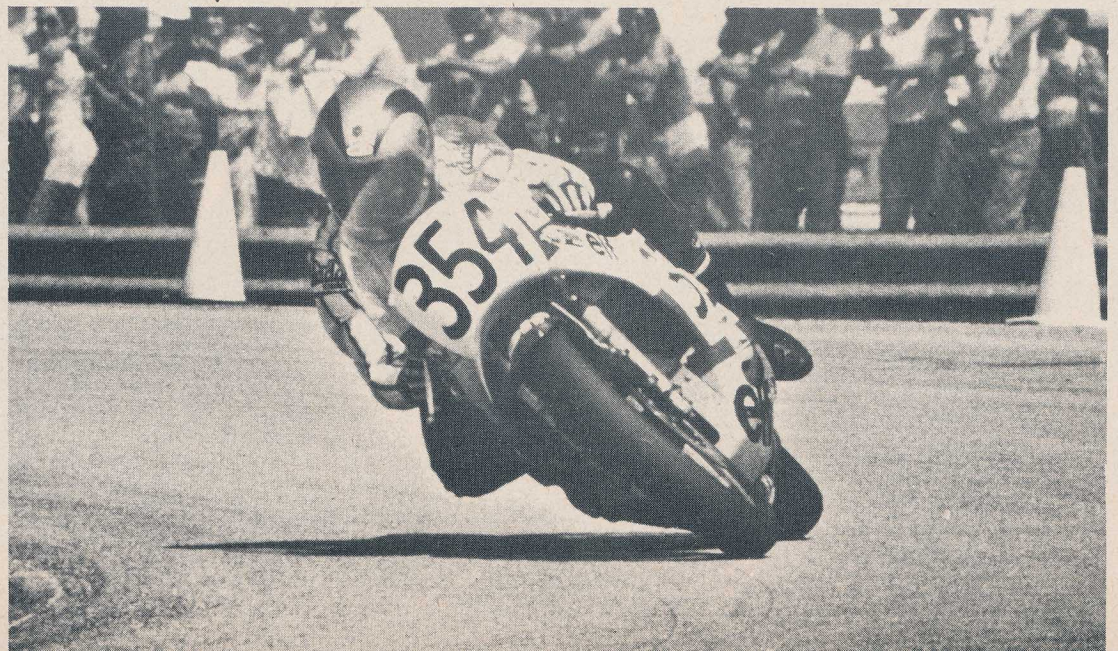


Michel Rougerie ▼

The Belgian event saw the only 'non-Yamaha' win of the entire 750 Series, when Kawasaki's Gary Nixon managed to do the job at Nivelles but back came the TZ750s a week later in France when Christian Estrosi took the maximum points.

There was a gap in the series in July and it was at this point that Yamaha-mounted title chaser, Michel Rougerie suffered a broken foot in a car accident. The injury was to keep him out of the Championship for the remainder of the year.

Rougerie's misfortune left Kawasaki interloper, Gary Nixon, in line for the title but a new Yamaha challenger took up the cudgels at the British round on the fast Silverstone circuit early in August.





Victor Palomo, a rising Spanish star, took the win and suddenly his title hopes became very much alive.

He repeated the performance at the Champion Spark Plug race in Assen, Holland a month later and the scene was set for a final showdown between he and Nixon at the very last round of the Championship...the ultra-fast track at Hockenheim, Germany at the end of September.

In the first of the two-leg race, Palomo took the win with Nixon seventh. But the battle was far from over.

The second heat saw Nixon storm into a determined lead with Palomo trailing. The Spaniard climbed to fourth spot, however, and rode a secure race in this position to clinch the overall win...and the Formula 750 World Cup.

Proof that Yamaha racers are capable of taking non-factory riders to a world title!

In the other classes of the World Championship, several other 'private' riders kept the Yamaha flag flying.

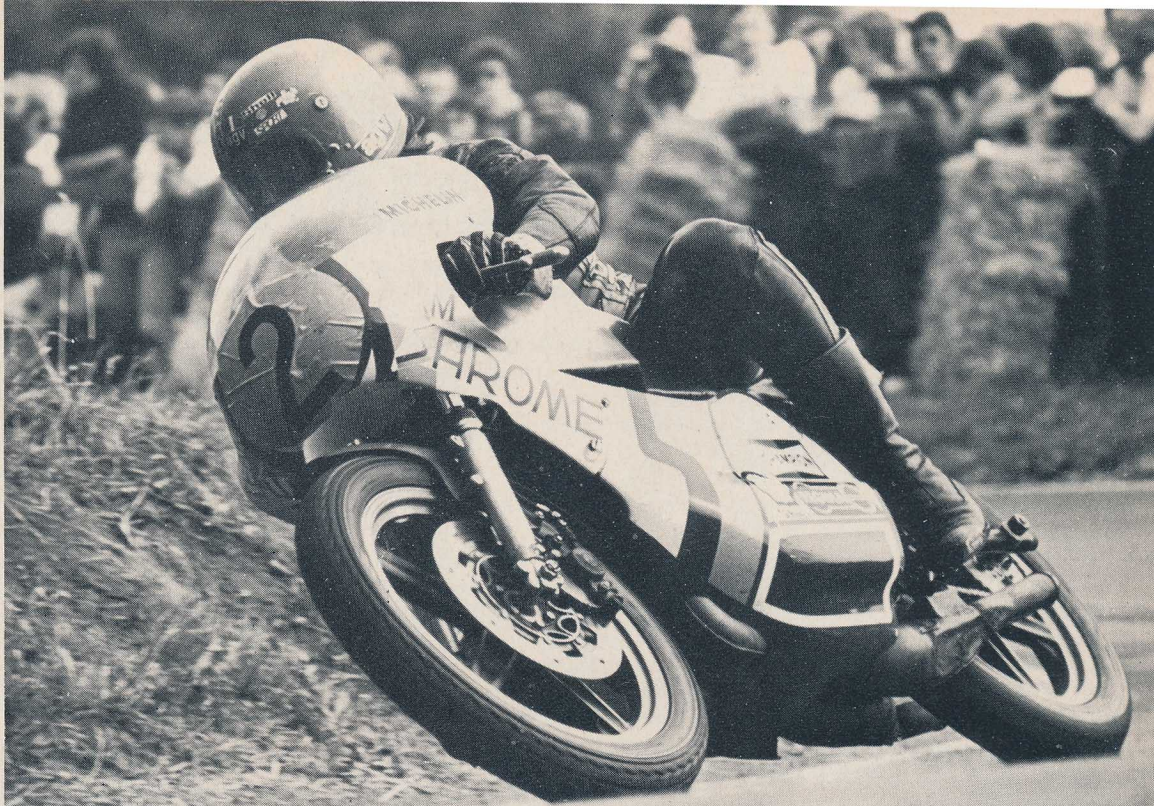
Irishman, Tom Herron, scored a terrific double victory in the Isle of Man, winning the 250cc event and the 500cc race over what has been described as the 'world's most dangerous and demanding racetrack'.

His mount in the 500cc event was a 350cc twin that had been enlarged to 373cc by the simple expedient of fitting two cylinder barrels from the 750cc four. Never out of the top six, Tom kept wailing on as faster, full-500cc machines dropped by the wayside during the race's six laps of a 38 mile public road circuit. Wailing on to a totally-deserved win!

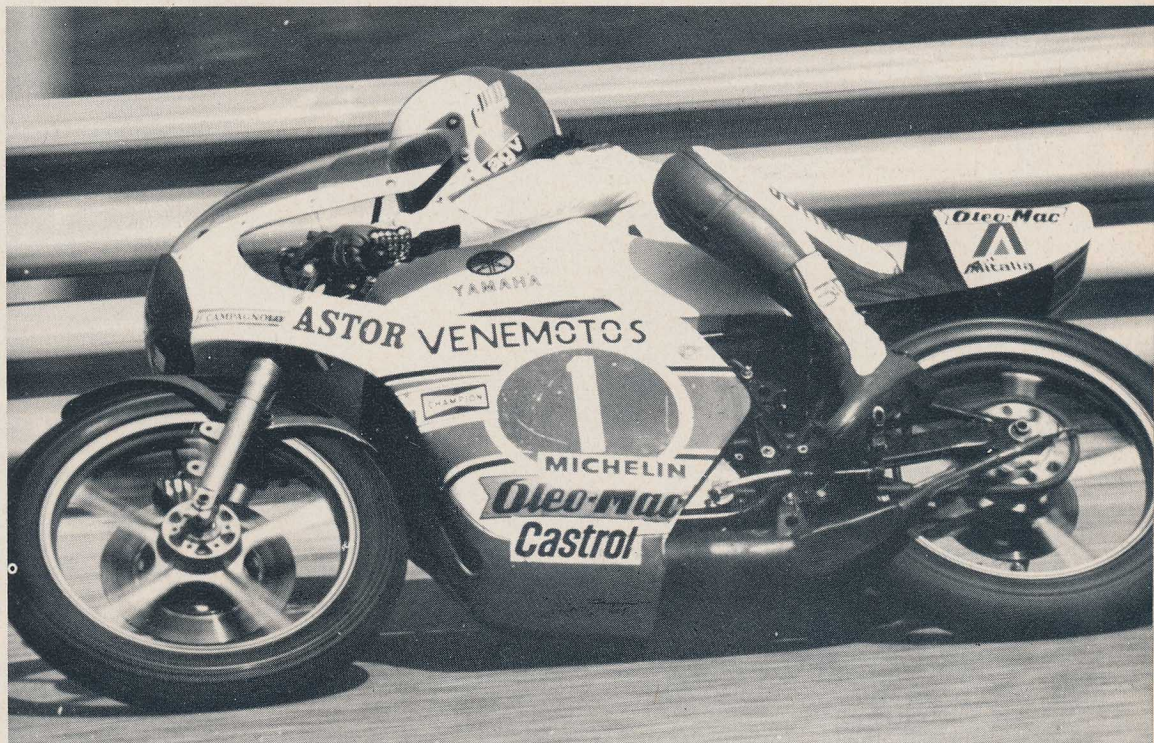
Yamaha also took the 350cc race in the Isle of Man with Britain's Chas Mortimer doing the winning. It was one of five Yamaha 350cc Grand Prix victories during the year. Johnny Cecotto won in both Austria and Italy while France's Olivier Chevalier and South Africa's Kork Ballington scored their first-ever GP victories in Yugoslavia and Spain respectively.

In the 250cc class Takazumi Katayama of Japan took the Swedish Grand Prix and former World Champion, West German Dieter Braun, wore the winner's garland in Yugoslavia...in what he says will be his last year of racing. So....! The F750 World Cup, nine individual Grand Prix wins - and then numerous other 'classic' wins all over the world for Yamaha in 1976.

Some record for a company that had no official racing effort for the year!

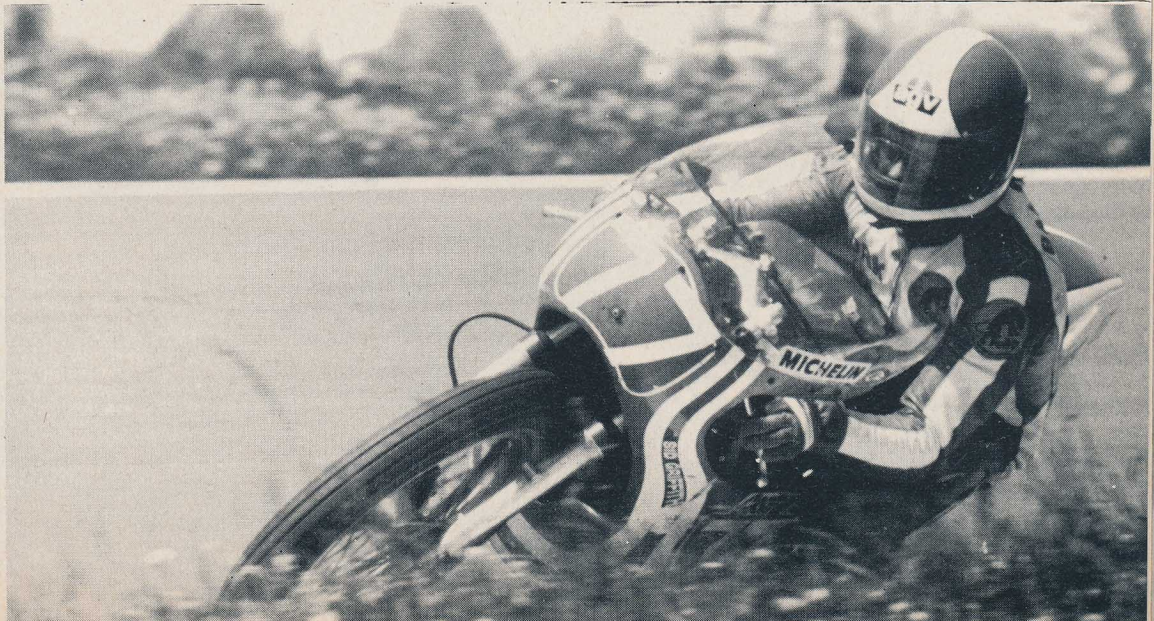


*Chas Mortimer*



*Johnny Cecotto*

▼ *Kork Ballington*





# YAMAHA TOP MACHINE IN AMERICAN CHAMPIONSHIPS

Probably the toughest motorcycle racing series in the world is the American Motorcycle Association's Grand National Championship circuit - a series in which Yamaha comfortably topped the manufacturer's championship table for 1976.

Sponsored by the giant Camel Cigarette Company, whose \$75,000 contribution swells the series' prize money to a staggering \$550,000 for the 28 races, the Championship encompasses no less than five different types of racing!

There are three distinct variations on the 'left turn only' theme: short-track, which is for 360cc machines on tracks one-quarter mile in length or less; the 100mph 'half-mile' events and the breathtaking 'mile' where the racers hit 130mph on the straights and slide sideways through the turns to post lap averages in the upper-90mph bracket!

Then there is TT racing, a cross between a dirt-track race and a moto-cross! It's run on smooth, graded dirt-tracks but with right and left-hand turns and usually a horrifyingly steep jump. Dirt track and TT racing are limited to 750cc twin-cylinder machines.

And finally, more familiar to European fans, are the road races such as Laguna Seca, Riverside and Daytona.

This white-hot, bubbling melting pot presents the

toughest, all-round challenge that any manufacturer of racing bikes can face.

A challenge made more difficult by the fact that competing machinery must be based on a production engine unit with no less than 25 examples in existence.

Yamaha met the challenge this year with TZ750 road racers, with dirt-track machines based on the well-proven XS650 twin (but extended to 750cc) and short-trackers utilizing the two-stroke 360cc motocross and DT enduro engines.

Yamaha was expected to have the edge in the road racing events and this proved to be the case. The closest that any other manufacturer could come to breaking the Yamaha stranglehold was Gary Nixon's second place for Kawasaki at Daytona...which came only after leading Yamaha riders Steve Baker, Hideo Kanaya and Kenny Roberts, had struck trouble. Baker went out early with transmission bothers while both Kanaya and Roberts had to pit for rear tire changes. The power of their new OW31 Yamahas was shredding the rubber from their rear 'slicks'!

Despite these troubles, Venezuelan star, Johnny Cecotto, nursed his OW31 to the finish, with canvas showing through the rubber of his rear tire, to open up Yamaha's American road racing year with maximum points.

And that's how it stayed all

year long. Steve Baker, on the Bob Work-tuned Yamaha of Canada entry was absolutely invincible at Laguna Seca and was in close company with Kenny Roberts at Loudon, New Hampshire, when Kenny crashed while lapping a slower rider. With Roberts gone, Steve had no trouble in taking the winner's laurels.

For the final event of the American road race year, at Riverside in California, Steve crashed at 120mph in the 250cc race. Though he escaped serious injury he was too battered to ride the F750 event.

But Yamaha fans need not have worried. Kenny Roberts was right at the top of his form and led the 75 mile from start to finish with Japan's Takazumi Katayama second and fellow Yamaha rider, Pat Evans, third.

In dirt track events no less than three different Yamaha models were to score wins on the American Championship trail.

The 1976 season opened under the roof of the huge Houston Astrodome stadium in Texas...a building seating almost 100,000 people with a floor area big enough to accommodate a full-sized football field!

Into this had been squeezed a twisting TT course, complete with giant jump, and 50,000 people sat in air-conditioned comfort to watch Rick Hocking open up the American Championship year with a Yamaha win.

Hocking had turned up for the race with one of Yamaha's XT500 single cylinder machines...a surprise for the riders of the big 750cc dirt-trackers. They were even more surprised when the little Yamaha simply took off and left the rest of the field in its dust!

After time-off for Daytona, the dirt-track circus returned to Texas for another of the giant stadium events. This one was in Dallas on a short-track oval and once again it was a Yamaha win...Kenny Roberts doing the job this time on a 360cc two-stroke.

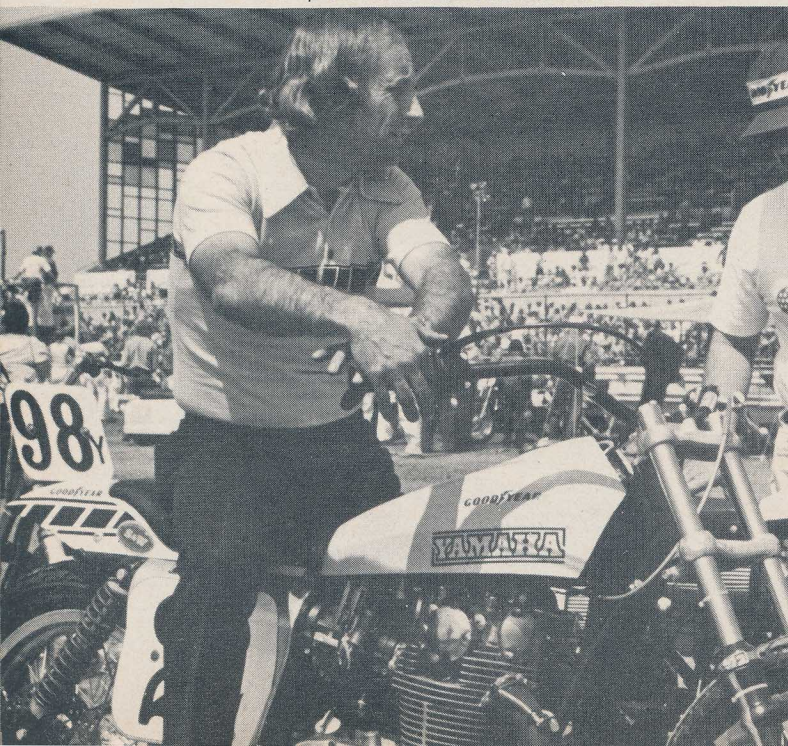
It was one of two Yamaha short-track wins in 1976, Steve Eklund also using a 360 to win at Santa Fe Speedway in Chicago.

Eklund, a teenager in his first year of Expert racing, won two other National Championship events for Yamaha .... TT races at Pontiac, Michigan and at Peoria, Illinois.

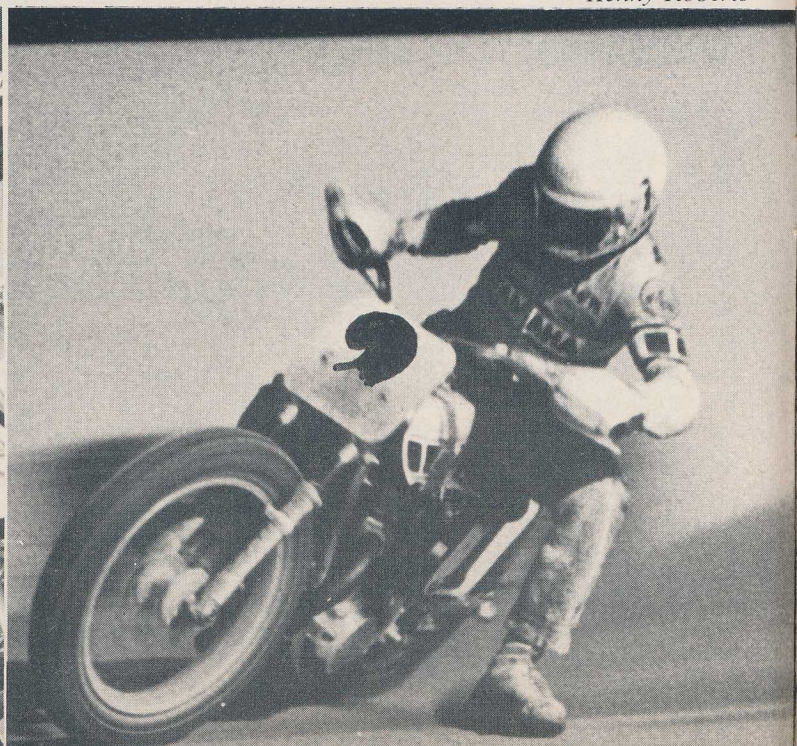
Hank Scott, brother of National Champion, Gary, also chose Yamaha for 1976 and justified his decision with a win on the 'half-mile' at Oklahoma City.

National Champion, Gary Scott, frustrated by Harley Davidson's inability to provide him with a competitive road racer, left the HD factory to form his own team and this included a Yamaha road racer. Scott broke his arm at Daytona and did not compete but took a seventh place at Loudon, fourth at Laguna Seca and eleventh

*Kel Carruthers warms up Roberts' 750 twin dirt-tracker.*



*Kenny Roberts*





(after a back row start) at Riverside for a satisfying road race season.

Both Scott and Kenny Roberts were narrowly beaten out of the Number One individual Championship by Harley Davidson's Jay Springsteen but Scott is confident that he made the right decision and says 'Wait till next year when there are eight road races on the American calendar instead of just four.'

Roberts had a disappointing year on the long dirt tracks but still managed two wins...on the 'half-mile' at San Jose, California and Terre Haute, Indiana.

But he wasn't as disappointed as he might have been at missing once again the Championship that was his in 1973 and 1974.

'The Harley dirt track engines are designed as total racers' he says 'while ours are basically bored-out 650cc street engines. We had a new version of the XS motor from Japan (the OW72) just after the start of the season and I think that to get the bike into winning form with not much more than six months development time is really good going. Especially as it is still essentially the road-going engine!'

The OW72 has a cylinder head with revised valve angles and other modifications but is still basically a 70bhp, 750cc (80mm x 74mm bore and stroke) version of the XS650.

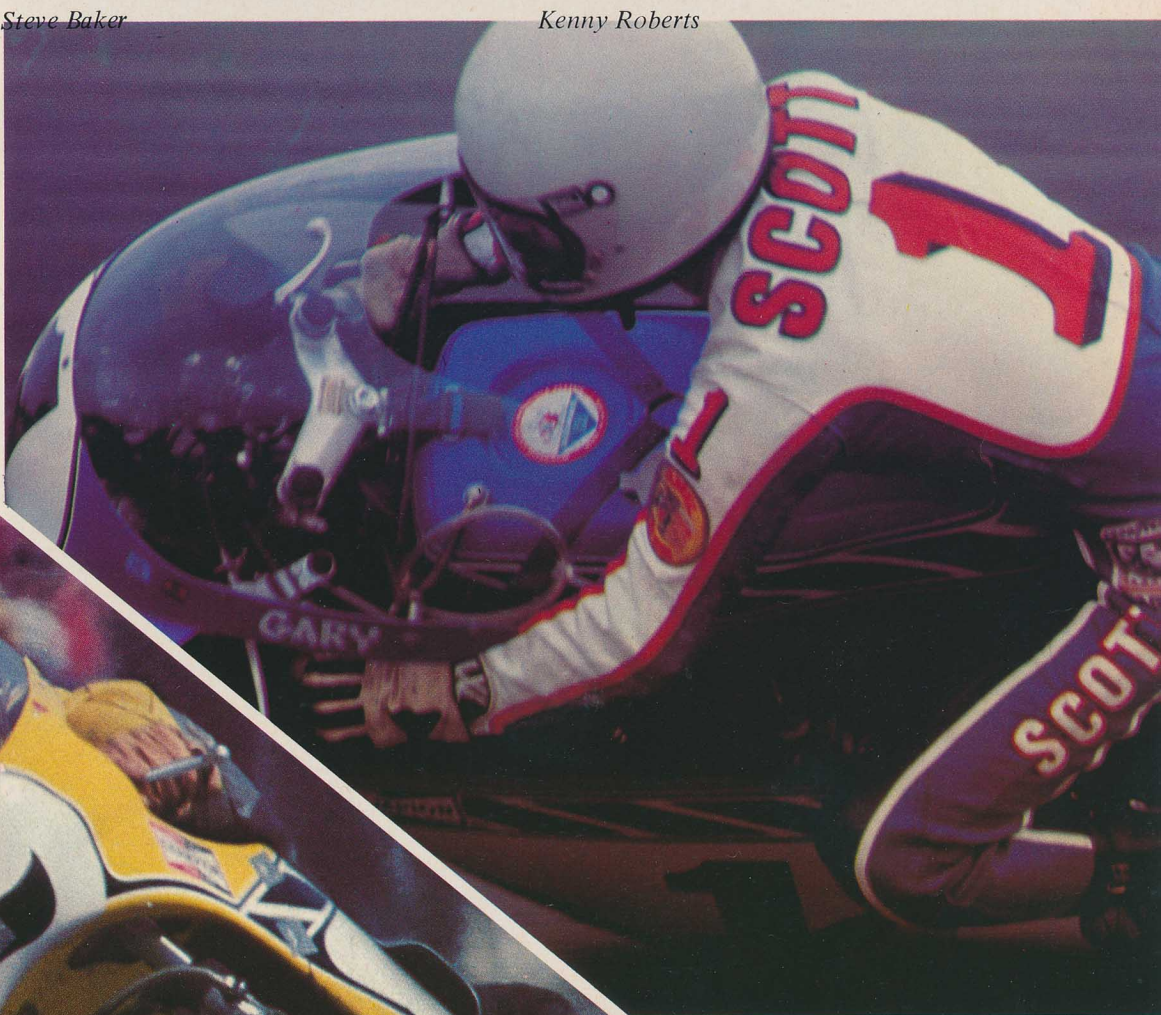
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Steve Baker



Kenny Roberts

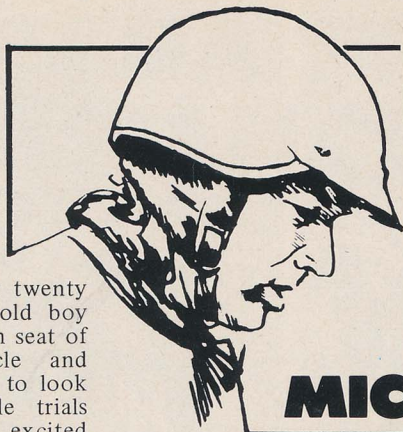


Kenny Roberts

Gary Scott







# Circuit PROFILE

## MICK ANDREWS

One winter day almost twenty years ago, a 12 year old boy climbed from the pillion seat of his father's motorcycle and clambered up a hillside to look at his first motorcycle trials section. What he saw excited him so much that on his arrival home he took out his bicycle and pedalled furiously around the rock-strewn floor of a local stone quarry emulating what he had seen!

That 12 year old boy was Mick Andrews who, today at the age of 31, has two European (World) Trials Championships to his credit and is Yamaha's only official rider on the world trials circuit.

Born in the picturesque Matlock Vale in the British Midlands, Mick grew up amongst some of the finest trials terrain in the world. The area is all fast-rushing streams, steep hills, jutting rocks and wooded valleys, so he found plenty of opportunity to indulge himself in his new-found passion.

Borrowing rides on a trials bike belonging to a friend of his father's brought Mick's ability to such a pitch that, at the age of 15, he was able to enter his first competitive event.

Still too young to ride on the public roads (16 is the minimum age in Britain) Mick had to ride between sections on the pillion of the machine with his father at the controls. He would take over the bike to ride the sections and then resume the passenger's role until the next one!

But despite this somewhat novel approach, the young Andrews won the first three trials that he entered!

He remembers today, "They may not have been big events but I won them just the same...and this got me even more enthusiastic about the sport."

Mick Andrews' climb to fame, success and Championship titles' had begun in a most appropriate fashion!

By the following year Mick had showed so much promise that his father, Tom, decided that 'the lad' had outgrown the little 200cc two-stroke that he had been riding and was ready for a 'real man's trials bike'.

Tom, always a great help to Mick during his career, sold his own street bike and used the cash to buy his lad a 350cc AJS four-stroke, one of the big 'thumpers' that were so effective back in those days.

Within a year Mick had attracted so much attention in the British motorcycle press that the AJS factory delivered a gleaming new 'factory' machine



to his home. Still only 16, Mick was now a fully-fledged 'works' rider!

Public reaction to this was somewhat harsh in some quarters. Some of the old 'diehards' in the trials world felt that there was no reason for a 'mere teenager' to be on a factory machine.

So when Mick finished poorly in his first ride as an AJS team member, there were some smirks and quotes of 'I told you so' from these 'armchair critics'.

Just two weeks later, however, the smirks were wiped from their faces when Mick won the Northern Experts Trial...one of Britain's 'classic' events.

From that point on Mick's career progressed in leaps and bounds. When the Spanish revolutionised trials in the 1960s by making the 250cc two-stroke a much more effective weapon than the old 'thumpers', Mick was right there.

He moved from AJS to the Spanish OSSA team and developed that company's 250cc trialler.

And in 1973 he signed the contract with Yamaha that he and the factory have gladly renewed every year since then. Mick's experience in the trials world has aided Yamaha in the development of their production trials machines and will continue to do so.

During his career Mick has won two European titles (now officially recognised as a World Championship title— and has proved himself the most successful Scottish Six Days Trials rider of all time.

The 'Scottish' has even more of a magic to its name than the World Trials Championship. To complete the gruelling six day schedule is achievement enough. To win the event puts the rider at the absolute pinnacle of the sport.

Mick has won the Scottish no less than five times! This equals the record of another trials maestro, Sammy Miller, but Mick's career is in full competitive swing whereas Sammy has settled into a more developmental role.

Mick won the Scottish three times for OSSA...in 1970/71/72. In his very first Yamaha-mounted attempt at the classic (1973) he finished a very close second and in 1974 and 1975 he put his Yamaha firmly at the head of the results list.

This year (1976) saw him desperately trying for a win despite the almost insurmountable handicap of a broken foot. He had broken the foot earlier in the year and it



proved slow to mend, hampering his whole 1976 Championship season.

Just before the Scottish, Mick was out practising (the foot mended but still weak) when he crashed and broke it again!

A lesser man would have sat out the British marathon but Mick was right there at the start line in Edinburgh.

He didn't win but it was still an incredible effort. A bad first day was made worse when he hit his injured foot against a rock. In pain and despondent, Mick felt like quitting at the end of Day One. Gathering up all his reserves of strength and determination he carried on right to the end and had the immense satisfaction of being the best-scoring rider on the final day's sections!

Winning the Scottish Six Days more times than any other rider is still Mick's main dream. Of course, he is aiming hard at another World Championship but being a six-time Scottish winner is always in his mind. And he's quite confident that Yamaha's 360cc factory trials machine...the six speed two-stroke that he has developed over the years...can bring him that honor in 1977.

Finally, he's got another, somewhat novel, ambition. Mick wants to be the first rider to bring the four-stroke back to the top of the Scottish results list!

The last time that any four-stroke won the trial was Alan Lampkin's effort with a 250cc BSA in 1966 and a big four-stroke 'thumper' hasn't won since Sammy Miller did the job on a 500cc Ariel in 1964.

But lurking in a corner of Yamaha's Amsterdam workshops is a Mick Andrews project that he feels will help him achieve his rather nostalgic dream....one of Yamaha's XT500 engines being fitted into a special trials chassis!

It might not be next year, for the 360cc Yamaha two-stroke is far too competitive a machine to discard for reasons of sentiment. But Mick feels that it won't be too long at all before the mellow rumble of a big four-stroke motor will once again echo off the Scottish mountainsides. Rumbling its way to a win into the bargain!

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"THE MICK ANDREWS BOOK OF TRIALS" has just been published in the USA by Trippe, Cox Associates and under licence in England by Patrick Stephens Ltd. It contains a full Mick Andrews biography, a complete pictorial 'how to do it' section, profiles of past and present World Champions and a complete illustrated history of the evolution of the trials bike.

European enquiries for this English language version should be addressed to Patrick Stephens Ltd. at Bar Hill, Cambridge, England.

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## A Golden Six Days For Yamaha

On the start line at Zeltweg in Austria for the 1976 running of the International Six Days Trial last September were four of Yamaha's IT400 machines in the hands of Americans, Chris Carter, John Fero, David Ashley and Stan Rubottom. And after six gruelling cross-country days (some 1200 miles) three of the Yamaha riders crossed the finish line to earn Gold Medals for unpenalised rides. Carter, Fero and Ashley all went completely through the trial without ever arriving late at a check point. Average speed throughout the trial varies from 24mph to 30mph....which means that riders must often top 80mph over terrain that would be walking pace for the normal rider. And pity poor Rubottom! He was on Gold Medal schedule right until the final special test of the final day. Then, during the moto-cross event that climaxed six days of cross-country riding, he tangled with team-mate Fero and the pair crashed. Rubottom was unable to repair his machine in time to escape penalty and so he dropped from a Gold to a Silver Medal win. This ISDT effort proves the top-level competition capabilities of the IT400, currently also making a name for itself in American enduro events.



Chris Carter

David Ashley



John Fero





# SHOW



*The Cologne Show was an incredible success for Yamaha with orders being taken for over 7000 machines during the period of the show. This compares with just 650 sales at the last Cologne Show (in 1974) and is indicative of Yamaha's rising sales all over Europe.*

Autumn is traditionally the time for the major national motorcycle shows in Europe. Glittering gatherings where manufacturers show off next year's range to prospective customers, usually with a flashy presentation worthy of a Las Vegas extravaganza.

This autumn was no exception and big shows headlined in the motorcycle press from London, Cologne and Paris. At each of these three important events, Yamaha provided the enthusiasts with a show-stopping exhibit.

In London the accent was on racing...both from the personality and machinery point of view.

Attracting huge crowds of curious fans was the Kenny Roberts TZ750-engined dirt-track machine, flown in especially from the USA for its first-ever appearance outside the States.

There too was another TransAtlantic crowd-puller; bespectacled young American racer, Steve Baker, who has proved himself to be the fastest man in Formula 750 racing this year.

Steve jetted in for the opening day of the show with 3000 photographs of himself that he was prepared to autograph for the fans. But he wasn't anywhere near prepared for the hero's reception that he got! Over 2000 of the pictures went on the first day and by midway through the second day of the show, Steve had writer's cramp and all the photographs had been snapped up!

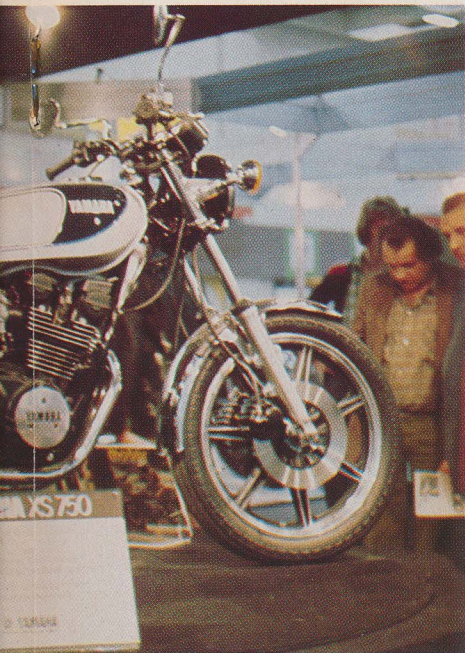
Baker stayed for the first three days of the show before flying back across the Atlantic for a Canadian Championship event (which he won!).



# SHOW



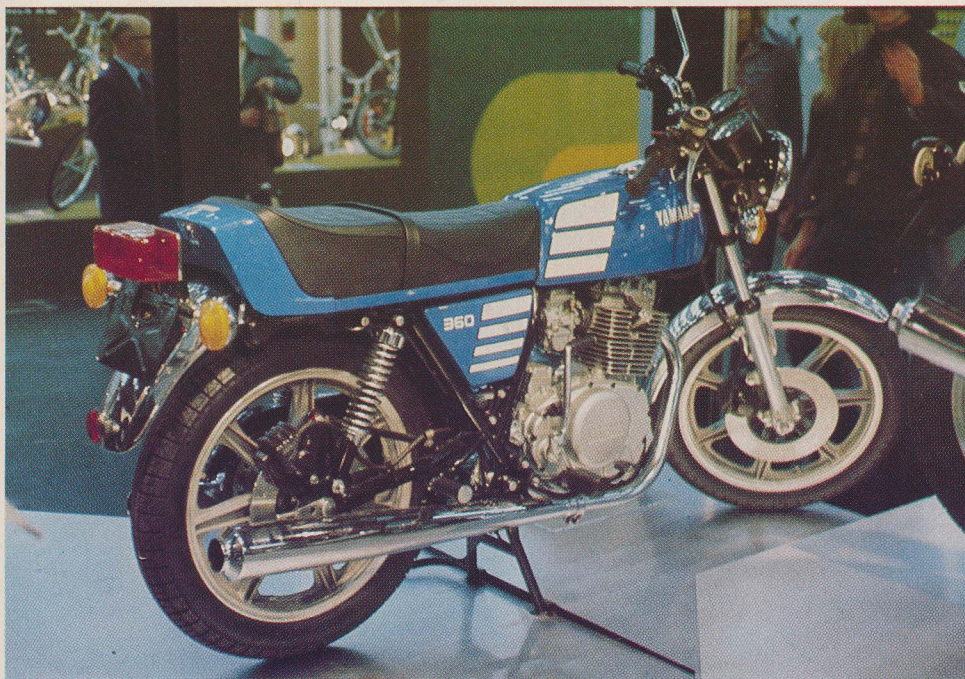
# TIME!



Steve Baker at the London Show with Yamaha's British service chief, Brian Hamilton-Fairey.



Le Salon De Paris



His place for the remainder of the show was taken by another racing ace always popular with the British fans ....England's Chas Mortimer, winner of the 250cc Isle of Man TT this year and winner of the Production TT at the same meeting. Not only did Chas win the Production TT, he took the overall victory (against bikes up to 1000cc) on a Yamaha RD250!

To complete the feast for the British bike enthusiasts was the debut in that country of the new Yamaha XS750 triple, the machine shown being a USA specification model with the three exhaust pipes running into a single large silencer.

Less than a month later, at Cologne in Germany, the European-specification SX750 made its debut. The European version of the triple has an exhaust system that routes the two right-hand exhaust pipes together into one silencer plus a single pipe and silencer on the left-hand side of the machine. In addition it has some 15bhp more than its American counterpart!

Two other new street bikes were shown to the public for the first time at Cologne: the XS360 and XS250 twin cylinder, four-stroke 'commuter' bikes.

This duo plus the impressive 750 triple made the Yamaha stand one of the focal points of the German show.

And in Paris in October Yamaha sprung yet another surprise on the European fans....the two new DT250 and DT400 'Enduro' dirt machines. Off-road riding is becoming hugely popular in France and the two 'monoshock' Yamahas drew crowds throughout the period of the show.

# TIME!



# THE B

There have been many candidates for the title of 'world's most fearsome motorcycle' but few can have been more deserving of this somewhat dubious honour than the beast which American Champion, Kenny Roberts, wheeled out for the US National Championship race on the one-mile dirt oval at Indianapolis in August 1975.

At that point in the 1975 season Roberts was fighting what was eventually to be a losing battle to keep his crown. Harley Davidson had developed a pure racing vee-twin engine for the dirt-tracks while Yamaha were forced to persevere with a stretched out version of the six-year old 650cc single-cam twin. For a couple of years the power units had been surprisingly equal. But Harley were able to continue development of their racing engine while the Yamaha roadster-based power unit was running out of both horsepower and reliability, having been stretched almost to the limit.

In a desperate bid to keep Roberts' title hopes alive, Yamaha race chief, former World 250cc Road Race Champion, Kel Carruthers, wheeled out his 'secret weapon'....nothing less than a 120bhp 750cc road racing engine crammed into an ultra-lightweight dirt-track frame designed by Californian chassis wizard, Doug Schwerma!

The whole package weighed less than 270lbs, giving the machine a power-to-weight ratio even more awesome than a fuel dragster!

Not only that, Roberts was going to have to convert all that horsepower into traction via a loose-surfaced dirt-track!

Was it a case of desperate 'overkill' or could the machine vanquish the Harleys?

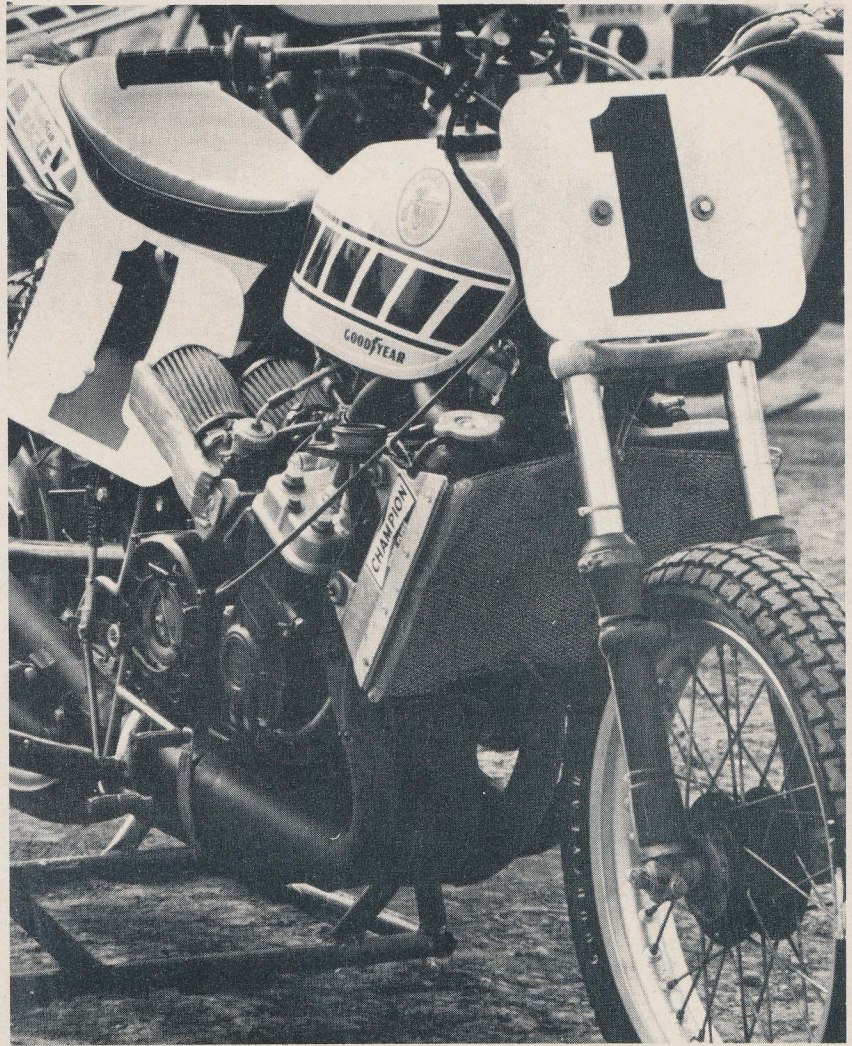
The answer came on the final lap of the Indianapolis Mile! Roberts had just scraped into the main event via a lowly qualifying spot in his heat race and started poorly in the big one.

He inched his way past the backmarkers and was in midfield with three laps to go. Meanwhile, Harley aces, Jay Springsteen and Corky Keener, were riding side by side at the head of the field, confident that victory would go to one or the other.

Then Roberts began an incredibly courageous final spurt, screwing every ounce of courage and determination into a ride that he will probably never need, or even be able, to repeat again.

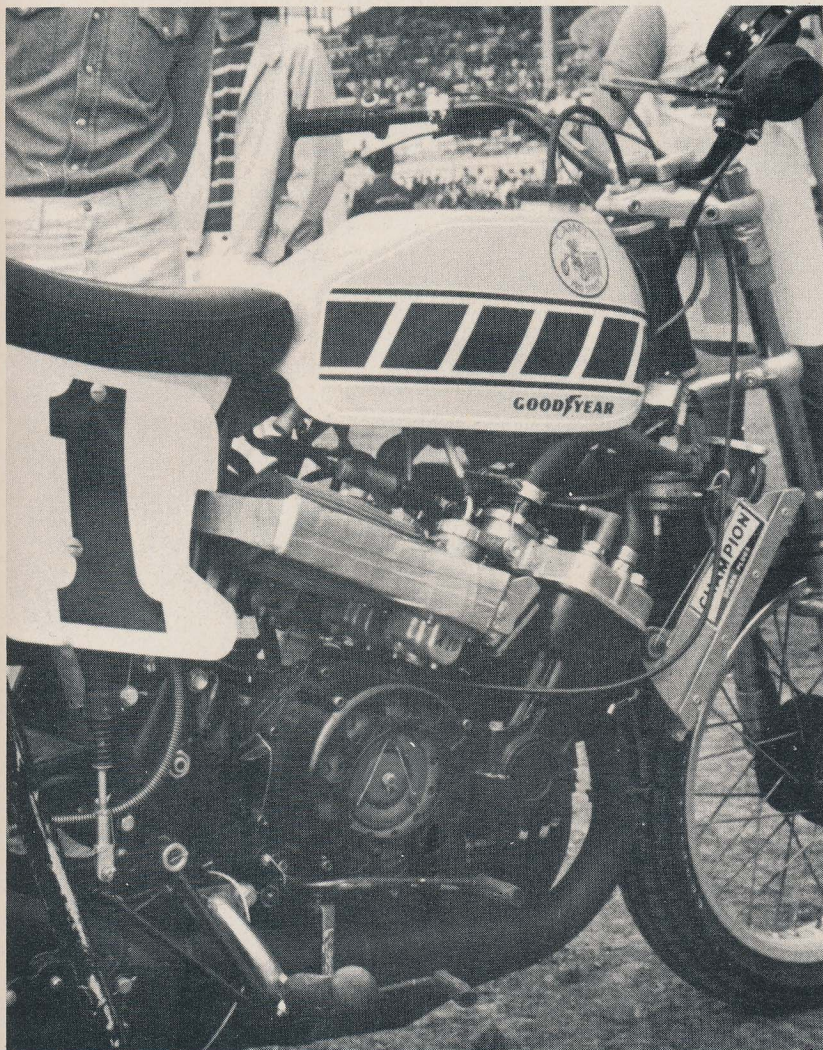
To the roars of the crowd, but unknown to the leading pair, he narrowed the gap down until, in the final lap of the oval, he was about a dozen machine's lengths behind on the back straight. Even the Harley pit crew had written Roberts' chances off and had not even bothered to signal his presence to their leading riders.

They had underestimated the tough little Californian. He wrestled the beast around the final turn, sliding way out into the deep, loose dirt at the edge of the track. This brought him within five lengths of the leaders.





# EAST!



Then, still sliding sideways but with both feet firmly on the footrests, he unleashed the awesome power of the TZ750. 'The Beast' wriggled, snaked, shook its head and then finally straightened out to shoot like a bullet down the final straight, passing both Harley riders on the finish line to win! An incredible performance but one which took literally everything out of its rider.

'I don't care if I never ride that thing again' said a shaken, palefaced Roberts. 'It scares me!' And Kenny Roberts is not a man to scare easily!

Kenny did, in fact, ride 'The Beast' again. Still throwing all caution to the winds he straddled the monster for another mile race at San Jose in California. The track there packs down into a hard clay surface giving almost as much traction as asphalt. But get off the groove where the mass of bikes run and it's loose, broken dirt offering no traction at all.

Several other American stars were also trying to tame 'The Beast'. Rick Hocking, Steve Baker, Randy Cleek and Skip Aksland were all on the TZ750 dirt-trackers but not even these stars could cope with the machine anywhere near as well as Roberts.

Driven by his obsessive desire to retain his National Championship, Kenny had Kel Carruthers fit the bike with a 'sticky' road racing rain tire at the rear and wrestled the bike to a spectacular win in his heat race.

It was obvious, however, that the tire would not last the 25 mile main event.

So it was time for one final, desperate gamble. Off came the treaded rain tire...and on went a completely smooth, road racing 'slick' tire, offering an ever stickier rubber compound than before.

Roberts was aiming to use the grip of the 'slick' and the power of the TZ750 to build up so big a lead early on that he could not be caught as the tire wore out in the later stages.

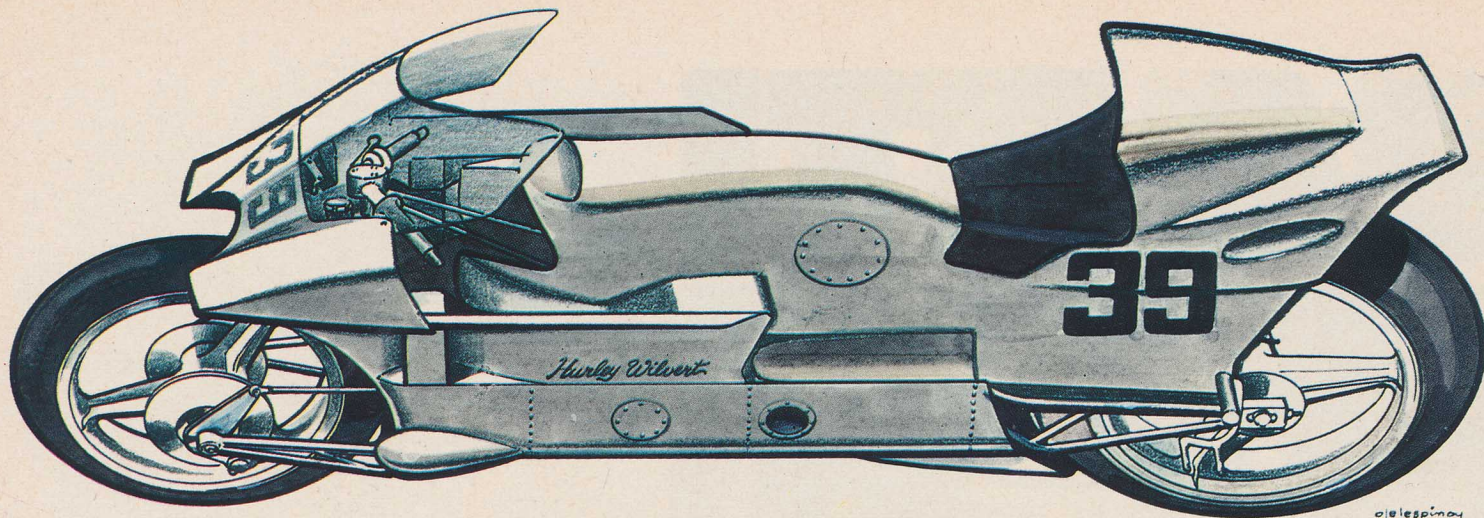
The gamble didn't pay off. The tire wore out even quicker than estimated, Kenny spent most of the race wrestling the bike out in the loose dirt, up against the rails at over 120mph. And Gary Scott took away the Championship.

'Well, at least I sure gave it a good try' was Roberts' reaction after the race...and everyone of the 20,000 spectators agreed fervently with him.

The Yamaha TZ750 dirt-trackers had provided some of the most electrifying moments ever witnessed by American dirt-track fans. The American Motorcycle Association, however, were worried by what might happen if lesser riders than Kenny Roberts tried to cope with such machines. Their reaction was to place a ban on anything other than twin-cylinder power units for dirt-track racing.

And not even Kenny Roberts, only man ever to tame 'The Beast', really felt like arguing with their decision!





delespinay

# RACER OF THE FUTURE!

With today's Formula 750 models, such as Yamaha's OW31 four-cylinder racers, you are looking at the ultimate state of racing motorcycle design so far. And you might think that, with speeds in the 190mph bracket, this is as far as racing motorcycle design is going to go!

Not so! Nothing holds back progress and racing motorcycle development will continue. It is, however, entirely logical to extrapolate that designers will head off on a different tangent over the next few years.

There is absolutely no doubt that the Formula 750 (and 500cc GP machines) of today are fast enough. Any radical changes in design, therefore, will come in terms of chassis development. Quicker lap times will be the aim rather than outright speed.

This is the way that things have gone in car racing. Grand Prix cars of 30 years ago, like the brutish 7-litre Mercedes Benz and Auto Unions, ran as fast as today's 200mph Formula One projectiles. But the old-timers

wouldn't keep today's ace drivers like James Hunt in sight for even half a lap!

Handling is the key to this difference and many people feel that the racing motorcycle is now at the stage where outright engine power can be ignored in favour of some intensive chassis work.

This is already happening in moto-cross where the past three years have seen huge strides in suspension development. Now it has to happen in road racing.

Frenchman, Philippe De Lespinay, is a designer of everything from motorcycles to models and is currently retained as a design consultant by the famous American model-making company, L.M.Cox Inc. He's also an accomplished motorcycle racer, having been 50cc French Champion on two occasions as well as being the current 125cc National Champion in two American road racing groups, the American Federation of Motorcyclists and the West/East Racing Assoc. (On a Yamaha!)

The drawings accompanying

this feature are De Lespinay's idea of the racing bike of the future and are based around the Yamaha TZ750 four-cylinder engine.

The machine is designed to be ridden from a kneeling position with the rider able to drift the motorcycle like a two-wheeled racing car. It is, in fact, virtually a racing car on two wheels with a monocoque chassis 'tub' housing the engine unit. Car-type 'wishbone' suspension arms pivot, swinging arm-style, at the front and rear with bell-cranks linking them to squat, GP car-type suspension units underneath the monocoque. Steering is through the front hub, as on Land Speed Record streamliners.

Water-cooling would be via two, slim, side-mounted (in-line) radiators (rather than a large, single, transverse one at the front) with the air intakes being the jetplane-style NASA ducts.

A rubber-bag fuel tank (again like a GP car) mounts low down at the rear of the monocoque, the fuel being pumped up to a

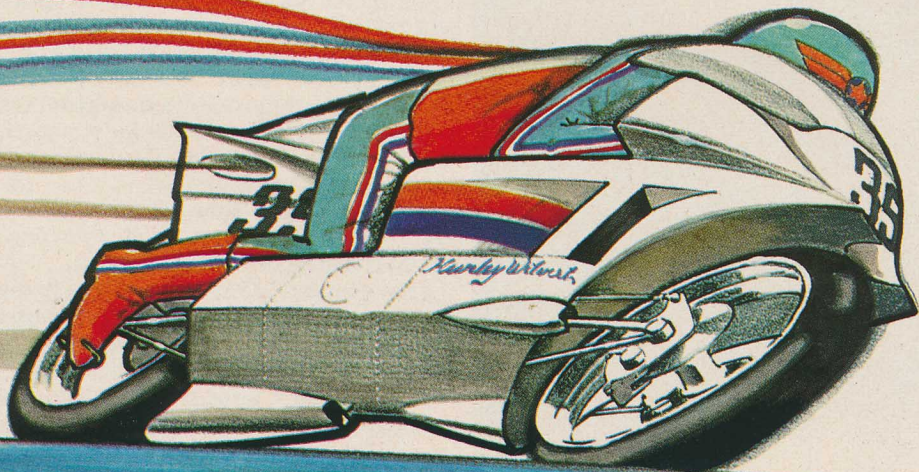
small header and then to the carburetors.

Front brake is a conventional twin-disc set-up but the single rear disc would be mounted on a countershaft at the rear swinging arm pivot. On the opposite side of the swinging arm would be a rear chain sprocket, linked to the gearbox countershaft by another short chain. This extra countershaft system has two advantages. It keeps constant rear chain tension, which is most important on these high-horsepower racers. And having the brake mounted here instead of at the wheel reduces unsprung weight without having the disadvantages that Harley Davidson encountered when they mounted their rear disc direct on the gearbox countershaft. Harley found that the disc was spinning too fast and therefore overheated when the brake was applied. The reduction in gearing between the gearbox and De Lespinay's secondary countershaft at the swinging arm pivot would cut down the rotating speed of the disc to eliminate this problem.

The whole idea is to use racecar technology to get the centre of gravity as close to the roll centre as possible, thus allowing the rider to actually drift the machine through a corner under full control.

Aerodynamics would also aid roadholding by being designed on the 'retarded vortex' style that actually utilises the airflow around and over the machine to hold it on the ground...rather than simply penetrating the air as a normal fairing does.

De Lespinay is now preparing to build a prototype to put his theories to the test. So take good note of the drawings on this page...you really could be looking at the 'racer of the future'.





# Circuit INTERVIEW



## YAMAHA PRESIDENT - MR KOIKE

Despite increasingly strict controls on noise and exhaust emissions by various National governments, the two-stroke engine is far from doomed. In fact, as far as Yamaha is concerned, the two-stroke is very much alive...even though the company is now engaged in producing a four-stroke range as well.

This was just one of the important and interesting facts given by Yamaha Motor Company president, Mr Koike, in a recent exclusive 'Circuit Magazine' interview conducted during his visit to the Yamaha Motor NV headquarters in Amsterdam.

All the world's major motorcycle manufacturers are facing the strong controls that America's Environmental Protection Agency (EPA) will be imposing in 1980. Many other countries are following the US lead in this respect so the emission and noise control challenge is one that manufacturers must meet worldwide.

Yamaha dealers and enthusiasts need have no fears in this regard, said Mr Koike, for both the new range of Yamaha four-stroke machines and the current two and four-stroke models have already qualified under the controls imposed for 1978 and "will have no trouble meeting later requirements".

"Belief that the two-stroke engine is better has been a part of Yamaha philosophy in the

past" said Mr Koike, "but due to noise and emission controls and the like, we can see possible difficulties in overcoming these in the long-term future.

"Therefore, we have expanded our range of four-stroke motorcycles and increased development in this area.

"However, this does not mean that the two-stroke engine will disappear. Our engineering department is working hard to overcome these controls with both two-strokes and four-strokes and we will definitely continue to develop the two-stroke engine just as strongly as any other types.

"Before I left for Europe I had discussions about future models and had the impression that our engineers were confident that they could continue to overcome any restrictions with the two-stroke. And we definitely want to retain our two-stroke image.

"Naturally, at this stage, the control of noise and exhaust emissions is very much in our mind and our engineers have evolved a new 'Lean Combustion System' that easily overcomes all the restrictions in these areas."

From future engineering developments, Mr Koike switched to the current state of the world motorcycle market and pronounced himself happy with things in general and with the European market in particular.

"We are well satisfied with Yamaha sales in Europe" he told 'Circuit'. "There are four major areas of sales for Yamaha and we consider Europe to be equally as important as the other three...even the United States of America.

In general, the world motorcycle market has picked up tremendously from the 'slump' of the mid-seventies. So much so that Yamaha is already working on expanding its production capabilities to meet future demand!

"At one point our production was down to one million units per year", Mr Koike remembered. "Now we will reach 1.25 million for 1976 and are aiming at 1.4 million units in the 1977 sales year.

"This figure is above our current manufacturing capacity and therefore we are now busy expanding that capacity to meet demands for the future.

"The main background to Yamaha's recent expansion is that the world motorcycle market has itself recovered and expanded.

"There is, however, another very important factor and that is that Yamaha have increased their share of the world market and is actually the top-selling motorcycle in many countries!"

At this point Mr Koike interjected some comment on the sales of Yamaha outboard motors, pointing out that sales of these have increased so much that many of the older outboard

engine manufacturers are becoming very worried by the Yamaha presence.

This led to a 'Circuit' question on possible diversion into other areas...such as four-wheeled vehicles. The answer was an unequivocal "No".

"We have the capability" said Mr Koike "and, in fact, have worked with Japanese automobile manufacturers on certain projects. But Yamaha has always specialised in motorcycles and 'leisure products' such as boats and so on.

"We are still aiming at that market and, therefore, any future engineering developments will apply to leisure products."

Mention of engineering developments prompted 'Circuit' to ask Mr Koike just how important Yamaha viewed competition motorcycling in a development role.

"Very much indeed" was his answer. "Racing contributes greatly to the testing and proving of the Engineering Department's work. This year we withdrew from competition as it was necessary for the Engineering Department to concentrate on other aspects of development, such as emission controls, that were not affected by racing.

"For 1977, however, Yamaha will be involved in racing once again, with the emphasis on European Grand Prix road racing and with moto-cross in the United States of America".



# World champion, Heikki Mikkola, joins Yamaha

In one of the most sensational moves of the 1976/77 off-season period, reigning World 250 cc Moto Cross Champion, Heikki Mikkola, has decided to switch from his factory Husqvarna ride to a Yamaha supported by Yamaha Motor NV of Amsterdam, Holland.

Mikkola, known the world over as 'The Flying Finn', will officially make the move to Yamaha in January 1977 and will ride a 400 cc monocross Yamaha in the 500 cc category of the World Motocross Championship. As well as cap-

turing the World 250 cc MX Championship in 1976, Mikkola also took the 500 cc title in 1974.

This marks the first time that the Finn has signed for any company other than Husqvarna.

Coinciding with the news that Sweden's Bengt Aberg will ride a special XT500 Yamaha motocrosser for Hallman & Enquist, Swedish Yamaha importers, this means that two double World Champions will now be riding Yamaha machines in 1977.



## MOTORCYCLE RACING— A MAJOR SPECTATOR SPORT

Motorcycle racing in all categories is now unquestionably one of the world's major spectator sports. A survey recently released by the Swiss-based promotion consultants company, Publimotoring, revealed that 2,673,000 spectators attended FIM Championship events during 1976, millions more flocked to National and local races all over the world and literally hundreds of millions of people watched motorcycle racing on television or listened to radio race broadcasts!

Most popular form of racing was Grand Prix road racing, with a total attendance over the season of 965,000 spectators. . . an average of 80,416 each race. Close behind, and growing ever more popular, came the Formula 750 category with an average of 60,666 fans per race for a total attendance of 910,000 fans.

World Championship motocross racing drew some 632,000 spectators in the 250 and 500 cc categories . . . with crowds averaging 24,307 enthusiasts at each event.

Endurance races drew 166,000 fans over its five race season, with the French Bol D'Or accounting for a staggering 110,000 of this total!

The Publimotoring report concentrated on road racing and

### Willing and able!

Yamaha Dealer Team rider in Australia, Warren Willing, recently clinched the Australian 750 cc Championship riding the ex-Agostini 1975 TZ750. He will compete at Daytona next year and then contest the entire F750 World Championship Series with an OW31 Yamaha.

motocross. Naturally the large crowds attending speedway, trials, enduros and sidecar motocross Championship races swelled figures even more.

One of the biggest reported single events in the world was a three day moto-cross event in the Philippines which drew riders from Japan, Taiwan, Hong Kong, Korea and Thailand as well as over 200,000 spectators!

### Number one in Norway

Yamaha recently moved into the Number One position on the Norwegian motorcycle market.

Figures released recently for the period January/September 1976 show Yamaha leading the field with 30.5 of the total market. Honda follows with 27.9% and Suzuki with 24.9%.

### Accident research

Britain's Transport and Road Research Laboratory determined in a recently-released Accident Research Study that most motorcycle accidents occur below 40 mph (65 km/h), in good weather, on dry roads and on machines of low to medium power (34% on bikes less than 50 cc and 87 % on machines under 300 cc).

This, however, doesn't mean that you should ride the most powerful bike available and ride as fast as you possibly can in the rain . . . especially as the survey also mentioned that 73% of all British motorcycle accidents resulted from other vehicles manoeuvring in the path of motorcycles at road junctions and roundabouts!



## NEW YZ MOTOCROSS

Lighter weight, more horsepower and improved suspension are the highlights of Yamaha's new range of YZ production moto-cross racers for 1977.

Top of the range is the 45 bhp, five speed YZ400, which has had its weight pared by four kilograms down to 104 kg.

The YZ250 is even lighter, at 101 kg, and puts out 37 bhp. Both the 250 and 400 cc models share the same chassis with the wheelbase lengthened by 15 mm this year to 1440 mm.

Suspension travel is much improved at both front and rear with the front fork travel increasing from 215 mm to 250 mm. New rear suspension geometry has also increased rear end travel to 250 mm. . . from the 1976 model figure of just 180 mm.

Fuel tank capacity for both 400 and 250 cc models is 7.6 litres.

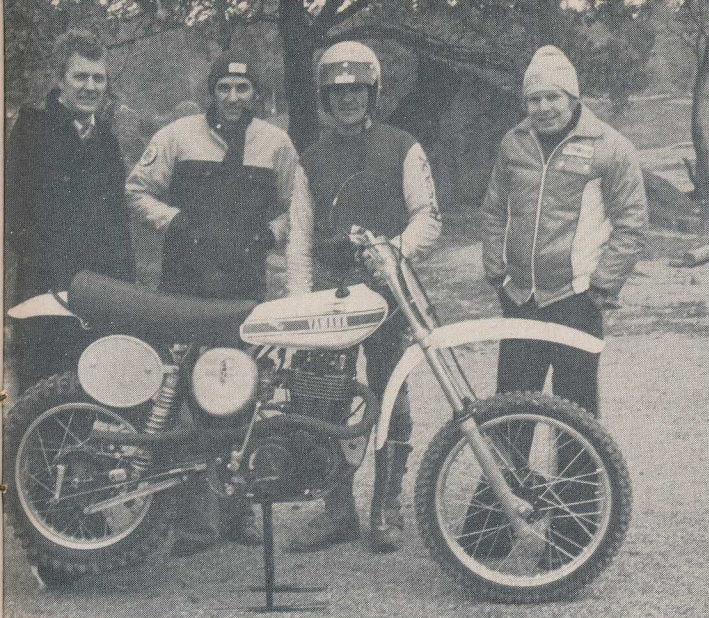
Also updated for 1977 is the YZ125. Still an aircooled engine, like the bigger bikes in the YZ range, the 125 features a six speed gearbox and puts out 24 bhp.

Weight has been cut from 90 kg to 87 kg and wheelbase reduced by 10 mm to 1400 mm.

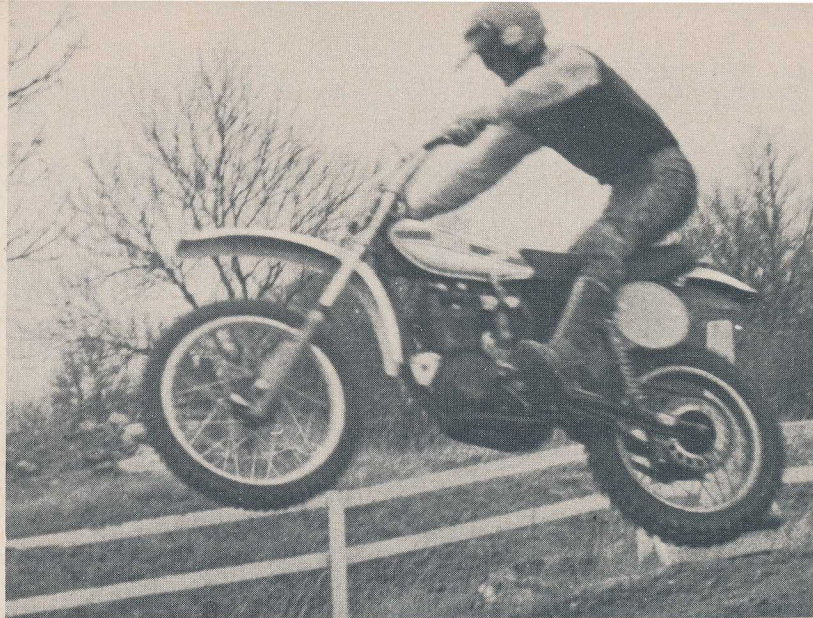
Front fork travel has been lengthened from 195 mm to 230 mm, as has the rear suspension (also from 195 mm to 230 mm).

Fuel tank capacity of this lightweight is 5.8 litres. With improvements in all these important areas, the YZ range must be one of the best bets for any private rider aiming for success in moto-cross racing.





Torsten Hallman, Sten Lundin, Aberg, Steffan Enquist.



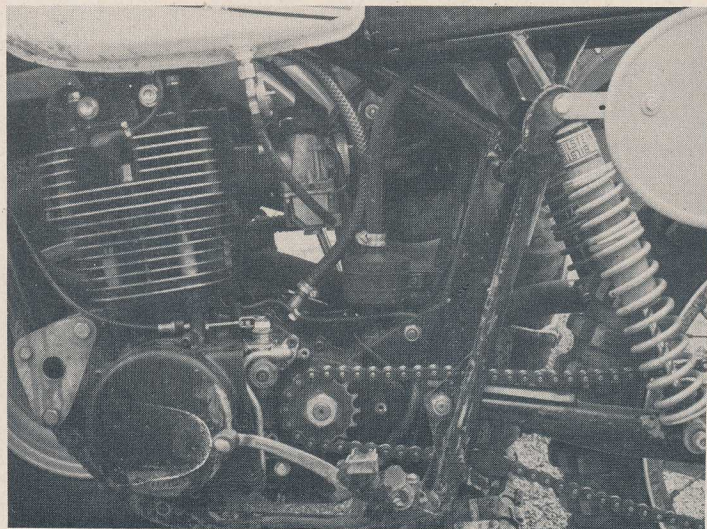
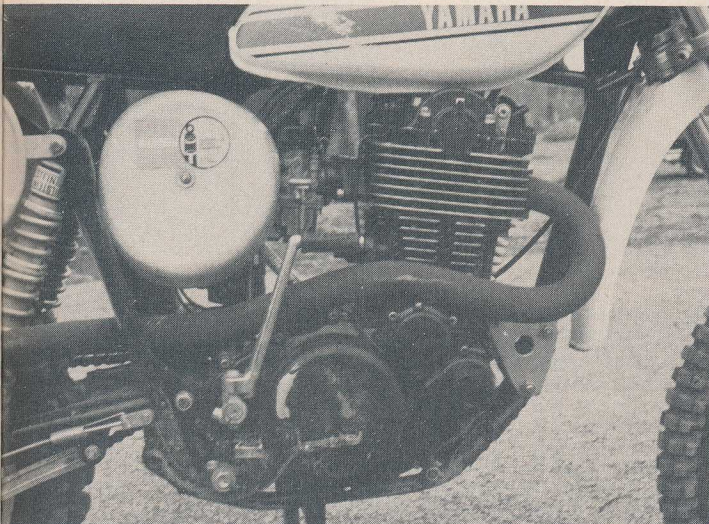
## ABERG ON XT500 IN WORLD

### TITLE RACES

Former double World 500 cc Moto Cross Champion, Bengt Aberg, will ride a four-stroke Yamaha in the 1977 World 500 cc Championships. The machine is being prepared by Swedish Yamaha importers, Hallman and Enquist (Torsten Hallman himself being a former World MX Champion) and features an XT500 engine in a lightweight chassis. It was developed with the assistance of yet another former World Moto

Cross title-holder from Sweden, Sten Lundin, and judging by Aberg's comments after a recent test ride, this combination of experience has resulted in an extremely competitive machine.

"The XT500 has more than enough horsepower to make it competitive in the World Championship" Aberg told reporters, "and it is a lot easier to ride than the two-strokes. It is possible to remain in a high gear on sections that would need several gearchanges on a two-stroke. The bike is a definite Championship contender".



## Yamaha team for Africa

Sonauto, the French Yamaha importers, are entering a two machine team in the world's toughest off-road race... the 10,000 km marathon from Abidjan on the Cote D'Ivoire in West Africa to Nice on the Cote D'Azur.

The race takes in territory ranging from the steaming West African jungles to the arid wastes of the Sahara desert... the supreme test of man and motorcycle.

Riding for Yamaha on a DT400 will be Christian Rayer and Rene Guili, both perhaps better known in other branches of the sport. Rayer is a topline trials rider with French Championships to his credit while Guili is one of France's top road racers, particularly in

the Endurance events. They will be partnered by Gilles Compte and Denis Bayard, who will pilot an XT500 four-stroke. The bikes will have special tanks (35 litres for the XT500 and 42 litres for the DT400) that will allow them to run 400 kilometres before refuelling.

Team Manager will be Yves Bataille, a well-known French Enduro rider, along with mechanics Christian and Bernard Malgret and Dominic Rochette. The service crews will use a Toyota Land Cruiser (especially good on the fast sections) and a Mercedes Unimog that will be particularly effective on the tougher terrain.

Watch for a full report and pictures in the March issue of Circuit.

### CHAMPIONS IN THE MOUNTAINS

Yamaha riders won four of the five rounds in the 1976 European Mountain Championships and took the top three placings in the final Championship standings.

Austrian, F. Stollinger, took the title with wins in Austria and France, a second place in Italy and sixth in Switzerland. Second was Swiss rider, F. Erard, thanks to good late-season efforts with a second place in France and a win in Belgium. Austrian, W. Stropek, took third in the Championship while another Swiss climber, F. Kunz,

won his home-country event to give Yamaha a fourth race win from the five climbs.

Yamaha also took the Manufacturer's Championship title from OSSA, thanks to their four wins and one second place.

### CHAMPION MANUFACTURER — YAMAHA!

Yamaha took the FIM Manufacturer's Championship in both 750 and 350 cc road racing categories during 1976, winning seven of the eight F750 races for which points were awarded and four of the 350 cc Grands Prix.



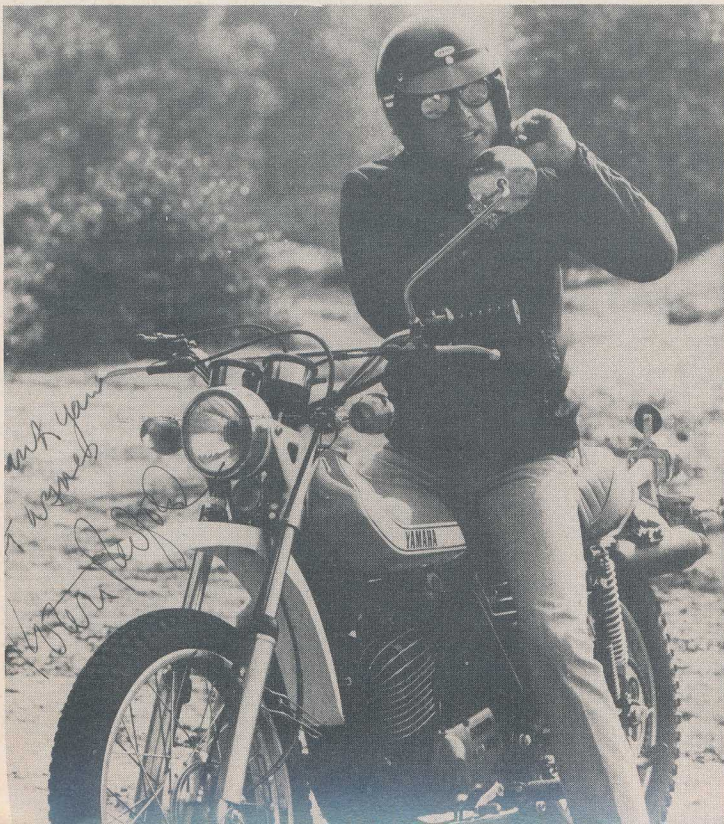
# BAKER AND CECOTTO FOR YAMAHA ROAD RACE TEAM



## REDFORD RELAXES WITH YAMAHA

Recently in Holland filming the epic 'A Bridge Too Far' (about the World War II paratroop battle for the control of the bridge at Arnhem) was American film star, Robert Redford. For transportation around the film set, and for off-duty relaxation, Redford used a Yamaha DT250

Enduro bike. Redford has long been a Yamaha enthusiast, riding various machines ever since he played a Yamaha Rider in the film "Little Fauss and Big Halsy" in 1970, which followed the fortunes of two motorcycle racers in America.



## ROAD RACE TEAM

American Steve Baker will join Venezuela's Johnny Cecotto on the official Yamaha factory road race team for 1977.

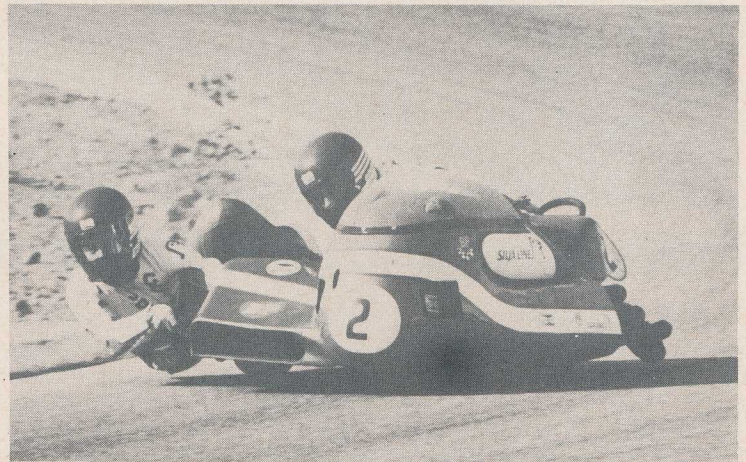
Following a year out of competition, due to the factory's concentrating on developing new technology to combat emission and noise control laws, Yamaha will be back in 1977 with a fully-supported road racing team in the 500 cc and 750 cc World Championship Classes.

Cecotto, who has been supported by Venezuelan importer, Venemotos, since he burst on the European scene in 1975 (capturing the World 350 cc Championship) rode during 1976 as an importer-sponsored rider in 350, 500 and 750 cc classes.

For 1977 Cecotto will ride the 500 and F750 classes as an official factory rider and will also contest the 350 cc category on a private machine supported by Venemotos.

Baker has ridden under the Yamaha of Canada banner for the past five years, on machines tuned by Bob Work, being many times Canadian Champion. Additionally, he proved himself to be about the quickest F750 rider in the world during 1976 with wins at Imola, Silverstone, Brands Hatch, Oulton Park, Laguna Seca, Loudon (USA) and the 'Race of The Year' at Mallory Park in England.

Now he will contest the full World 500 and F750 Championship schedules and will compete in occasional American races when the GP schedule permits. With Cecotto being just 21 years old in 1977 and Baker only 24, this is the youngest team ever to contest the World Championships for a major factory. It is also the first-ever Grand Prix factory team, in any branch of the sport, that has not included a European rider.



*Kenneth and Christian Calenius.*

## FOUR FINNISH CHAMPIONS

Yamaha road racers dominated the 1976 National Championship Series in Finland, winning four of the five Championship classes.

Eero Hyvärinen won the 250 cc title in a class where 11 of the top 12 riders were Yamaha-mounted.

The 350 cc category saw every one of the top 15 riders using Yamaha TZ350 twins, with the Championship going to

Pekka Nurmi, while Hyvärinen also captured the 500 cc class, ahead of 13 Yamaha and two Suzuki riders.

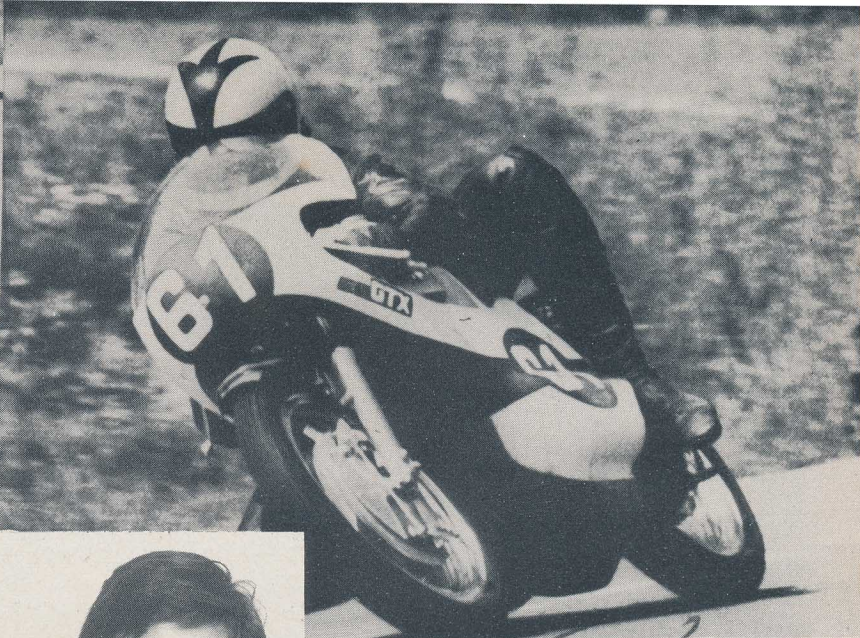
Although there was only one Yamaha in the top 12 entries in the sidecar class, it was unquestionably the most superior machine. Brothers, Kenneth and Christian Calenius won both of the qualifying races to score maximum Championship points.



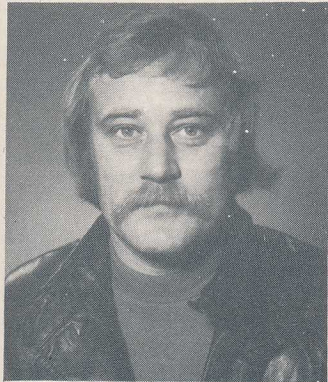
## DANISH DIRT TRACK TITLE WIN

Yamaha machines are not often associated with European sand-track racing but the Danish team of John Steffensen and Finn Møller totally dominated the sidecar class with their 650 cc twin to take the 1976 National 1000 metre Sand Track title.

This was the third 1976 Danish Championship for Yamaha riders: Sven Andersson and Børge Nielsen capturing the 350 and 750 cc road racing honours.



*Børge Nielsen*



*John Steffensen*



*Finn Møller*



*Sven Anderson*

## Another racing Croxford!



Well-known British road racer, Dave Croxford, has started his son in schoolboy moto-cross competition . . . riding a Yamaha 80MX.

## THE MOCKETT CARTOON

“You mean this isn’t the new Yamaha for American desert racers?”



## YAMAHA CHAMPIONS IN IRAN

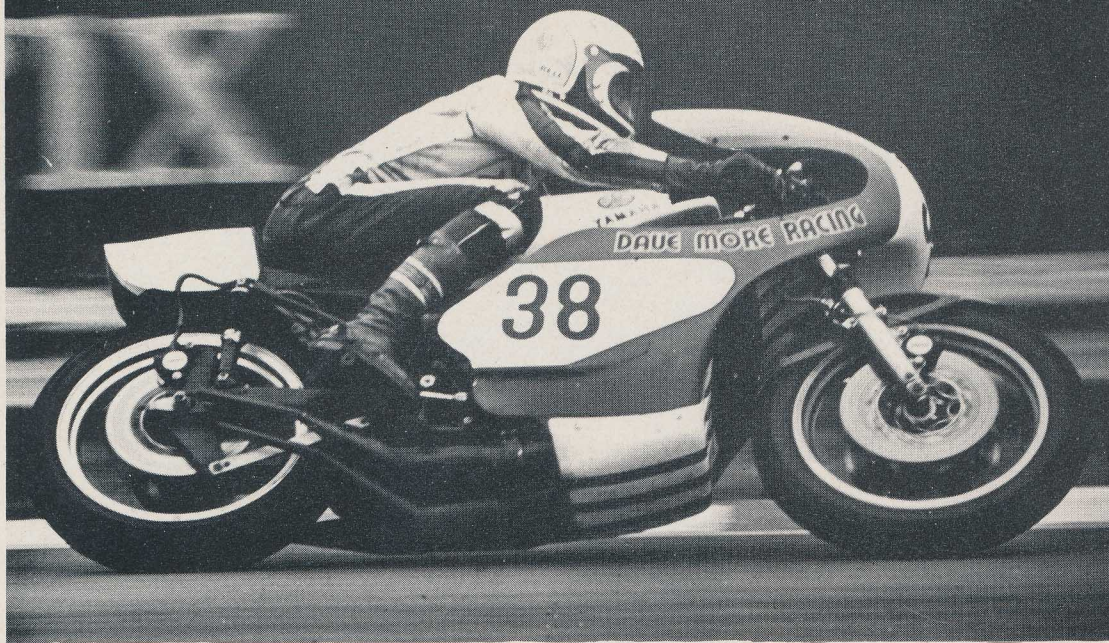


Yamaha riders totally dominated the Iranian Moto-Cross Championships with M. Badiyehshin (above) winning both the 125 and 250 cc classes. Fellow Yamaha riders, J. Zohdi (below) and A. Eftekhari were second and third in both of these categories.

In the 400 cc class it was Zohdi who took the title from yet another Yamaha pilot, M. Darsara.







## BRITISH CHAMPION ON YAMAHA

New British Champion for 1976 is Steve Parrish, who rides a TZ750 Yamaha in the F750 and MCN Superbike classes...toughest categories in British road racing. Steve is a 23 year old from Steeple Morden in Hertfordshire, England, who began his career on Yamaha machinery in 1972 and has remained faithful to the brand ever since.

# Number One In France!

Yamaha sales have been on the increase all over Europe throughout 1976 and this growth was climaxed during the summer when Yamaha dislodged Honda from the Number One position in France...one of Europe's most important motorcycle markets.

Honda had a 32.8% share of the French market in 1975 compared to Yamaha's 20.9%. But from January to July 1976,

Yamaha had reduced Honda's share to 28.7% while itself taking a 27% share of the market.

Even more impressive was the fact that Yamaha actually forged well ahead of all of its French competitors in May, June and July of 1976...aided by aggressive and well-planned marketing campaigns plus extremely good public acceptance of new models.

In May Yamaha held 32% of the French market as compared to Honda's 27% and they maintained this figure for June while Honda's share fell to 26%. In July the Yamaha share fell back slightly to 30% but Honda's dropped even further to just 25%.

Yamaha confidently expect to finish out 1976 as the Number One motorcycle in France and, in some sections of

the French market, actually have more sales than the rest of their rivals added together!



## Frames From US Champions

Two former American Grand National Champions have established themselves in the frame-making business in America, concentrating on Yamaha products.

Two-time Champion, Dick Mann, is now retired and owns an accessory sales company. One of the things that he offers is his own-designed chassis for the Yamaha XT500 four-stroke single. The lightweight chassis makes the XT500 even more competitive either as an ISDT-type machine or a moto-crosser.

Current Yamaha team rider, and double US Champion in 1973/74, is Kenny Roberts who is also in the frame business. He makes frames for the XT500, for the XS650 twin (and its 750cc version), and for the 250 and 360 Yamaha two-strokes. His frames are suitable for both off-road riding and American dirt-track racing.

In addition, Kenny plans to offer a road-racing styled frame for the XT500...which could be a popular one with European riders looking for something different!

And talking of something different...Kenny also makes a super little dirt-track styled bicycle complete with knobby tires and cast alloy wheels! Plans are afoot to market his products in Europe, so watch out for developments.

### Out For Blood!

American motorcyclist, B.J. Breece, is to ride 4000 miles from the East Coast of the United States to the West...on an RS100C Yamaha twin...to raise donations for the National Haemophilia Federation. The American Motorcycle Association are assisting in raising funds to combat this blood disease with their 'Ride Against Haemophilia' program. Breece's ride is being supported by Yamaha International Corporation of Buena Park, California.

### Movie Stars!

Anglo-American film maker, Peter Starr, was in Europe recently, filming Steve Baker in winning action at the British 'Race of the Year' at Mallory

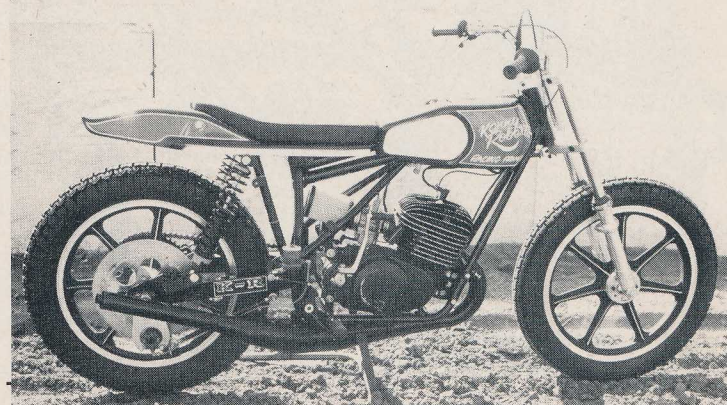
Park. From there he went to the French 'Bol d'Or', where America's Pat Evans led in the early stages on the Sonauto Yamaha TZ750, and then finished his European filming by doing a trials sequence with Yamaha team rider, Mick Andrews.

The film will be incorporated in a documentary 'feature' film for worldwide release sometime next year. It will probably take over from the famous 'On Any Sunday' as the definitive motorcycling feature film, as Bruce Brown's 1970 epic is now becoming a bit dated.

Starr's filming credentials are impeccable. He took first and third places in last year's Oscar Mumms Gordon Rouge Motorsports Film Festival in Paris with his documentaries on Roger De Coster and the 1974 Champion Spark Plug Motorcycle Classics road race at Ontario Motor Speedway, USA.

### Increase In USA

Yamaha's share of the American market has taken a great leap upwards during 1976...from 15.69% to 21.14%. This continues a worldwide Yamaha gain in sales.



Yamaha 360 short-track racer with Kenny Roberts frame.



# TWO OF THE BEST!

'Cycle World' magazine, which has a circulation of over 300,000 to make it one of America's leading motorcycle publications, recently ran a feature in which its staff selected the 'Ten Best Bikes' on today's market.

Two Yamaha products made it into the 'Cycle World' top ten (no other manufacturer bettered this effort) with the XS750 being voted 'Best 750 Roadster' and the RD400 taking the award for the 'Best 350 to 400cc Roadster'.

Here's what 'Cycle World' had to say about the XS750:

"When it comes down to giving the public what they want, no one does a better job than Yamaha. Its XS750 triple is proof. This one sports double overhead-camshafts, a quiet collector exhaust, cast aluminum wheels, disc brakes, self-cancelling turn signals and styling that will not become dated quickly.

Once aboard, the rider is greeted with smoothness. Vibration is less than that of the big-bore Honda or Kawasaki fours. Power delivery is gentle, easy to control. And suspension components deliver a ride on par with the example-setting BMWs.

Already you can see that it is a very unusual roadster. Instead of offering the horsepower and punch that made Japanese bikes famous, the Yamaha concentrates on comfort and thoughtful touches that will keep owners happy. Consider the following: There are Allan bolts holding the engine together, which brings an end to impact drivers and stripped Phillips head screws. There are no more spokes to loosen, eliminating periodic trips to the dealer for wheel truing. The rear fender is hinged, facilitating tire removal. And a drive shaft eliminates continual rear wheel adjustment and chain oiling forever.

Some riders will fault the engine's performance because it isn't as fast as the Honda. Some will complain about cornering because the exhaust system can be grounded in right-hand turns. But no other 750 roadster can match the XS750's innovative design or creature comforts.

This Yamaha, therefore, is the flagship of its class".

About the RD400, 'Cycle World' commented:

"Perfection is a pretty tough word. If you begin to think about what it means, you begin to realize that in order for it to be applied to a motorcycle, that motorcycle has to be faultless, devoid of anything that is

sub-standard. The Yamaha RD400 is the closest thing to a perfect motorcycle that we've ever come up against.

Commuters love it. RDs are light and nimble in traffic. They get 45 miles to a gallon of gas. They are narrow enough to make cutting traffic a breeze. And noise is minimal. What else is there?

Sporting riders love it. You can pull better wheelies on an RD than on anything else. Turns can be taken at speed with no fear of grounding anything. Brakes are superb. And RD400s are fast. They'll go 95mph and turn a low 14-second quarter-mile.

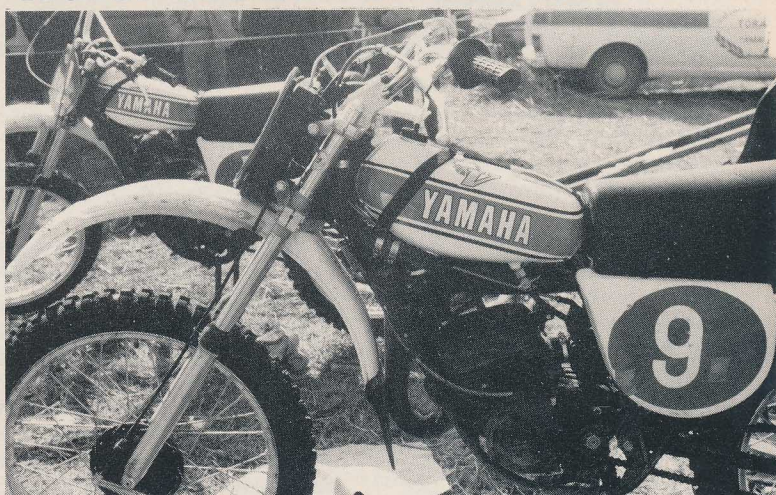
Production racers love it. Speed is part of it, but not the only reason. The frame is strong, so wobbles remain minimal when better compound tires are fitted.

The standard cast wheels don't flex, there's a disc brake on the rear as well as the front. And a six-speed gearbox is just what you need when the stock powerband is lost in pursuit of maximum horsepower.

Finally, mechanics love it. Two-stroke twins are easy to work on because they are simple and light. Like we said, the RD400 is practically perfect. It has something for everyone and does everything well.



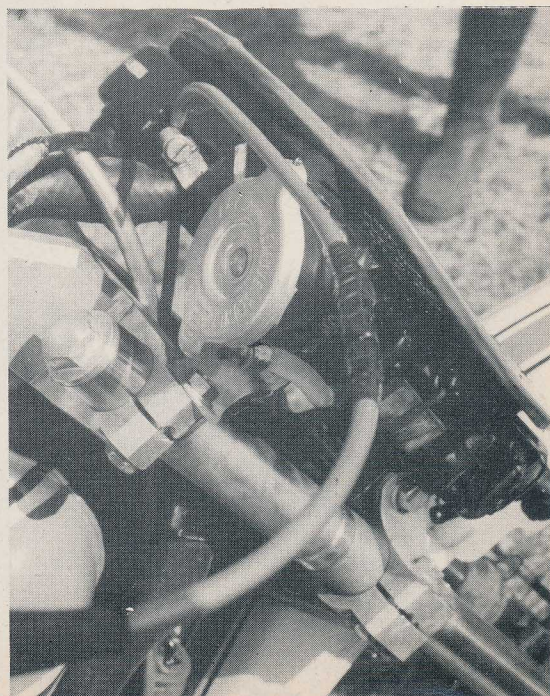
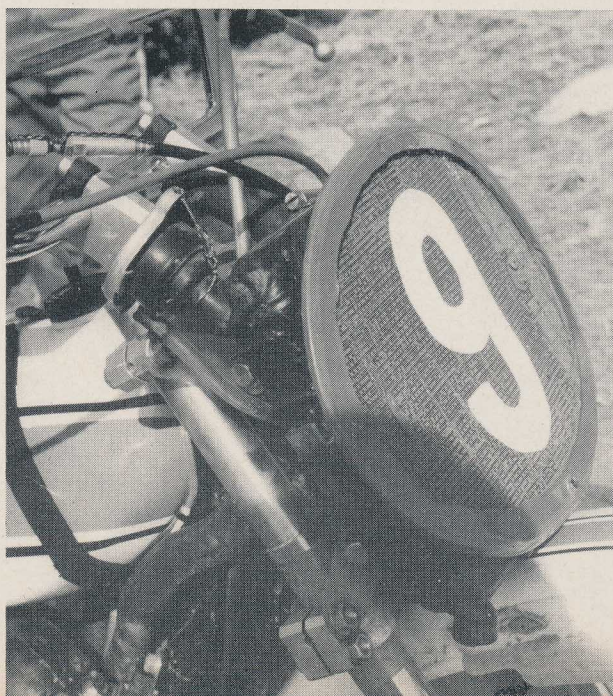
## Water-cooled Yamaha 125MX



# Circuit

## INTERNATIONAL

The 125cc water-cooled motocrosser, as raced both in Europe and the USA this year. Horsepower from its 56mm x 50mm bore/stroke power unit is no less than 22PS at 10,500rpm! Note the lightweight radiator mounted behind the wire-mesh front number plate in similar fashion to lightweight road racers.





# Great Year For Yamaha In Dutch Nationals

The Dutch National competition year was a great one for Yamaha with no less than six Championship titles being captured by the brand!

Dutch karting champion, 29 year old Aad Van Daalen from Naaldwijk took his fourth National title in succession using a kart powered by a Yamaha YZ125 moto-cross engine, tuned to suit the needs of kart racing. Van Daalen was also European Champion in 1975 and is sponsored by Intermotor, the Dutch Yamaha importers.

## American Racing Yearbook

For those 'Circuit' readers wanting to know more about the tough and torrid American racing scene, we recommend the 1977 AMA Motorcycle Racing Annual published by Paul Oxman Publishing of Santa Ana, California at \$5.95. It has 224 pages with over 200 photographs (mostly in color) and covers the American Grand National Championship Series, plus moto-cross, hill-climbing and other aspects of US racing.

English language versions are available in Europe from Albion Scott Ltd., Bercourt House, York Road, Brentford, Middx, England.

## US CHAMPIONSHIP YEAR (Cont.)

'We also had to develop our own chassis this year' said Kenny, 'so to just miss the individual Championship in the final race of the year and to gain the Manufacturer's

Henk Van Kessel came to fame in 1974 when he was World 50cc Champion. Now the 30 year old (who has been racing since 1967) is making his mark on the bigger classes and won the Dutch National 250cc Road Race title for Yamaha.

Yamaha also took the 350 and 750cc Dutch Championships thanks to 28 year old Boet Van Dulmen (who also took second place in the Champion Spark Plug F750 Classic at Assen in October). Boet, who has been racing since 1971, will concentrate on the F750 class in 1977. He will be riding an OW31 replica for Intermotor.

Off the road, Yamaha took two Dutch titles. Gerard Rond, a 19 year old sponsored by Intermotor, repeated his 1975 Championship win in the 250cc class. He will aim to make it three in a row next year as well as riding on the 250cc Grand Prix moto cross circuit.

Another 'repeat' victory came in the Moto-Cross Sidecar Championship where 31 year old Ton Van Heugten took his sixth Dutch title with his Yamaha XS650-powered monster. Ton, who is a very successful Yamaha dealer, was partnered once again by Dick Steenbergen, who now has two Dutch titles to his credit.

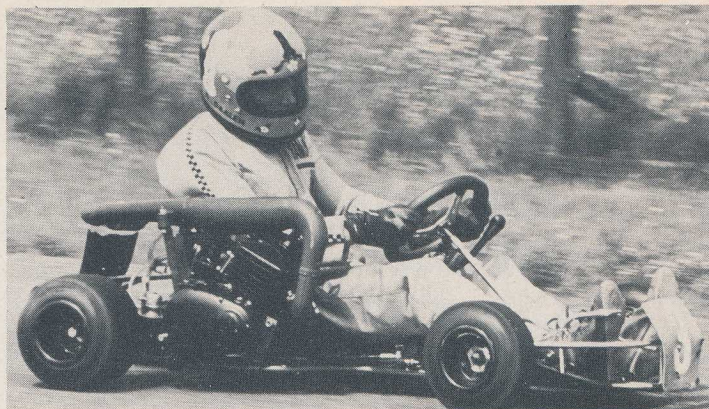
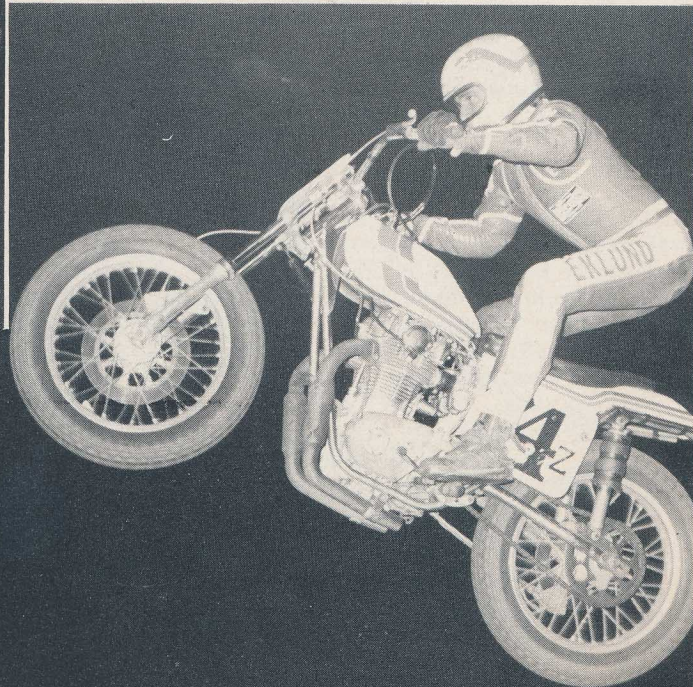
Hank Scott



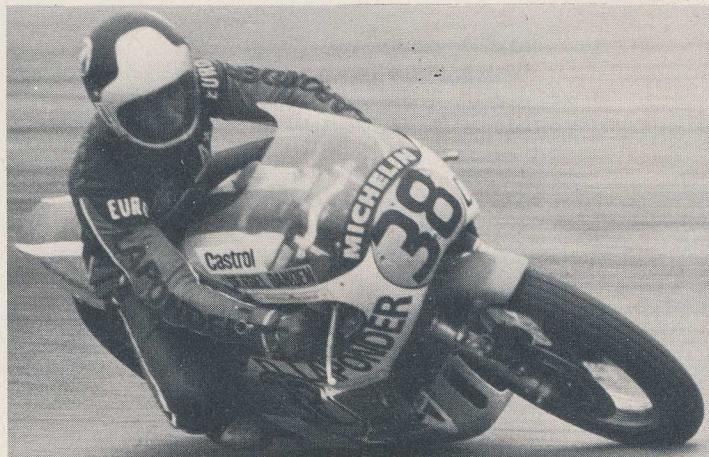
Rick Hocking



Steve Eklund



Aad Van Daalen



Boet Van Dulmen



Ton Van Heugten

Dick Steenbergen

Yamaha won 12 races to the 11 of Harley Davidson and finished the 1976 American Manufacturer's Championship with 425 points, ahead of Harley Davidson with 358 and

Norton/Triumph at 135.

It was the second year in succession that they have taken the title and proof that Yamaha is, without doubt, the most competitive all-round brand on the American racing scene.

Championship once more is some achievement in what was almost a 'development' year on the dirt'. 'Next year we'll have both Championships again!'



# AGOSTINI — "NOTHING BUT YAMAHA IN 1977"



Fourteen-time World Road Racing Champion, handsome Italian Giacomo Agostini, will ride exclusively Yamaha machines during the 1977 season.

His 'Team Agostini' — supported by the Marlboro cigarette company and Yamaha's Italian importer — will be equipped with 500 and 750 cc Yamaha racers, basically similar to those used by the factory team of Steve Baker and Johnny Cecotto.

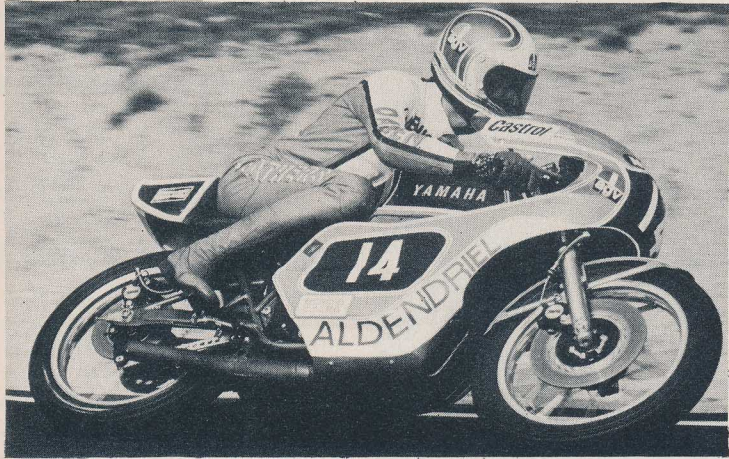
Agostini has been linked with Yamaha since 1974, winning the 350 cc Championship that year

and the 500 cc title a year later.

For 1976 he formed his own team, using a Yamaha in the 750 cc class but switching to MV Agusta and Suzuki for the 350 and 500 cc categories. It was not a happy season in Grand Prix events for Agostini and he has been quoted in the International press as saying that this was due to a "wrong choice of machinery for the 350 and 500 cc classes". Now the many-time Champion is back with Yamaha on an exclusive basis and is "looking forward to a much more successful year".



Gerrard Rond



Henk Van Kessel

## Toolboards aid shop organisation

Designed specifically to assist Yamaha dealers in organising their service departments for maximum efficiency are the new workshop toolboard stickers currently available from the national Yamaha importers in Europe.

There are four sets of stickers available, all 96.5 cm long and varying in depth from 52 cm to 66 cm. Dealers apply the stickers to peg boarding (not supplied).

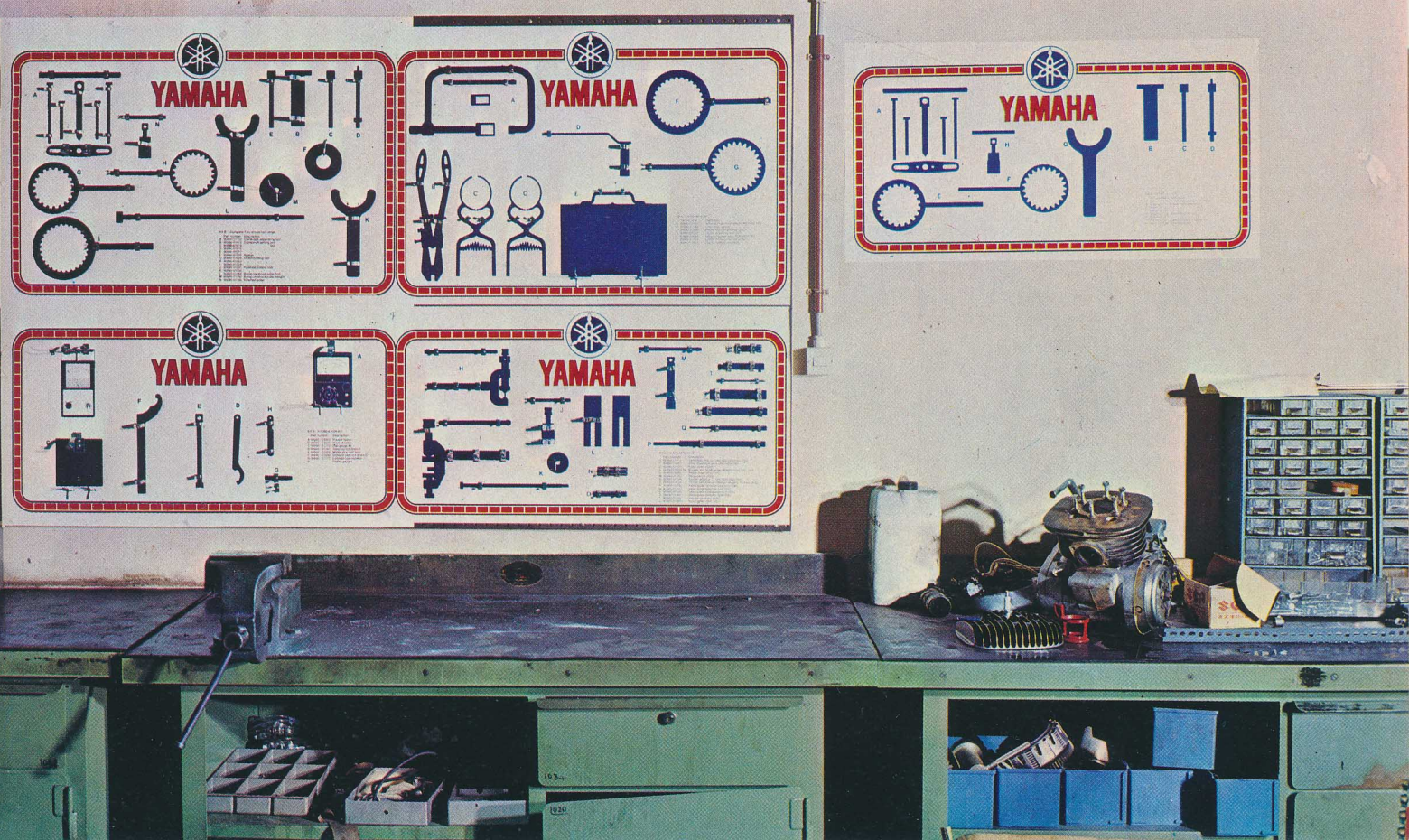
Board A is exclusively for moped dealers and contains all special tools necessary for moped servicing.

Board B covers all Yamaha two-stroke

(including mopeds) while Board C comes in two sections and contains all tools necessary for overhauling the four-stroke range. It does not, however, include the special tools for the XS750. . . . this model has its own special tool board.

In addition to these toolboards for specific models there is a 'universal' toolboard (Board D) which contains all tools common to all models, such as dial gauges, points checkers and so on.

All or any of these sticker kits can be ordered by Yamaha dealers from the Service Manager of their National importer.





# Yamaha Takes American 125MX Title



When Yamaha International Corporation announced early in 1976 that 18 year old Californian, Bob Hannah, would lead their moto-cross team there were many 'experts' who greeted the news either with disbelief or scorn. The teenager had won a lot of races on the West Coast but they were mainly smaller 'local' events.

Within a very short time the critics were silenced! Hannah took the factory 360cc monoshock racer to Florida in February and won the AMA's Winter-AMA Series...just as a start to the season.

Next he campaigned the National 125cc Moto Cross Championships, battling head-on with Honda's teenage 'wonder boy' Marty Smith. By the close of the season Hannah had vanquished Smith to become the new 125cc American Champion!

During the early part of the season Bob rode Yamaha's water-cooled 125cc moto-crosser. AMA rules allow any racer to 'claim' the machine ridden by another competitor in the same event for a pre-determined payment, however, and Hannah's factory machine was the subject of a number of such claims.

When this happens, all claimant's names are put into a lottery and the name drawn gets the machine. Naturally, Yamaha entered their own claims and were fortunately successful each time.

Rather than carry on in this manner, however, Hannah went back to riding a stock, air-cooled machine and emphasised his and Yamaha's superiority by continuing his winning drive to the Championship!



## Top Five US Road Racers On Yamaha

Yamaha rider, Randy Cleek, put together a string of consistent top placings in 1976 to edge Kenny Roberts and Steve Baker out of the newly-created United States Road Racing Championship.

The USRRC Series took in the four American Grand National Championship road races

at Daytona, Loudon, Laguna Seca and Riverside plus a fifth event at Pocono.

Randy took eighth at Daytona, second at Loudon, third at Laguna and fourth at Riverside to win from Roberts, Baker, Gene Romero and Mike Clarke. All of the top five were Yamaha-mounted!

*Randy Cleek*





# Circuit INTERNATIONAL

## GERMAN 'INSURANCE SPECIAL'

New German compulsory third party insurance rates based on a motorcycle's power output mean higher charges in general for motorcyclists in that country.

But a special 27bhp version of the Yamaha XS360 means that the owner of this capacity machine will actually be better off than under the old system.

In the past, German insurance has been calculated on capacity, with motorcycles from 251 to 475cc costing about 1100DM to insure. The estimated cost of third party insurance for a 27PS

machine under the new rates, irrespective of capacity, is only 700 to 800DM.

Insurance for large capacity machines of over 50PS is expected to rise from some 1150DM to around 1600DM.

## Liberated MX!

American women have long been at the forefront of 'Women's Liberation' movements and these have even spread into motorcycling. (Actually a lot of the women ride at least as fast as their male counterparts!).

Recently the US National Women's Moto Cross Championships took place at Indian Dunes, California, with Sue Fish winning both the 125 and 250cc classes for Yamaha.

## F750 Domination

Of the 49 riders who scored points in the Formula 750 World Cup Series, no less than 40 of them were Yamaha-mounted!

## Steve Baker Canadian Champion

As well as staking a pretty powerful claim to being the fastest Formula 750 racer in the world, Steve Baker found time during 1976 to sweep all four Canadian Road Race Championships for the third year in succession! Steve is an American, but Canadian rules allow US participation in their

Championships.

Riding for Yamaha of Canada, Steve took Bob Work-tuned Yamahas to the title in the 250, 350, 500 and 750 classes. His mount for the 500cc category was not a four-cylinder but a TZ350 twin fitted with two barrels from a TZ750 to give a capacity of 373cc.

## BELGIAN CHAMPIONS

Yamaha riders took five of Belgium's National Championships in 1976 with road racer, Philippe Orban accounting for two of them with his wins in the 500 and 750cc classes.

On the dirt, Yamaha took both 125cc National Motocross titles with Timmermans topping the Senior category and Leclercq accounting for two of them with the Junior while Gigot topped the Trials standings.



*Philippe Orban*



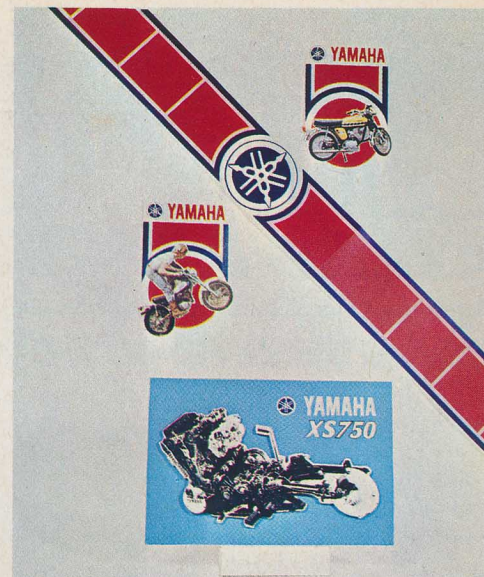
*Timmermans*



*Michel Leclercq*







## 1977 DEALER DISPLAY MATERIAL AVAILABLE

## IMPORTANT !

Your Yamaha Circuit magazine is now being prepared for mailing via a computerised labelling system which will result in more efficient delivery. Please check that your copy is correctly addressed. If there are any changes please send your corrected address to Yamaha Circuit, c/o Yamaha Motor NV, Prof. E. Meyerslaan 3, Amstelveen, Amsterdam, Holland. Along with any changes it is most important to also enclose either your original address label or the computer identification number (above the address).

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The latest “point of sale” display materials for Yamaha dealers’ use in 1977 will be available via National importers in January. Following the success of the first-ever dealer display kit in 1976, Yamaha has re-designed and enlarged the kits as well as offering separate ones for both moped and motor-cycle dealers.

Yamaha dealers will be able to view the kits at their early-season National Sales Seminars and can order via their area sales representative.

The kits, parts of which are pictured here, include catalog dispensers, hanging mobiles, three-dimensional sectioned XS750 engine display, price tags, workshop, spares and accessory department signs and large shop window graphics.

In the March issue of “Circuit” there will be a complete feature on the installation of the display items in an actual shop showroom and hints on how to maximise the effect of these items.

As proved last year, the Yamaha Dealer Display kit is an invaluable sales aid in any dealership and a definite contributing factor to Yamaha’s rising sales all over Europe.

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