

A Monthly Journal for Yamaha World-Wide Dealers



# YAMAHA NEWS

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MAY

## YAMAHA DOMINATES SEASON OPENERS

### YAMAHA RACING HIGHLIGHTS

The curtain for the 1967 sports season was raised altogether in chilly Fuji and Daytona, or in white-red Singapore. Yamaha routed its furious attack to win those season openers in the most impressive way—8 classes out of 10 in Fuji, 250 cc 100 miler as well as novice class in Daytona, and GP with other two big races in Singapore.

#### FINAL RESULTS

Open class (Singapore GP)—60 laps, Sembawang Circuit

1. **A. Motohashi** Yamaha 2 hr 31' 51" 8
2. M. Ito Suzuki 2 hr 32' 46" 9
3. T. Araoka Kawasaki 2 hr 34' 21" 6

100 cc class (Tiger Balm Trophy)—10 laps, Thompson Food Circuit

1. **A. Motohashi** Yamaha 27' 12" 9
2. Y. Shigeno BS 9 laps
3. **O. T. Wing** Yamaha "

250 cc class (Tiger Balm Trophy)—10 laps, Thompson Food Circuit

1. **H. Hasegawa** Yamaha 24' 17" 0
2. T. Araoka Kawasaki 25' 19" 8
3. L. W. Sang " 25' 37" 4



H. Hasegawa is one of the most famous rider in Singapore,

Singapore March 26 & 27

A. Motohashi on a 250 cc Yamaha won the open class of Singapore GP, the second biggest event in Asia where all Japanese manufacturers but Honda arrayed their works machines with top riders. Motohashi renewed his own old record by big margins. Besides it, a couple of wins were scored by Motohashi and H. Hasegawa respectively in 100 cc and 250 cc classes of Tiger Balm .



A. motohashi, the winner of open class, Singapore GP.

Trophy Race Meeting.

#### URGENT!

YAMAHA WINS DOUBLE-SPANISH GP

B. Ivy & P. Read scored wins in 125 & 250 cc classes, Spanish GP on April 30.

(Full reports printed in next issue)

## YAMAHA RACING HIGHLIGHTS



Daytona-sweeping Yamaha team. From the extreme right, Gary Nixon, Mike Duff, Bob Winter, and Tony Murphy.



Mimuro on a Yamaha is rushing on to win a race. He was ranked the top rider in Japan last year.

THE 6TH TOKYO BOAT SHOW took place at Harumi International Trade Center, Tokyo Bay. More than 30 domestic manufacturers and importers made their own new models on display. Yamaha's sparkling line of '67 models attracted so many fans.



### Daytona March 18

Gary Nixon on a Yamaha did it again in the famous Daytona 250 cc 100-miler following his shocking victory in the '66 Japanese GP last year. He eventually beat R. Hammer on a Suzuki after thrilled duelling almost until the closing lap. Also, other Yamahas demonstrated impressive attack to monopolize the leading positions from 3rd to 6th.

#### Final result

1. **G. Nixon** **Yamaha**  
94.09 mph (record)
2. R. Hammer Suzuki
3. **R. Winter** **Yamaha**

4. **R. Newell** **Yamaha**
5. **D. Twigg** **Yamaha**
6. **F. Camilliers** **Yamaha**

In novice class racing, K. Stephen on a Yamaha became a winner.

### Fuji March 18 & 19

The 9th All Japan Clubmen Race Meeting was absolutely highlighted by Yamaha riders who won convincingly 8 races out of ten they contested. Especially, K. Mimuro, a national top rider on a Yamaha dominated senior 90 and 250 cc classes. His fastest lap was over 100 mph in 250 cc race.

#### Final results

- Novice 50 cc class-5 laps, 30 km
1. **K. Kujima Yamaha** 17' 41" 49
  2. A. Miyazaki BS 18 01 27
  3. Y. Suzuki Honda 18 33 38

- Novice 90 cc class-7 laps, 42 km
1. **Y. Yanagisawa Yamaha** 21' 25" 26
  2. T. Kaneko BS 21 26 67
  3. **O. Horii Yamaha** 22 17 47

- Novice 125 cc class-7 laps, 42 km
1. **R. Machida Yamaha** 20' 29" 98
  2. Y. Ozawa Honda 20 35 13
  3. **K. Kaya Yamaha** 21 09 77

- Novice 250 cc class-10 laps, 60 km
1. **M. Otake Yamaha** 25' 21" 22
  2. K. Sato Honda 25 21 66

3. **T. Fueki Yamaha** 25' 32" 95
- Junior 90 cc class-10 laps, 60 km

1. **M. Muramatsu Yamaha** 26' 39" 02
2. M. Akamatsu BS 27 07 31
3. M. Kawai BS 27 54 59

- Junior 250 cc class-14 laps, 84 km
1. **T. Wada Yamaha** 35' 39" 89
  2. **T. Fueki** " 35 34 21
  3. K. Sato Honda 36 22 72

- Senior 90 cc class-10 laps, 60 km
1. **K. Mimuro Yamaha** 26' 37" 52
  2. Y. Kawasaki Suzuki 26 37 68

- Senior 250 cc class-15 laps, 90 km
1. **K. Mimuro Yamaha** 35' 12" 81
  2. T. Murakami Kawasaki 36 16 52



M. Otake hurling a 250 cc Yamaha to victory.



# YAMAHA'S Topics

CONTRIBUTION WANTED. News, photographs, and any bit of correspondence on YAMAHA in your district would be most welcome for this journal.



HOW LUXURIOUS IT IS! You must never say so. Ingenious service engineers of US Yamaha have produced this unique two-wheeler with a couple of damaged bikes for a TV show. Mechanism works as follows.

Gear change—rear, Foot brake—front and rear, Acceleration—front, Engine—rear, Choke—front.

It attracts interests everywhere for its most eye-catching style. It may be not so long before this type of bike comes out in some resort places for rental use. But, how shall we name it?

'A TINY YAMAHA WITH A PET FAWN', this curious picture is a masterpiece by Mr. R. Hazelwood, a school teacher in Wellington, New Zealand. He uses his 80cc Yamaha to go 12 miles to and from school each day. Also, he spends a lot of his leisure time on a Yamaha out in the hills hunting and photographing. A lovely animal has been recently found in the bush.



A REPORTER AND A CAMERAMAN from US weekly journal 'Life' came to visit Yamaha Plants and interview President Kawakami. Their purpose was to introduce Japanese industries through a director of marked individuality in their journal.

Their work was conducted over several days visiting Piano, Boat, Motorcycle Plants and even Hotel Toba to treat of an actual state of evergrowing Yamaha.



IT IS YAMAHA that is most successful in Singapore GP, the second biggest event in Asia each year. No wonder that Yamaha enthusiasts are now most active to have motorcycling everywhere in this country. Yamaha sweeps the race, Yamaha heaves the mood!

## YAMAHA TOPICS

'FASTER AND TOUGHER THAN EVER', Yamaha-tuned power plant was proven again when a Toyota 2000 GP stormed on to win the Le-Mans type 500 km Endurance Race at Suzuka on March 26. A Toyota driven by 21-year-old H. Fushida led entirely this 84-lapper that was competed among 52 machines including Bellett GT, Honda S-800, Nissan Fairlady and Lotus Elan. The winning time was 3 h 58' 26", averaging at 127 km/h.



1955 THE HISTORY OF YAMAHA 1967

## TWELVE YEARS WITH YAMAHA

### Birth of Yamaha Spirit

Things were gradually turning better for the Company along with a shocking success of race that made YA-1 widely recognized as a rare quality bike. Especially, it had a good advertising effect upon motorcycle dealers. They had to call off their previous slanders to Yamaha's first model, as it actually surprised them with its high performance. In the course of time not a few of them became inclined to deal in Yamaha.

The Company kept right on growing to cut deeper into the market where the hottest sales contest was still going on, though it had much to improve with sales and after-service activities for further leaping advancement.

Now, Yamaha is exclusively reputed for its quick and efficient service. How and when was this notable method established? One episode will give an answer.

It happened shortly after YC-1 175 cc, Yamaha's second model was put on sale that some users complained of unsatisfactory power output of it.

Yamaha engineers tried hard to trace the cause that the second port of muffler was defective. How to correct it to satisfy user's claim as soon as possible?

First, they laid a plan to replace all defective mufflers with new perfect ones. But, if it had been actually put into practice, things might have turned all the worse! For customers were never patient enough to wait so long. It was TIME that mattered with this case first of all.

Mr. Kawakami, the President of Yamaha gave a resolute order to launch immediately a daring action called 'Driver Operation' to decide this serious matter.

Yamaha service men rushed on to claimants all over Japan. The operation was designed to make one more port on all claimed mufflers one by one with a driver and a hammer.

This drastic measures had a wide appeal to customers. They were quite satisfied with this quick and efficient service, and no complaint was heard of YC-1 after the work was done.

'Practice must go ahead of formalism'—Yamaha's fundamental

policy of service was thus established at that time. Obviously, it was the merit of Mr. Kawakami's marked individuality. Let's call it 'Birth of Yamaha Spirit'!



Yamaha YD 1 250 cc was striking enough to hold the public attention.

### Yamaha style originated

It was in 1957 that Yamaha, with its brand-new 250 cc YD-1, indicated one direction in which a bike designing should be developed in the years to follow. Quite novel and distinguishable from previous models was YD-1 that was the first model given Yamaha-originated styling. A much shortened wheelbase and dynamic fuel tank were strikingly unconventional in those days.

Yamaha was bold enough to do it again with its new 125 cc YA-2. This model was awarded the Good Design Prize by the Ministry of International Trade and Industry in autumn.

It was a record-breaking incident in motorcycle industry where a conventional way of outer designing had been obstinately adhered to.

YAMAHA'S  
BUNNY

R. ANDO

