

Fashion

Yamaha's DT125 e

Five years ago the DT125, a machine originally designed for the American market was introduced into Europe.

To many Europeans, Yamaha's



DT125 trail bike was just another motorcycle, but to the fashion-conscious French, the DT125 "e" for electric starter, was the perfect machine for busy streets as well as wide open country.

Its bright metallic paint, elegant design and small, powerful engine made the DT125e an extremely fashionable attraction to Frenchmen between the ages of 16 and 35. Leading the vogue were film star Brigitte Bardot and French singer Michel Fugain, both proud DT125e owners.

In spite of inflation, high taxes and a hike in petrol prices, the French continue to buy the high performance trail and street machine.

In 1974 alone, French Yamaha dealers will sell over 10,000 DT125e's, 10 times more than Finland, the country closest to France in DT125 sales.

The recent energy crisis has helped DT sales in the major cities of France where commuting is essential. The 125's one-cylinder, two-stroke, seven-port engine with torque induction gives a quick response which is necessary in the heavy French traffic. The dual purpose frame of the DT125 is of high-tension, double cradle construction able to withstand the ruts and bumps from the worst roads or provide a smooth ride on the open highway.

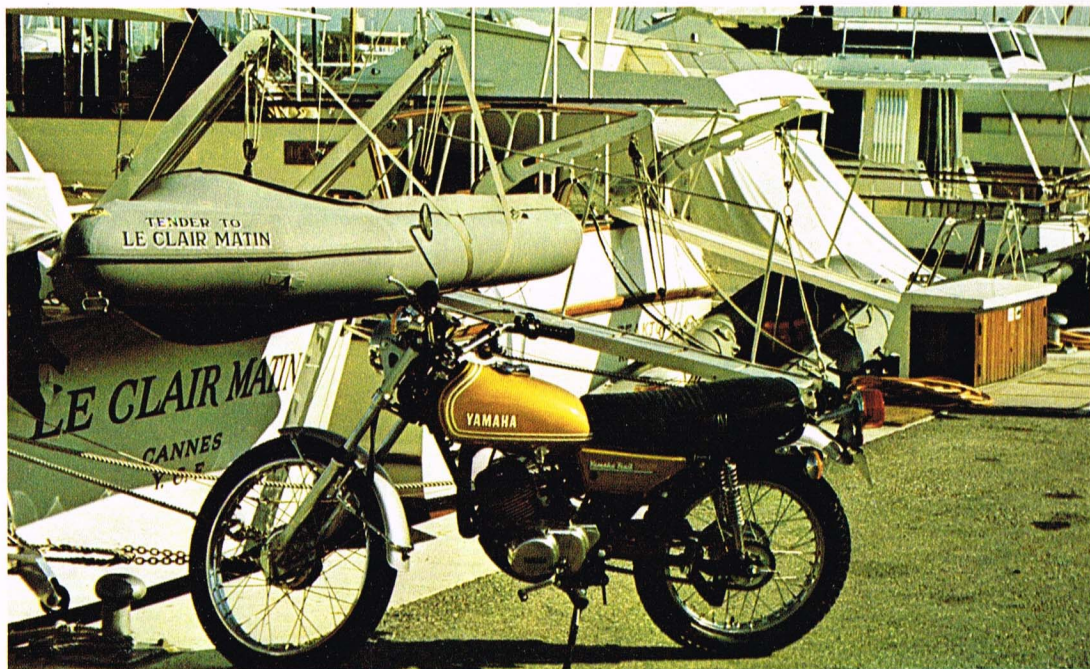
Standard features of the DT125 include five-speed constant-mesh gear box, adjustable rear shock absorbers and knobby tyres which ensure a firm grip both on and off the road.

Although originally designed for trailing, most DT125's and their smartly dressed riders are seen on the wide boulevards of Paris or near the fashionable beaches and harbours of the French Riviera. But why do the French buy more DT125's than all the other countries in Western Europe combined?

First and perhaps the most important reason is that the DT125e is a stylish machine which goes with French reputation as leaders in fashion. Second the reliability of the DT125e means little service and repairs and most important the electric starter has attracted the French. And third, the DT125e fits neatly with the French driving licence regulations which allow 16-year-olds to ride them.

Price-wise the DT125 is slightly higher than other manufacturers' machines but there is really no other machine in the DT125's class. Its resale value is especially high in France which proves just how popular it has become. The DT125's reputation as a strong machine has long since been proven and major repairs are almost non-existent.

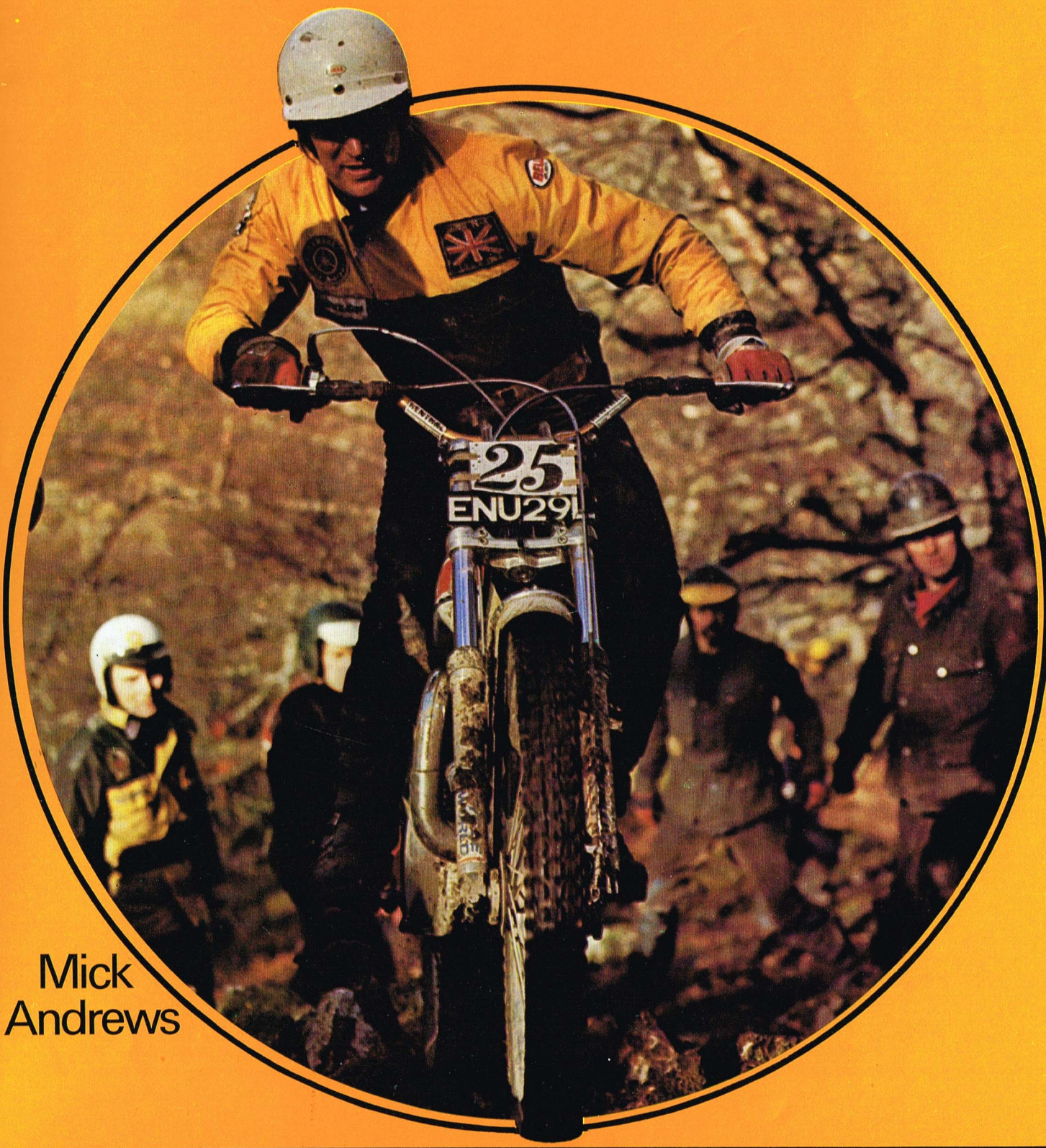
Because France is leading the current motorcycle boom in Europe, it is expected that other countries will soon follow the trend. □



YAMAHA

1974

CIRCUIT.2



Mick Andrews

Strictly Technical



Monocross suspension

The Monocross suspension system was designed by Lucien Tilkins of Belgium who recently joined Yamaha as a consultant engineer.

The Monocross or single suspension unit is a system which utilises one large hydraulic-

damping rear suspension unit in place of conventional shock absorbers. The unit is fitted between the steering head and the rear swing-arm.

One advantage of the Monocross system is that it allows 160mm wheel travel compared

to only 100mm wheel travel in conventional systems. With conventional suspension, there is often a slight difference between the right and left rear shock absorbers, but with Monocross this difference is eliminated, allowing a more stable ride.

More oil is used in the Monocross unit than in other suspension systems. This means a lower operating temperature and consequently the same damping from start to finish of any event.

The rear of the Monocross unit is equipped with an accumulator filled with 7 kg/cm² of nitrogen. The special accumulator enables the rider or his mechanic, by altering an adjustment, to select the desired spring tension and hydraulic damping. This is done by use of a coil spring together with the pressured nitrogen.

The combination of the carefully adjusted spring and damping characteristics, the greater amount of oil and the nitrogen accumulator have drastically changed the riding style in modern Motocross due to the



Yamaha Circuit

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Designed and produced by
Dillon, Agnew & Marton BV,
Keizersgracht 223,
Amsterdam, Netherlands.

improved contact between wheel and ground.

Monocross suspension is available on Yamaha's Replica YZ 250 and YZ 360 and has been adapted to Giacomo Agostini's 500cc road racing machine. □

Mitsui aids cycle racing

Sometimes the growing motorcycle industry goes to the aid of the long established world of bicycle racing.

Such was the case recently in Cologne, Germany. On April 29, a representative from Mitsui Machines, Yamaha's German Importers, presented the keys of a new TX750 to World Champion Cycle Master Rudi Altig.

The 37-year-old champion, now retired and manager-trainer of the German National Cycle Team, accepted the gift at Keppeler Motors, a Yamaha dealer in Cologne.

Altig, who was born in Mannheim but lives near Cologne, began his exciting career at the age of 15 when he won his first race. Soon after he was an acknowledged challenger.

Rudi Altig won the first of his four World Championships in 1959 at Amsterdam, Holland and his last in 1966 at Ger-



many's Nürburgring. His long list of victories include 23 team wins of the gruelling day and night German Six Days. At the end of 1971, after be-

coming the most famous cyclist in German history, Rudi Altig retired. Since then he has become an even more familiar figure in the news reels as the

man who prods, encourages and pushes his cyclists to victories.

When training the team, Altig must be close to them at all times. To do this he has to drive next to them in an automobile which has proved tedious and sometimes difficult, especially when turning around on narrow roads.

The people at Mitsui, avid viewers of the Sunday evening sports programme on German television, noticed this difficulty and asked Altig to try a Yamaha instead of a car. Mitsui's engineers decided to give Altig the 4-stroke, TX750 because of its ability to operate at low and high speeds. This is what Altig needs to observe and encourage his cyclists during races as well as training sessions.

Rudi Altig is not the only world champion cyclist who is a Yamaha enthusiast. Peter Thaler, the 1973 cyclocross champion and a close friend of Altig, recently purchased a new DT125e. □

Racing, and sales, a family affair

Alvanley, Great Britain - Fifty-five years ago an inspired young man began selling cycle tyres from a wooden hut at the corner of a quiet country village. The tyre sales led to reconditioning and reselling of old WD, Triumph and Douglas machines and soon a motorcycle business was born.

Today, the grass plot that adjoined the original wooden shack has become a paved parking lot for a new two-storey building that includes two showrooms, a parts warehouse, a service centre and a racing workshop.

H. Dugdale Motors belongs to the man who started the original tyre shop, Hector Dugdale and his two sons, Hector Junior and Alan.

Selling machines wasn't the only interest Hector Senior had. Racing played a big part in the business then as it does now. In 1929, Hector Senior, who raced locally himself, sponsored Henry Pennington with a Dugdale-Prepared AJS in the Ulster Grand Prix. But it wasn't until 1948 that Dugdale Motors brought home their first win with Don Grossley astride a Triumph at the Manx Grand Prix.

In 1970, 29 of the 36 starters for the Manx Grand Prix were Dugdale racing customers and

the first, second, fourth and fifth place finishers were astride Dugdale-prepared machines. In 1971 and again in 1972 H. Dugdale Motors received the Manufacturers' Award for the best team.

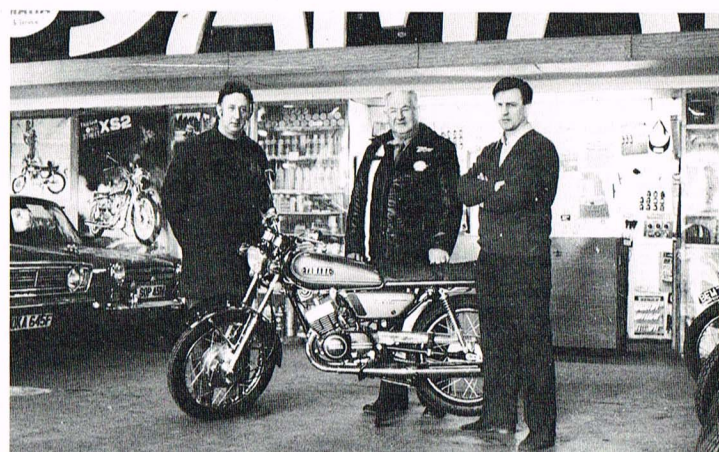
The man responsible for preparing Dugdale's racing machines is Hector Dugdale Junior, who like his father and younger brother Alan, also raced.

The carefully prepared Yamaha TZ250 watercooled engines are mounted on frames built by Ron Williams of Manchester. The Racing Machine is called a Maxton for Maximum speed and "ton" stands for 100 mph.

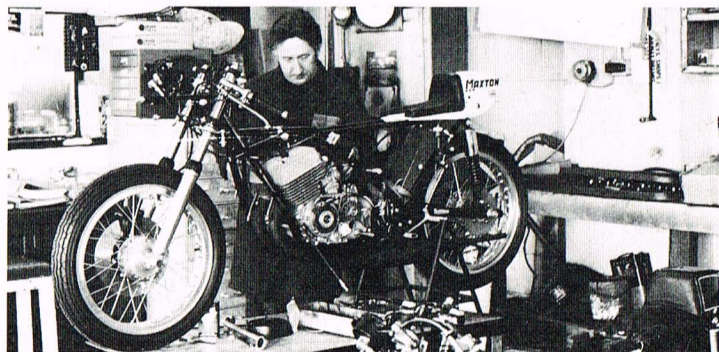
This year, in addition to the Isle of Man, H. Dugdale Motors is taking a crack at the Grand Prix Circuit with 23-year-old Charlie Williams on a Dugdale-prepared Yamaha. Charlie, who started as a mechanic with H. Dugdale Motors in 1969, won the Isle of Man 250cc production race last year and was second in 1971 and 1972.

Racing means advertising for H. Dugdale Motors and the result is a thriving business.

H. Dugdale Motors is not located on a busy street nor even close to a crowded city. It's in the English Midlands country, corner of the A46, on the old Chester-Warrington road in the



Hector Junior, Senior and Alan Dugdale



village of Alvanley and business is very good.

Alan Dugdale is in charge of sales. Alan admits that H. Dugdale Motors is isolated, but points out that it is surrounded by industrial towns which is good for business. Also, H. Dugdale Motors is open seven days a week including Sundays, when most of the sales are made.

"We sell about 700 machines a

year," Alan said, "and half of them are Yamaha's. The best sellers are the 50cc FS-1 and the DT125. After those two the RD 250 is next."

Customer service plays a big part in the firm's success. Alan said that their customers enjoy a close relationship with the mechanics and the rest of the staff which totals 17, including father and sons. □

Dutch club organizes big race for 25th anniversary

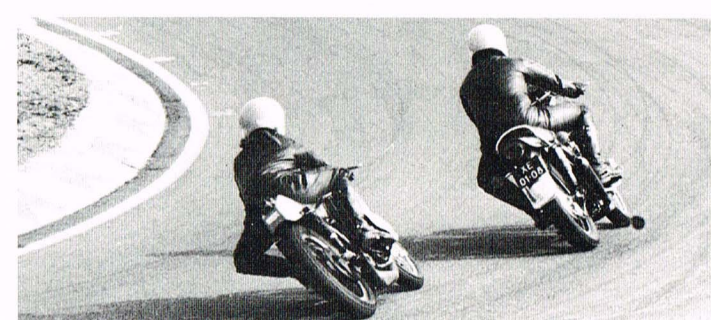
Half a year after the opening of the Zandvoort Racing Circuit on the coast of Holland, five people got together and formed the Motor and Autoclub of Zandvoort.

That first meeting was held August 17, 1949 and today the same club boasts over 550 members with 90 per cent of them riding motorcycles.

To celebrate the 25th Anniversary of the club, the members are organizing an International Motorcycle Road Race on the Zandvoort Circuit July 14. They hope to attract the big names in racing such as World Champion Giacomo Agostini of Yamaha and Phil Read from M.V. Agusta.

Included in the programme will be the first International Side Car Race to be held in 20 years.

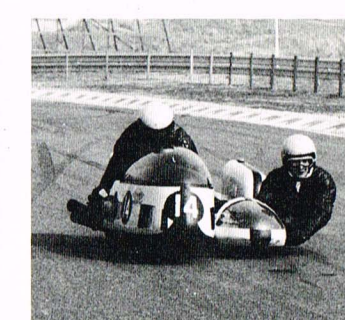
The Motor and Autoclub of Zandvoort has come a long way in 25 years according to Piet Limbach, one of the original five members and its President for the last 12 years. "Our first club-sponsored event was a motocross in the dunes



off Zandvoort in 1951," he said, "and now we've moved up to international races". Limbach said that club membership was still growing and its members of honour include 50cc world Champion Jan de Vries and Han Hügenholtz, the former director of the Zandvoort Circuit. The Motor and Autoclub of Zandvoort is primarily a road



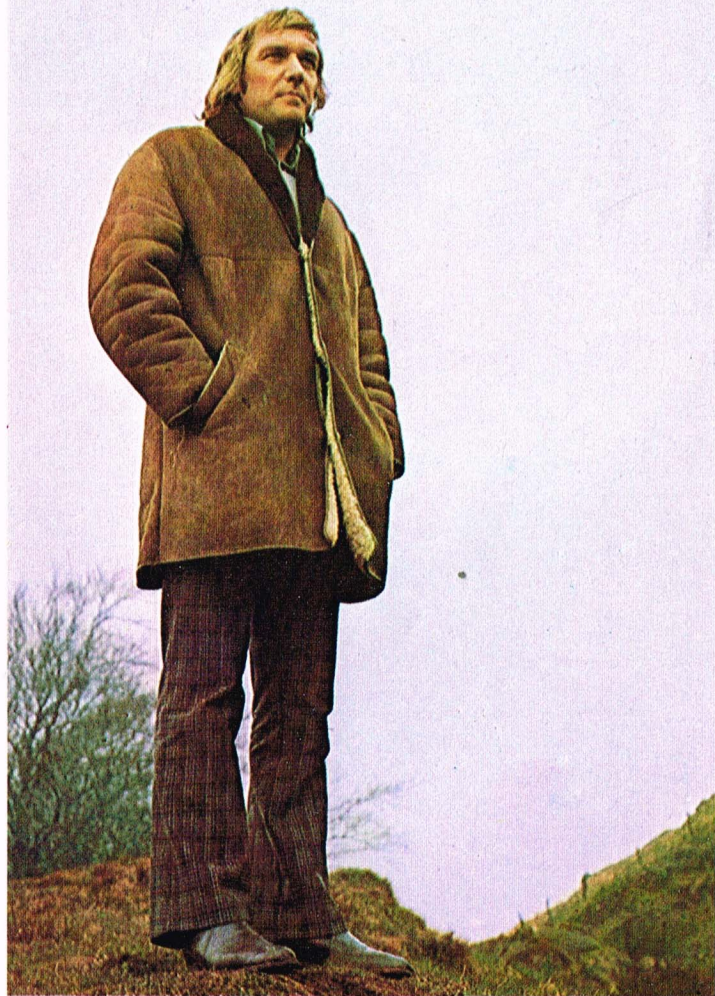
racing club with over 200 members competing in local and club races. Most of the riders race or use Japanese machines over 250cc. Club racing usually takes place as a joint venture with Holland's other motorcycle clubs at the Nivelles, Belgium Circuit. In four out of the last five race meetings, the Motor and Autoclub of Zandvoort took the first place club prize.



Club training on Zandvoort Circuit

Racing is not the only activity of the organization. The club is also the official time-keeping body of the Zandvoort Circuit and its members act as officials for events of the KNMV, Royal Dutch Motorcycle Club.

Meetings are held every Tuesday evening at 8 o'clock in Zandvoort throughout the year. During the winter months the club meets at the Zomerlust Restaurant and during the summer, the members bring their machines to the Zandvoort Circuit Restaurant. The friendly atmosphere of the meetings provides a chance to exchange ideas, discuss upcoming events and view racing films. Membership for the club is only Dfl. 20,00 a year and this entitles members to free entrance at all club events, access to the Zandvoort Circuit on club training days and the monthly newsletter. □



Mick Andrews, an interview

At the age of 17, Mick Andrews was the youngest rider ever to win a National Trial on a British works machine. He was only the second man in trials history to win the coveted world series of trials, the tough Scottish Six Days three years in a row, in addition to being two-time European Champion.

Mick Andrews' extraordinary career began at the age of 14 on a borrowed trials machine when he outrode the man who had loaned him the bike, a top trials rider. But it was four years before, at the age of 10, that Mick first fell in love with motorcycles.

"My father used to take me to all the road races on the back of his street machine," Mick fondly recalled, "but I didn't see my first trial event until I was 14. When I saw what it was, well it was fantastic. I knew then that trials were for me."

Mick's father and the friend he had outridden, bought Mick a small James 197 trial machine for £25.—. Mick entered his James in two events and won both of them. Soon Mick outgrew the James and his father sold his own machine, a Vincent, to get enough money to buy Mick a used 4-stroke 350 Matchless.

"Then one day, when I was 16, I came home from school and there was a new AJS in the garage sent over from the factory." In between working days as an automobile mechanic and going to college at night, Mick started collecting wins on the factory AJS. His first big win was the Northern Experts Trial and after that Mick made headlines by winning over Sammy Miller, the top rider of the time, at the British National Benrose Trial. He was only 17.

When Mick turned 18 he also turned to Motorcross on another AJS factory machine. This was a big 500 and Mick did so well that AJS made him a member of the international enduro team.

After AJS dropped out of racing, Mick tried a Bultaco but didn't like it. Then OSSA offered Mick, who was now 22, not only a ride, but a chance to develop his own trials machine.

After joining OSSA Mick married a neighbourhood girl and they spent their first years together in Spain working with OSSA and running a motorcycle shop that Mick had an interest in. The relationship with OSSA lasted six years earning Mick the European Championship twice and the Scottish Six Days three times.

Mick Andrews, when not travelling, makes his home at Derbyshire in the English Midlands. His house sits in the middle of the Peak National Park, where he grew up, a rocky, hilly area that borders on Nottingham Forest, Robin Hood's legendary hide-out. To find out why Mick Andrews, after so many successful years with OSSA, joined the Yamaha racing team, Circuit sent freelance writer-photographer, Peter Bythiner, to Mick Andrews' home in Derbyshire. His report:

Mick Andrews, now 29, is a big man with a broad smile. When I drove up to his two-storey brick residence in the village of Elton, Mick came bounding down the steps, smiling, to meet me. I almost didn't recognize him because the traditional white cap that holds down his long, sandybrown hair was missing.

Because it was lunch time, Mick insisted on taking me down to the pub for the inevitable English pint and I couldn't think of a better place to start the interview.

At the pub, pint in hand, Mick began talking earnestly about his travels rather than his trials. He was soon swapping adventure stories with another trial enthusiast on Disneyland and Knottsberry Farm in Southern California. The amusing tales produced a profound twinkling in Mick's eyes.

Eventually the long lunch revealed Mick's love for country and western music and for his constant companion, wife and pit crew, Jill, whom he affectionately calls Liz.

After lunch and a tour of Mick's backyard, where he practises, we settled down in his spacious trophy-lined living-room with coffee and a tape recorder for the rest of the afternoon.

Circuit: After winning twice the European Championship and three times the Scottish Six Days with OSSA, why did you decide to leave them?

Andrews: I was getting a little bit at an end with OSSA. We had developed a machine, proved it successful in sales and competition and I had nothing else to go for. Then came the offer from Yamaha. I thought that Yamaha was a very go-ahead factory and I wanted to be able to do the same at Yamaha that I had done



before but I also wanted to develop the trial sport as well as the machines and that is what we are now doing.

Circuit: It has been widely publicized that you went to Japan to help develop the TY250. Was this just publicity or did you really have a major part in developing the machine?

Andrews: I did have a lot to do with development of the TY250 and we are still working on what I had to say. When I went over to Yamaha in Japan, they didn't have a trials machine, just a couple of experimental bikes, but nothing in production. We started from scratch and now, a year later, have a winning machine on the market. We finished second in the European Championships and second at the Scottish Six Days last year with a prototype TY250.

Circuit: How long is your contract with Yamaha?

Andrews: Three years and I have two to go. They're fantastic people to work with.

Circuit: Trials competition seems to be catching on faster and faster all over the world as you proved by your recent tour to Australia and America. Is there any prize money in it?

Andrews: No, just trophies. The riders still have to rely on the factories, tyre, chain and oil companies for financial assistance.

Circuit: If it's not really the money in competition, is it the glamour that goes with racing?

Andrews: There's not the glamour in the trials that there is with road racing. For most people and for me it's the challenge. Knowing you can conquer the machine and the terrain the machine is going over... to me, when I see a cliff quarry and I go over standing on the foot rests, I get a lot of satisfaction out of it. It's a great combination of excitement and frustration.

Circuit: Speaking of frustration, what has been your biggest frustration with trials?

Andrews: Trying to win the Scottish Six Days. I started riding the Six Days when I was 17 years old and I ran up three fourths, three thirds and three second places. I just couldn't seem to win the blasted thing. Then finally I won it in 1970, '71 and '72, but until then it was frustrating always being second or third but never first.

Circuit: What's the toughest event on the European circuit today?

Andrews: For me, the Spanish Trials.



Circuit: What was your problem in Spain this year when you finished eighth?

Andrews: Last year the spectators threw rocks at me because I had switched to Yamaha from the Spanish OSSA and this year I didn't have a good starting number, plus a crash with a spectator which damaged my machine.

Circuit: Is the starting number that important?

Andrews: Yes, and also whom you are riding with. Good riders in front of you will leave the section clean and go the same way you want to go, but if you have some bad riders out front, they'll churn up the section and make a mess of it.

Circuit: Is an early starting number best?

Andrews: It depends on the conditions. If it's a rocky trial, a late starting number is better so the sections get flattened out and the slime gets off the rocks. But in the muddy, wet trials, it's better to be early, before it gets too sloshy.

Circuit: Mick, do you do anything to keep in shape?

Andrews: I try to be out on the machine almost every day which is the best conditioning. Before one starts trials riding, running cross-country is the best way to get into shape. Once you are in shape, just staying with the machine is enough because riding a trials machine uses so many different muscles.

Circuit: Trials have been called the dangerless sport, is this true?

Andrews: You can get injured at it. However, it is the safest of motorcycle sports, but there is always that element of danger.

Circuit: Have you ever been injured?

Andrews: Not in trials, but I did have a shoulder separation in New York testing an OSSA for a six-day enduro race. I did a somersault and the machine landed on top of me.

Circuit: Has anyone ever been killed in a trials event?

Andrews: Yes, but I don't know the circumstances. Most accidents occur because the machines weren't properly prepared.

Circuit: Is trials just a competition sport?

Andrews: No, it's really the complete sport for the entire family. They can go into more difficult terrain on a trial machine than on an enduro Machine and make a get-away-from it all day or weekend.

Circuit: What are your personal plans for the future?

Andrews: I'm going to start a trials club for youngsters this summer on the 16 acres I've leased around here.

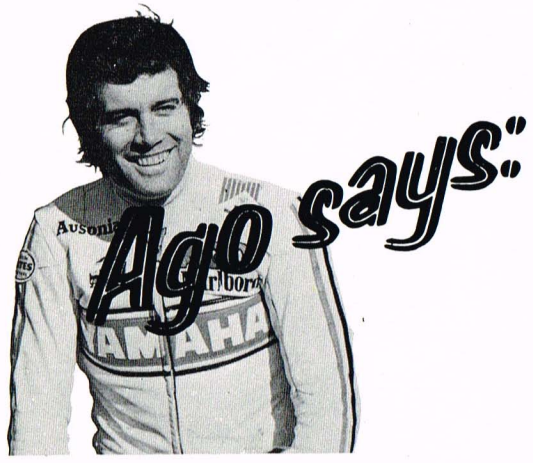
Circuit: Will it be open to everyone?

Andrews: Yes, and it will be run like a golf course with 15 sections instead of 18 holes. The riders will all have score cards and can grade themselves. I also hope to conduct two trials schools a year on the land.

Circuit: What about Mick Andrews and Yamaha for the future?

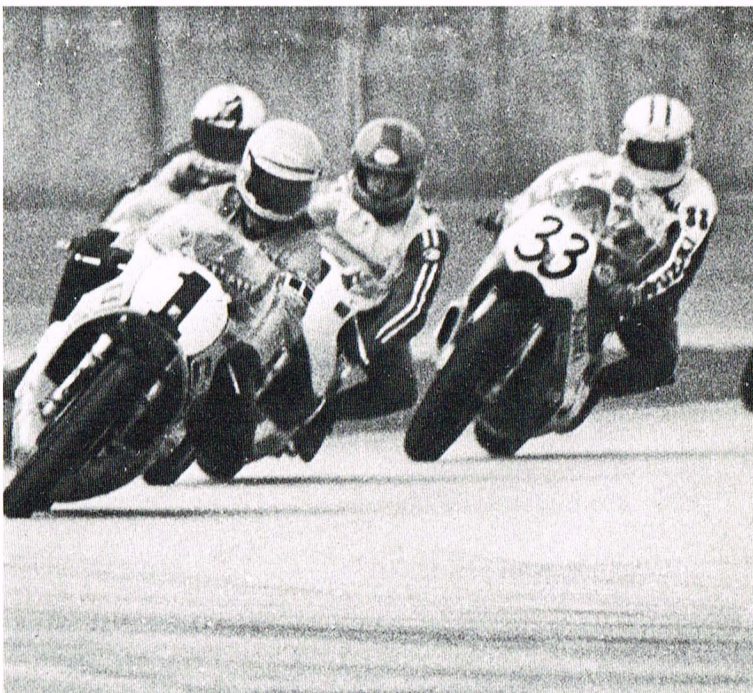
Andrews: Of course we want to win the European Championships and eventually I hope to become the manager of an international Yamaha Trials Team. At the moment I'm fielding two other riders on Yamaha's here in England and our first team effort will be the Scottish Six Days.

Eds. Note: Mick won the 1974 Scottish Six Days. □

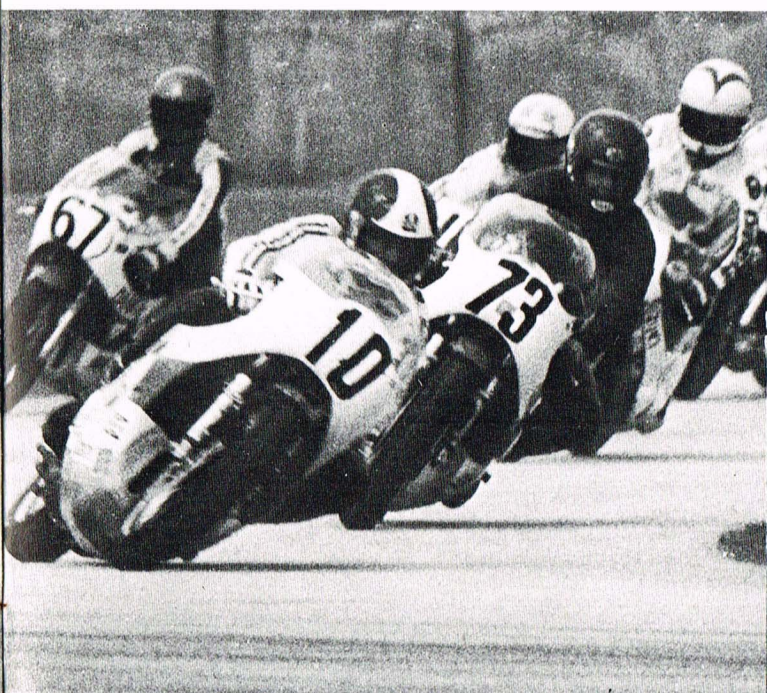


The Daytona 200 mile race was a very important event for me. It was the first race on my new Yamaha 750, and my first race in America. I had heard that many American riders wanted to beat me at Daytona. The Americans felt that I was not really the World Champion, only the European Champion and a lot of people, especially the Americans, wanted to see what I could do on a two-stroke machine. It was a fantastic feeling to win Daytona on my first try. It was also a big race for me because I had proven I could win with Yamaha. The next two races I rode were in Modena and Missano and counted towards the Italian Championship. In Modena for the first time I raced the 350 and 500 Grand Prix Yamaha's. The 500 four-cylinder Yamaha with Monocross suspension was everything I hoped it would be and I had no trouble winning my first race this year in Europe. I found the 350 Yamaha more difficult to handle than the 500 because it was so much lighter than any other machine I had ever raced. I managed to finish fourth in the 350 but my teammate, Teuvo Länsivuori, won. At Imola, I rode my winning 750 Daytona machine and for luck, asked the Italian Federation to let me use number "10", my Daytona number. In the first 100 mile race, Kenny Roberts, the American Champion, was going very well but thanks to my mechanics, who refuelled me in record time, I was able to stay in front of Kenny for the last four laps and win. The first 10 laps of the second race were tough and I had to ride hard to stay with Kenny. But then, I managed to pass him and go on to win. The first Grand Prix of the 1974 season was at Clermont-Ferrand, France. In the 350 race, I got off to a bad start and had to ride hard to catch the leader. After winning I was even happier to hear that I had

broken my old 500cc lap record with a 350 Yamaha. In the 500 race, I managed to get 9 seconds in front of Phil Read and set a new absolute lap record before a small bearing broke in the engine, forcing me to retire. The second Grand Prix was at the Nürburgring in Germany, a circuit that is lined with steel barriers. On Thursday, the other riders and I inspected the track with the organizers and we showed them where they should place straw bales. The organizers assured us that the bales would be in place before practice started. During the first practice we could see that nothing had been done and one rider crashed into a steel barrier, breaking his back in three places. The organizers were also running touring car races on the same days as the Grand Prix and told us that they would supply only 2,500 straw bales for the entire 22 kilometre circuit which is only 1 bale every 8 metres. Of course we knew that the car drivers were against the bales because of fire. But steel barriers, when not protected by bales are extremely dangerous to motorcycle racers. Because of not enough straw bales, Yamaha and the other factory teams decided to withdraw. The third Grand Prix of the season was held at the Salzburgring in Austria. My teammate, Länsivuori, led the 350 race from the start. It was raining very hard. I managed to work my way up to third place, before Länsivuori was forced to retire. Then Michael Rougerie took over the lead on his Harley-Davidson but was also forced to retire. In the last five laps, I just managed to get by Chas Mortimer and win the race. In the 500 race, Phil Read was leading into the first turn, but I passed him before the first lap was over and led to the finish. The track was wet and I was cold, but again happy to win a Grand Prix. □



Yamaha's Giacomo Agostini number 10, leads Kenny Roberts number 1 into the first turn of the first lap at the 1974 Daytona 200 mile race. It was Agostini's first win on the Yamaha 750

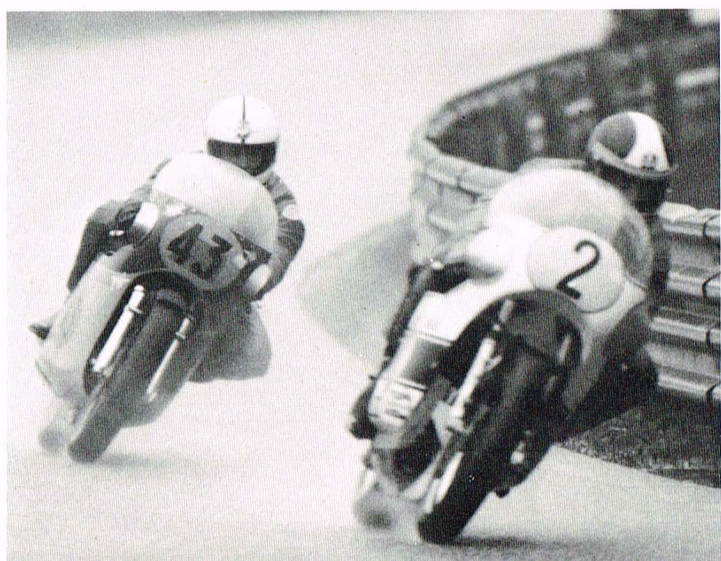


Motocross news

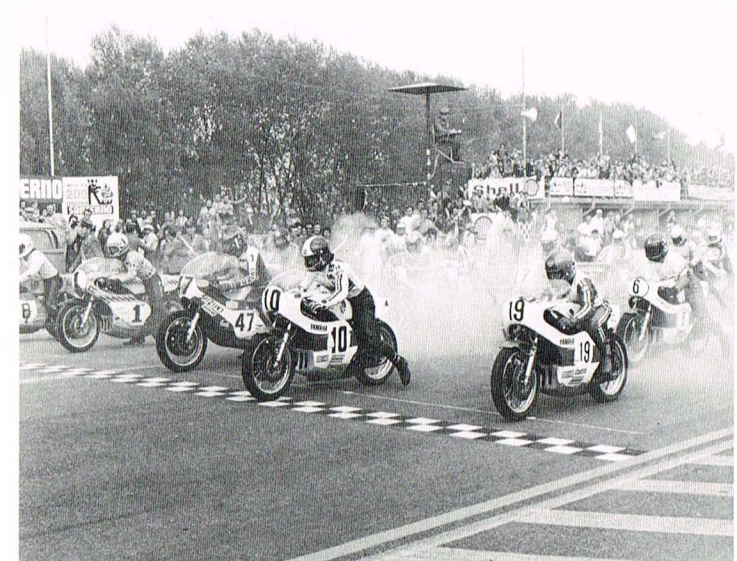


Last year's 250cc Motocross Champion, Håkan Andersson, has a new teammate and competitor for the remainder of the 1974 season. He is Yamaha's 22-year-old Torao Suzuki from Tokyo, Japan who recently joined Håkan on the Grand Prix circuit. Torao, Japan's 1972 250cc

Champion, began his Motocross career at 15, just one year after he first rode a motorcycle. His obvious, natural talent soon began to show and in 1968, young Torao swept the National Novice Championship in the 90cc class of the National Motocross series. This championship promoted him to the Junior 90cc class but more important, Torao was granted, in 1969, a novice class competition licence by the Motorcycling Federation of Japan, an official affiliate to the FIM. 1971 was a big year for Torao. First he joined the Yamaha team and soon after was promoted to Senior status. In his first year as a Senior rider, Torao ranked fifth in the national standings. He finished third in the 125cc class and fourth in the 250cc section. The 1972 season in Japan was a battle between Torao and brother Hideaki, who is also a member of the Yamaha team. It was finally resolved in favour of the younger Torao, who won the 250cc class, finished second in the 125cc category and was nominated Japan's number one Motocross rider. After that there was only one place for Torao to go - Europe and the Grand Prix tracks. 1973 was Torao's first European Grand Prix season and he finished second in the 125cc FIM Motocross Cup. Torao, a crowd pleaser; is known for his spectacular riding. Last year he earned the respect of his fellow riders by winning many 125cc races on unfamiliar circuits. □



Giacomo Agostini on his works Yamaha leads MV Agusta's Franco Bonera in the rainy 500cc Grand Prix of Austria



The flag drops for the start of the Imola 200 miler where again Agostini, number 10, won

1974 World Champion race results

Road Racing G.P.	Clermont Ferrand, France April 21	350cc 1. Giacomo Agostini-Yamaha 2. Teuvo Länsivuori-Yamaha 3. Christian Bourgeois-Yamaha 500cc 1. Phil Read-M.V. Agusta 2. Barry Sheene-Suzuki 3. Franco Bonera-M.V. Agusta
	Salzburg, Austria May 5	350cc 1. Giacomo Agostini-Yamaha 2. Chas Mortimer-Yamaha 3. Dieter Braun-Yamaha 500cc 1. Giacomo Agostini-Yamaha 2. Franco Bonera-M.V. Agusta 3. Barry Sheene-Suzuki
Road Racing Formula 750	200 mile of Daytona, USA March 10	1. Giacomo Agostini-Yamaha 2. Kenny Roberts-Yamaha 3. Henly Wilvert-Kawasaki
	200 mile of Imola, Italy April 7	1. Giacomo Agostini-Yamaha 2. Kenny Roberts-Yamaha 3. Teuvo Länsivuori-Yamaha
Moto Cross 250cc	Spain April 7	1. G. Moisseev-KTM 2. Håkan Andersson-Yamaha 3. P. Rulev-KTM
	Italy April 21	1st heat 1. J. Falta-CZ 2. H. Maisch-Maico 3. H. Everts-Puch 2nd heat 1. J. Falta-CZ 2. G. Moisseev-KTM 3. M. Halm-CZ
	Czechoslovakia May 5	1st heat 1. Churavy-CZ 2. Barbarousky-CZ 3. Rulev-KTM 2nd heat 1. Falta-CZ 2. Halm-CZ 3. Pomeroy-Bultaco
Moto Cross 500cc	Austria April 21	1st heat 1. H. Mikkola-Husqvarna 2. A. Weil-Maico 3. W. Bauer-Maico 2nd heat 1. H. Mikkola-Husqvarna 2. A. Weil-Maico 3. W. Bauer-Maico
	France May 5	1st heat 1. H. Mikkola-Husqvarna 2. R. de Coster-Suzuki 3. A. Krings-Husqvarna 2nd heat 1. H. Mikkola-Husqvarna 2. R. de Coster-Suzuki 3. V. Popenko-CZ
Trial	USA January 6	1. Martin Lampkin-Bultaco 2. Malcolm Rathmell-Bultaco 3. Y. Vesterinen-Bultaco
	Ireland February 16	1. Rob Edwards-Montesa 2. Mick Andrews-Yamaha 3. Martin Lampkin-Bultaco
	Belgium February 24	1. Mick Andrews-Yamaha 2. Malcolm Rathmell-Bultaco 3. M. Soler-Bultaco
	England March 16	1. Malcolm Rathmell-Bultaco 2. Y. Vesterinen-Bultaco 3. Mick Andrews-Yamaha
	France April 28	1. Mick Andrews-Yamaha 2. O. Karlsson-Montesa 3. T. Evertson-Ossa
	Italy May 5	1. Malcolm Rathmell-Bultaco 2. Mick Andrews-Yamaha 3. Martin Lampkin-Bultaco
	Scottish 6-days May 5-11	1. Mick Andrews-Yamaha 2. Malcolm Rathmell-Bultaco 3. T. Evertson-Ossa