

A Monthly Journal for Yamaha World-Wide Dealers



YAMAHA NEWS

1972
November

19th Tokyo Motor Show

Yamaha Monopolizes Show Limelights



The 19th Tokyo Motor Show was organized during a 2-week period from October 23 at Harumi, Tokyo. At the climax time of the 3rd golden age for the Japanese motorcycle industry, the 4 makers of Japan, substantial Big Four of the world exhibited their respective new models in wide variety. Reflecting increased public interest in safety, it seemed that each maker concentrated greater efforts on the demonstration of its own business efforts directed toward 'Safe & Pleasurable Motorcycling'.

It was Yamaha that monopolized the limelights of the show again by introducing a sensational, revolutionary rotary engined model—Yamaha RZ 201.



Rotary Engined Motorcycle Makes Debut

The number of spectators amounted to approx. 1,400,000 throughout the session. Quite fair to say that their interest focussed on the newly introduced Yamaha RZ201 at the motorcycle hall. It was the fruit of Yamaha technical staff's strenuous efforts exerted in line with Yamaha's estab-

lished policy—Safe & Pleasurable Motorcycling.

At the time of progressive world-wide rotarization, and growing concern for safety, and against air-pollution, the Yamaha RZ201 was claimed to be another score of Yamaha.



Champion Enjoys Holidays in Japan

Jarno Saarinen, a Finnish rider nicknamed 'Flying Finn' for his dynamic, thrilling rides, won this year's 250cc championship, and also secured 2nd in 350cc class series, riding water-cooled Yamaha racers, as already reported. Much to Japanese race fans' excitement, Saarinen accompanied by attractive wife Solie came over to Japan on October 12.

The main objective of his visit was to experiment with Yamaha's new machines, and to observe the Japan Road Race GP, as well as the 19th Tokyo Motor Show which incidentally took place during their 18-day stay in Japan, but at the same time sightseeing formed important part of their trip schedule in Japan, of course.

"Terrible number of cars and motorcycles", remarked the champion at press interview held on October 13 at Hamamatsu Grand Hotel near Yamaha's headquarters.

"Also, very wonderful for us to have much sunshine here in Japan"—was his another first impression of Japan. Brisk questions and answers were exchanged between the champion and a lot of journalists all the time in a very amicable and harmonious atmosphere.

Saarinen concluded the interview with his resolute remarks that he would ride Yamaha machines to clinch the title for the forthcoming season, too.



Press interview at Hamamatsu Grand Hotel



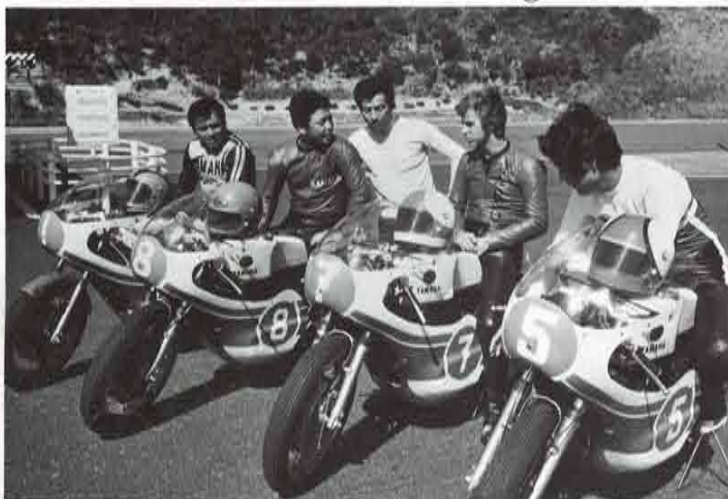
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Photos:

1. At Suzuka Circuit
2. Addressing to fans at Suzuka with Mrs. Saarinen (left)
3. With Japanese aces at Yamaha Course
4. Press interview after tests



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Saarinen Experiments with RD 350 'Most Impressive Road Model' Says He

Racer test sessions were followed by another important test session of road model. The new mediumweight street sports model RD350 to be shortly marketed, was fully experimented with by Champion J. Saarinen.

'Most impressive road model I have ever ridden', said the champion, in reply to inquiries by Japanese journalists, after fully covering test laps.

His impression on this model was summarized as follows:

Slim and compact mediumweight twin—it was my first impression when I just looked at the newly introduced RD350.

Then, I just sat astride the machine for feeling. It was felt excellently suitable for myself in every respect, for example, the height and angle of handlebars, the size and position of fuel tank, and the position of footrests, or their interrelation with each other. This means that the RD350 just fits all of same physical build as myself, and I believe that considerably great portion of motorcyclists in the world belongs to this category.

Especially, the large-size fuel tank containing 16 litres, with all corners nicely trimmed off, was felt soft-touching and comfortable for knee-gripping.

Primary kick starting never failed to enliven the twin-cylinder engine smoothly and effortlessly.

Now, the new machine got under way. The clutch was easy to handle, and every shift was gentle and comfortable.

I put test focus on high speed and acceleration during the opening stage of test



session. The course surface overall treated with special asphalt provided excellent road-gripping for high speed test.

Response was always quick and smooth. Speeds kept on running higher until 100 mph was hit on the stretch extending along the pit area. SS 1/4 mile was also easily covered within 13.0 sec. with no adverse effects felt.

I experimented with the machine against various rpm, and found performance powerful and reliable at all speed ranges. Fair to say that the newly adopted 7-port "Torque Induction" engine proved the positive source of this noteworthy performance in a more impressive way than had been expected.

The new disc brake on the front wheel was another contributing factor. It was always

ready to work sharply to match this model's rather exciting performance, in combination with the reliable drum brake on the rear wheel.

Well balanced cushion units, on front and rear, suppressed vibrations at high speeds to a minimum.

The Yamaha Course which I think is one of the best test courses in the world, incorporated a lot of bends in wide variety, including the most tricky 20R hairpin curve. Those bends enabled me to experiment with the machine for cornering performance to my heart's content. Results proved very satisfactory.

Powerful, efficient braking plus overall balanced handling always ensured quick, successful negotiation of every bend.

Well Designed Equipment

Attention is also invited to this model's well considered equipment, featuring Yamaha's world-renowned quality and workmanship.

The light, rugged double cradle type frame supporting the powerful twin powerplant has been straight developed from the world-GP winning Yamaha production racer.

The kill switch mounted on the right handgrip is designed to instantly stop ignition at emergency for extra riding safety.

All meters and gauges are grouped together for the sake of easier reading.

The passing signal which is designed to be actuated by the switch on the left handle-grip, is just for giving a headlight signal to vehicles in front, when passing.

The warning lamp is another new device which is designed to work when the tail lamp becomes inoperative.

Powerful, steady performance backed by outstanding safety overall will surely earn this model the fame of one of the most quality bikes ever appeared on the market, both for cruising through urban traffic, and for touring on motorways, all over the world.



New Power of Yamaha Highlights Japan Road Race GP

The Japan Road Race GP, the most important event counting for the national championships was organized at the Suzuka Circuit on October 14 and 15. In fine autumn weather the meeting attracted big crowds estimated at 20,000. In accordance with modifications introduced onto the racing rules of the Motorcycling Federation of Japan, national sports governing body in

Japan, this year, production racing machines such as the Yamaha 250cc TD3 and 350cc TR3 were admitted to enter in all classes run at the meeting.

Thus, young, fresh riders riding those exciting machines provided major highlights at this year's Japan GP, setting a lot of new lap and race records.



Yamaha Riders Took 10 out of 15

The meeting had novice, junior, expert junior, senior and formula categories—15 races in total. Young riders of Yamaha monopolized all wins of junior class races. Y. Oda, one of the expert riders in Japan also rode his Yamaha machine to senior 125cc and over-251cc class victories. H. Kanaya and K. Hiroyuki riding water-cooled Yamaha machines thoroughly displayed their wonderful skills in formula machine race, too.

They proved the brand of Yamaha most successful again by snatching 10 wins out of 15 they contested in the GP meeting.



Road Race Trio from Indonesia

Yamaha motorcycles are steadily expanding markets in Indonesia, an evergrowing country in Southeast Asia. High performance, excellent quality of products and flawless after-service system are largely accounting for remarkable increase in sales. At the same time, Yamaha's spectacular successes in big road race events in this country are also making great contributions to the progressive expansion of market. Yamaha's powerful attack is always spearheaded by the trio of young Indonesian riders, namely; Ben, Benny and Chachap.

They recently visited Japan accompanied by mechanics for the purpose of further training their riding skills.

Under guidance and instructions by K. Hiroyuki, Yamaha ace, they fully experimented with their riding techniques at the Yamaha Course, one of the best test courses in the world.

Now, higher hopes are held with the trio to go on triumphal march in Indonesia for further elevation of Yamaha's brand image.



Tokyo Motor Show YAMAHA ROTARY RZ201



The "Yamaha Rotary RZ201" has made a sensational debut.

The in-line, water-cooled, twin rotor revolves in the same direction as that of vehicle advance. This is the new rotary mechanism convincingly featured by Yamaha's high-level technology. The machine incorporates revolutionary, epoch-making technological ideas, undreamt of up to now.

(1) Vehicle "roll" caused by engine revolution has been prevented by arranging the carburetor, exhaust pipes, and spark plugs in such a rational layout that it permits the above mentioned unique rotor mounting. This has given birth to the rotary feeling a smooth and gliding new feel.

(2) The water-cooled engine has been adopted for better and smoother delivery of output.

(3) The CCR combination port has been adopted for keeping output from irregularities at all speed ranges and for unsurpassed acceleration.

(4) To be in accord with this high power, all of the other parts have been graded up for performance, including the adoption of disc brakes on both front and rear wheels for greater safety. A safety conscious, smooth riding, brand new motorcycle has appeared on the market.

The in-line twin rotor is mounted on the frame in such a way that the rotors revolve in the same direction as that of the vehicle advance, while conventional mounting features the rotor revolution as set at right angles to the direction of vehicle advance. The advantage of Yamaha's layout is that no dangerous rolling can develop at acceleration or deceleration since the rotor revolution is kept in the same direction as that of the vehicle advance. The difficulties arising in conjunction with this mounting

have been solved in RZ201 by devising new angles for the intake and exhaust ports and making the engine more compact.

In the RZ201, the CCR (Charge Cooled Rotor) system has been adopted for lubricating the engine. This is the system where oil is sent directly into the mixture (gasoline and air) from the carburetor to lubricate and cool the rotors.

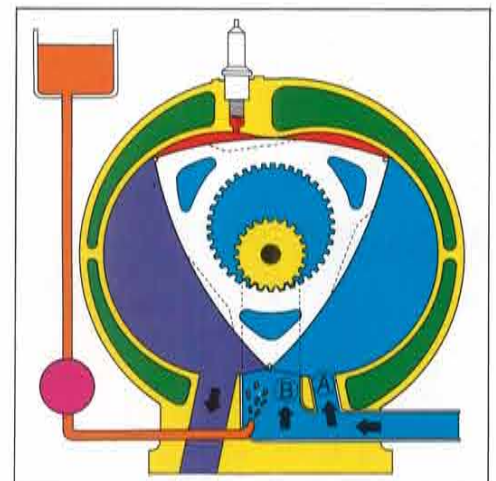
Compared to the OCR (Oil Cooled Rotor) system where oil in fluid form is used for lubrication, the Yamaha mechanism is simpler and lighter. Another ingenious device that contributes to the high output is the combination port system. There is, in addition to a side port, a periphery port that is especially effective at high speeds. This ensures a larger intake area. As a result, high torque at low speed ranges and better high speed performance can be obtained. The periphery port is also effective at quick accelerations, promising ideally, sharp response.

The water-cooled system has been adopted in the RZ201 with the intent of developing engine performance to a maximum, maintaining constantly high, dependable output, and at the same time attaining the best conceivable silent running. The adoption of a silent chain and special muffler has also improved the quietness.

The safety measures incorporated in line with the high performance also attracts particular attention. In order to allow for full use of the high power inherent in the rotary engine, the RZ201 has been thoroughly equipped for safety. For instance, even the rear wheel has been provided with a disc brake. And to match this, the front has been equipped with twin disc brakes actuated by separate master cylinder. In the event one side should fail, the other side will still operate.

Rotors revolve in the same direction as that of vehicle advance (above).

Peripheral port (A) working in combination with side port (B) for higher intake efficiency. (below).



Yamaha Rotary RZ201

Main Technical Data

Dimensions	
Overall length	2,195 mm
Overall width	910 mm
Overall height	1,175 mm
Wheelbase	1,485 mm
Engine	
Type	Rotary engine (water-cooled, in line twin rotor, CCR system, combination port)
Max. Power	68ps/6,500 rpm
Displacement	330cc x 2
Starting system	Electric starter
Ignition system	CDI
Lubrication system	Autolube
Transmission	
Type	Constant-mesh 5-speed gearbox
Crusing Equipment	
Tire size Front	3.50-19-4PR
Rear	4.00-18-4PR
Brakes Front	Independently working double disc
Rear	Single disc

Powerful 4-cycle Trio



In addition to Yamaha's traditional quality 2-cycle models, the new, exciting 4-cycle twin trio, namely, TX 750, XS 650 and TX 500 gave a highlight at the sports corner. The 2-cycle twin RD 250 to be shortly marketed was also introduced. Developed from the world GP winning production racer, this model featured a lot of technical refinements.



Exciting Trail Series



Yamaha, the pacesetter of today's off-the-road motorcycling, was proud of its massive, new lineup of trail models ranging from the 50cc GT to the 360cc RT which turned out to be another focus of public attention. Yamaha was promised to further consolidate its leadership in this field, it was strongly felt.

Attractive Leisure Bikes

Bright Prospects Are Held for Unique Newcomer at A Time When Leisure-Time Sports Are Evergrowing

"How wonderful", "Unique" and "Nice looking" — those were spectators' comments on the new mini leisure bikes which Yamaha introduced as exhibition model at the show. The two bikes, finished in sparkling red and blue respectively, were attractive enough to draw particular interest of every visitor regardless of age

or sex at the motorcycle hall.

At a time when leisure-time sports tend to vary widely, Yamaha's mini leisure bikes are claimed to be very promising newcomers, developed from Yamaha's long proven 2-cycle engineering achievements.

Utility Models

Yamaha's small displacement utility models such as the V series, A 7 and so on, which were on display with some refinements introduced both to styling and to performance, aroused fresh interest among so-called ride-to-work-motocyclists or sporty holiday touring fans alike. Those models are also progressive in expanding their markets for easy handling, dependable performance and excellent economy.



Buzzing with Youthful Excitement



The racing corner always featured buzzing youthful excitement over the line of brand-new production motocross machines, and the world GP proven 250cc TD3 as well as the newly unveiled water-cooled 350cc twin TZ straight developed from the water-cooled GP racer ridden by J. Saarinen for the '72 Championship series.

The 500cc SC which also made its public outing at the show, was definitely suggestive of Yamaha's stronger will for '73 world motocross series.

Popularity-Winning Snowmobiles

Snowmobiles are getting more popular in snowy regions around the world as unique means of transport, or leisure sports in winter. Yamaha convincingly exhibited several new models for extra fun and interest as the

leading maker of this field in Japan. The Eagle River Snowmobile World Championship winning SR 643 was also on display as reference model to arouse fresh sensation among snowmobiling enthusiasts.



Bright and Enjoyable, Too

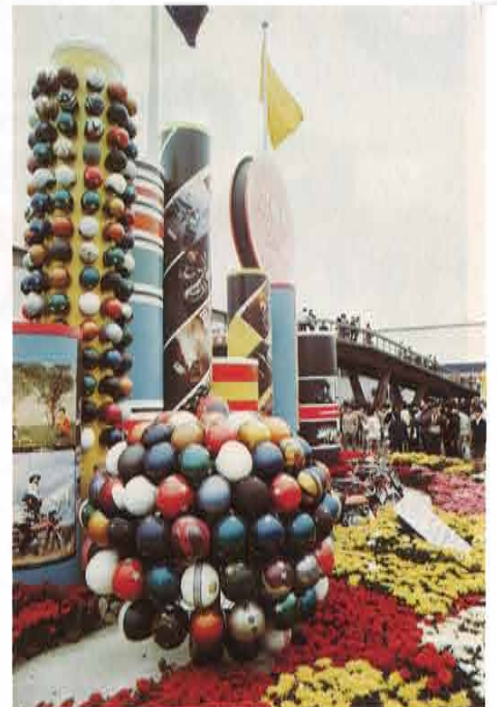


Photo:

1. Saarinen reigning champion is here! Yamaha established a sign corner for ardent fans.
2. Yamaha dealers from Europe look specially interested in the RZ 201.
3. They are intently looking at the scenes of Yamaha's brilliant victory in the '72 world championship races.
4. Colorful helmets look like flowers at the entrance to the motorcycle hall.

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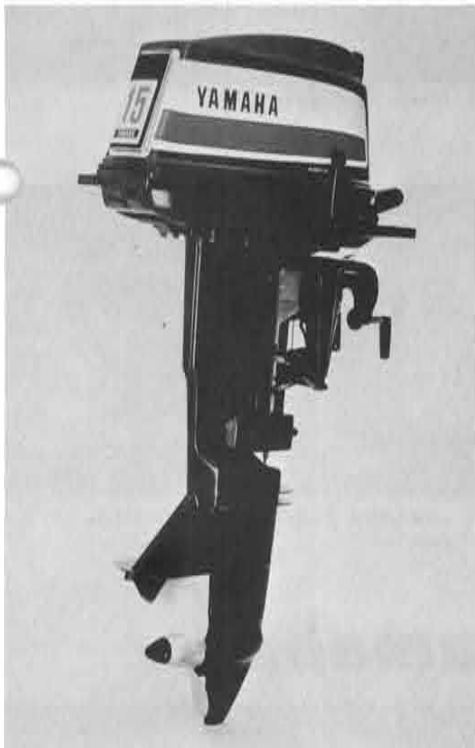
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Yamaha Outboard Motors, 12A & 15A

More Power plus Easier Handling

Yamaha's lightweight outboard motors ranging from the 2hp model to the 25hp model are now enjoying a world-wide popularity for their high, stable performance and outstanding economy. The 12hp P-200 and 15hp P-250 have been recently modified both in performance, and in styling to be the 12A and 15A, respective-

ly. The new models, compared to their predecessors, incorporate noteworthy, new technical features, all intended for higher performance and easier handling, thus enabling users to enjoy wider usage of outboard motors for fun and for utility on the water.



Increased Displacement

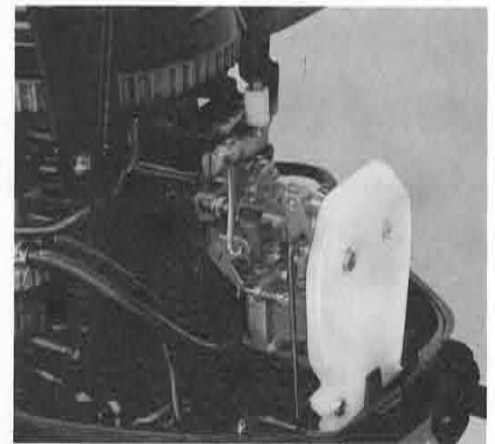
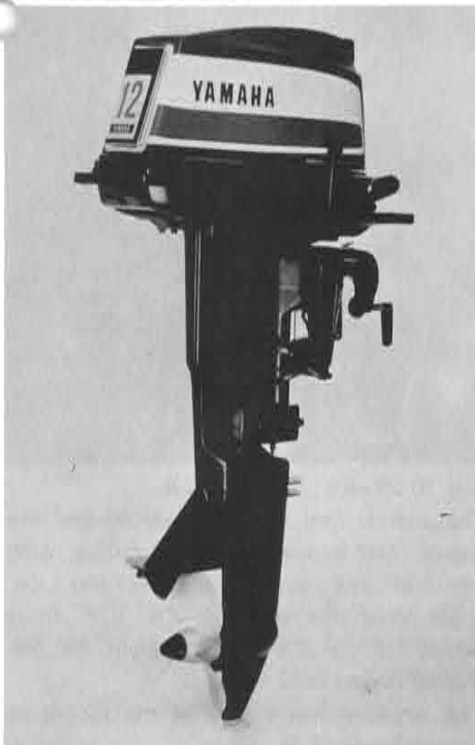
Total displacement has been increased from 197cc to 229cc for the 12A, and from 229cc to 246cc for the 15A, respectively. Larger displacement means higher output, naturally. Max. power has been increased by 1.0~1.5hp virtually for both models. The single carburetor system newly adopted for those models ensures easier maintenance and service as well as more fuel economy. The V-type induction valve results in higher intake efficiency, and newly adopted two separate ignition coils have also appreciably improved the performance of engine. Smooth gear shift makes cruising comfortable and pleasant.

Attractive Styling

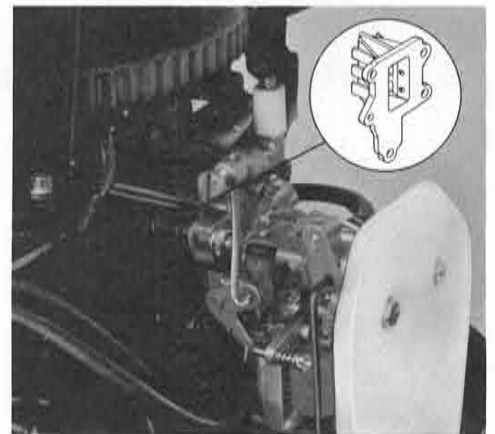
Overall low-silhouette style in combination with clean-cut top cowling make the appearance very much impressive and attractive.

The lower casing is of one-piece structure type and ideally watertight for improved durability and seaworthiness.

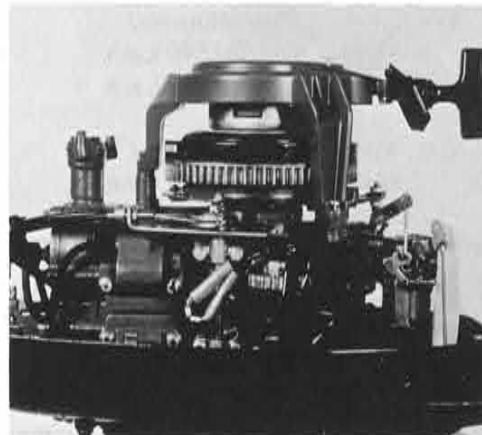
Twist-grip throttle assures effortless, convenient operation even for the novice. Steering can be easily adjusted by special wing nut. The new fuel tank contains 24 litres for longer non-refuelling cruising.



Single-carburetor system



V-type Induction Valve



Higher power



Larger fuel tank

Full-Scale Production in Indonesia

Just to meet booming demands to Yamaha motorcycles in Indonesia, Harapan Motor in Djakarta is now at full capacity for KD assembly of Yamaha models. Some 120 units centering on small displacement models are rolling off the line daily under a very efficient, functional production system. Harapan Motor is expected to further increase output in line with the evergrowing number of Yamaha enthusiasts in this country.

1. Assembly line



YAMAHA Topics



2. Frame welding process



3. Assembled frames are orderly placed on the rack.

Beeline Yamaha



Little Ace

Pictured here is 11-year old John Robertson together with his favorite Yamaha JT2MX in Victoria, Australia. John finished second in the recent Victorian Open Mini-Bike Championship against machines of up to 80cc ridden by riders of up to 14 years of age.

Riding skills were impressive, and the machine performed highly. High hopes can be held for him to be the champion in the future.

A Yamaha YG1 standard engine unit, prepared and tuned by Bill White, set 3 new World Records for the 75cc class at R.A.F. AIRFIELD, FAIRFORD, home of the "Concorde".

1. Standing Start Quarter Mile
(Old record P. Cava—Minarelli)
17.16 secs. 84.70 k.p.h.
17.66 secs. 81.57 k.p.h.
2. Standing start Kilometer.
(Old Record P. Cava—Minarelli)
33.41 secs. 107.10 k.p.h.
34.47 secs. 103.89 k.p.h.
3. Standing Start Mile.
(Old record O. Ghiro—Ceccato)
49.30 secs. 116.81 k.p.h.
55.82 secs. 103.36 k.p.h.

Two British National Records were also taken:

1. Flying Start Quarter Mile.
10.44 secs. 137.92 k.p.h.
2. Flying Start Kilometer.
25.77 secs. 138.88 k.p.h.

All the above times and speeds are the average of two way runs. The best one way time and speed on the Flying Quarter Mile



was 10.09 secs., 142.70 k.p.h.

The special low frame, which housed the engine, had a nose cone-type fairing, with petrol/oil mix carried in the main top tube. Rigid front and rear ends—16" x 2" front wheel, 18" x 2 1/4" rear. Weight 98 lbs. Overall height 28".

The machine was ridden at the record attempts by Dick Sullivan.

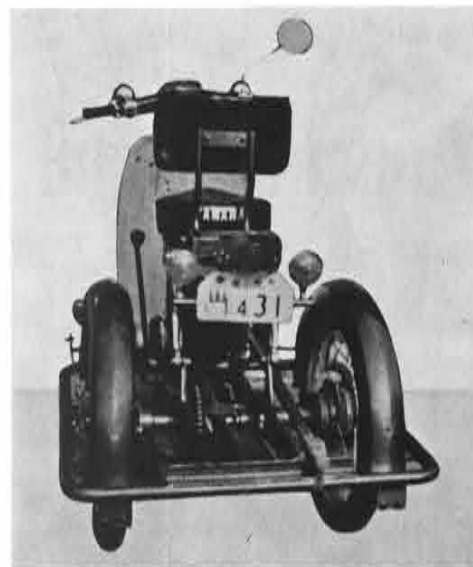
Grass Drag Races by Snowmobiles

SM grass drag races are very popular in the United States.

The machine used in this sport looks very light, with many components removed as unnecessary weight for drag racing, or exchanged for smaller, lighter ones. Also, modifications are made to the engine to deliver more power for such a shorter race, and to the frame and track to reduce rolling to a minimum.

The usual track is 600~1000 feet long, and

is not perfectly smooth, usually has small low hills and hollows with an occasional bump or hole. Top speed at the end of the race is hit at 95~100 mph for the Mod. V class (800cc). Races are usually organized for elimination of slower machines in heat, semi-final and final races, with 4~6 machines in each race. Yamaha proves the most successful make in most of cases, of course.



50cc Three-Wheeler

A Yamaha dealer has designed and built a special 50cc three-wheeler for the physically handicapped. The machine is based on the Yamaha V50, and all controls are designed to be hand-operated, thereby to permit easy, effortless handling for those persons. No particular modifications have been introduced to the standard body, except for some alterations done to the rear swing arm, with the back rest specially fitted. The board has taken over the place of the footrest, and only left wheel on the rear is driven, needing no differential gear.



Special Yamaha 'Three'

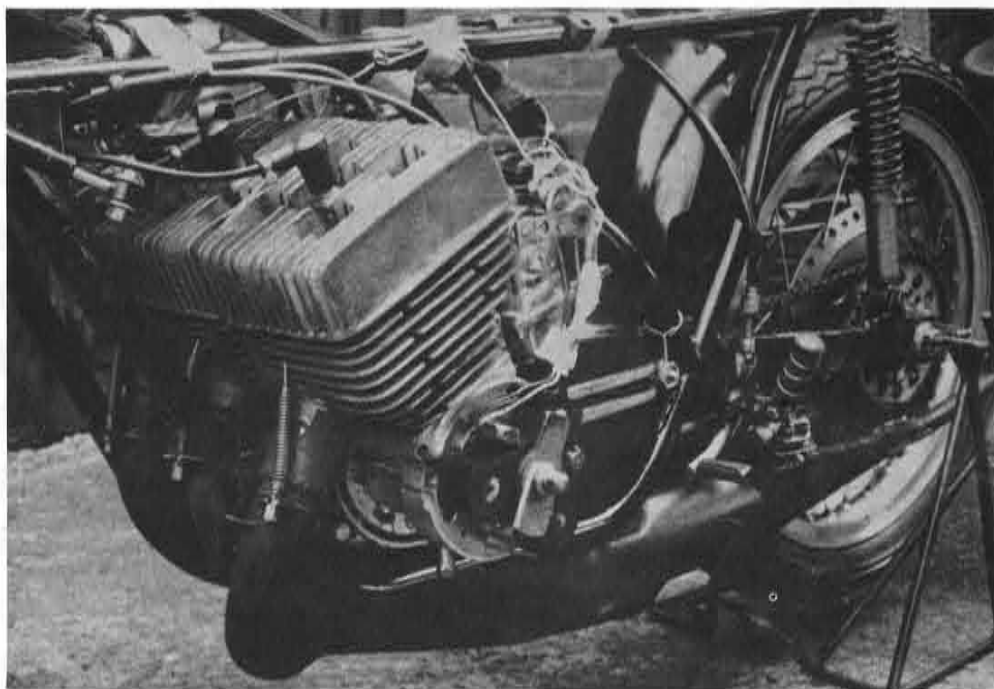
Ted Broad of Great Britain, an expert tuner and rider, plans to race a specially made three-cylinder Yamaha.

The engine consists of two Yamaha TR3 cylinders and one TD3 cylinder, to give a total displacement of 471cc. The mating of the extra cylinder was made easier because the dimensions of the two Yamaha racing engines are identical except for the cylinder bores.

To reduce the possibility of the different power outputs of the cylinders tending to twist the crankshaft, the middle cylinder is fitted with the smaller piston and barrel.

Theoretically, this engine may deliver some 82hp, but actually can get to 68~70hp. Real power comes between 7,500 and 8,000 rpm, according to a test rider.

The three-cylinder engine is mounted on a standard TR3 frame. Overhanging on the left side, high speed cornering can not be possibly undertaken, but performance on the straights is felt impressive.



Pleasurable Documentary Film

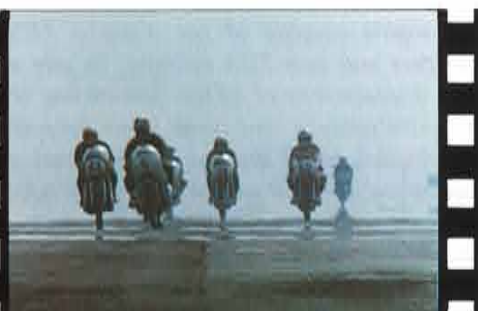
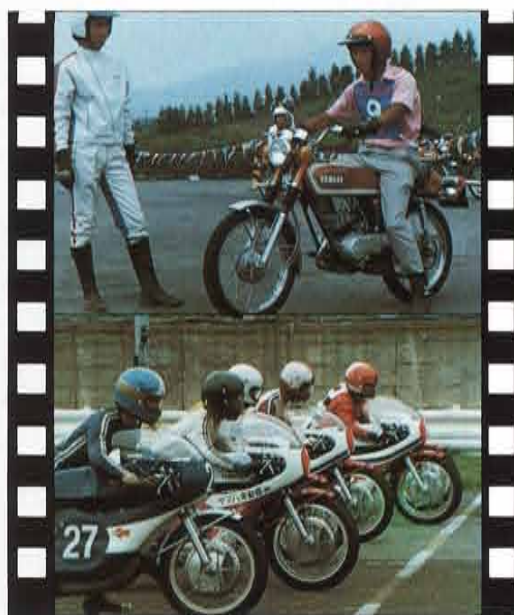
Yamaha Grand Sports Festival



Yamaha Grand Sports Festival, a colorful gigantic meeting of leisure sports organized by Yamaha in midsummer was the largest scale event of this kind ever held in Japan. Yamaha succeeded in making widely known to the public its established business motto—Safe & Pleasurable Motorcycling through motorcycle sports such as road race and motocross, or other enjoyable events in wide variety. Many highlight scenes of this festival are now compiled into a 10-minute color roll which is available for general advertisement or publicity use around the world.

Details are introduced as follows:

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|---------------|---|
| Size: | 16 & 35 mm, all colored. |
| Running time: | 10 minutes |
| Narration: | English |
| Price: | US\$80.00 - FOB, Japan (half borne by Yamaha) |



CONTRIBUTIONS INVITED

Just send us pictures you've taken of stories, interesting happenings or, extraordinary incidences—any thing if it's about YAMAHA. A commemorative gift will be sent to those subscribers whose pictures are accepted for publication.

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