



A Monthly Journal for Yamaha World-Wide Dealers

YAMAHA NEWS

1970

JUNE

Super sensational full-size sportster Yamaha 350 Street R5

New Model!

Yamaha have recently unveiled their brand-new mediumweight sportster 350 Street R5. It is mounted with a newly designed 2-stroke twin 347cc power-unit which incorporates numerous features of the race-bred Yamaha 350cc TR2 production racer. In contrast with a massive feeling of its bigger brother 650 Street XS1, it gives an impression of "wholly sharp". It is shorter, slimmer and lighter than previous ones.

A compact-sized engine and slim, white-wine red colored fuel tank are presenting striking accents of its appearance.

The R5 is shorter in length, lower in gravity, slimmer in width and lighter in weight than previous models.

Exceptionally high performance

A twin 347cc engine features Yamaha's famed 5-port breathing and Autolube oil injection systems to assure exceptionally high and stable performance over all speed range on tracks or through streets. It develops exciting output of 36hp/7,000rpm with a maximum torque of 3.87kg-m/6,500rpm, enabling this model to hit speeds of up to 106 mph with no adverse effects through a newly designed 5-speed gearbox fitted with an anti-skip device. Adding to high performance factors are cooling efficiency of aluminum cylinders and effortless primary kick starting system.



A parallel twin engine with 180-degree crankshaft configuration is Yamaha's fundamental lay-out method to assure smooth running.

Corresponding with high performance delivered, dust-free and water-proof brakes are made more efficient and powerful to provide such marvellous road traction as with Yamaha works machines.



Functional beauty

The Yamaha 350 Street R5 is a model of perfect functional beauty. A sharp style is well indicative of internal high mechanism. Its double-cradle frame is made of rigid high tension steel pipe. A slim and white-wine red colored fuel tank mounted on double tank rail produces wonderful harmony with other chromeplated components. Both well balanced suspensions are race-bred and guarantee superb riding comfort under whatever type of

condition. Front forks are of the most advanced Ceriani type. A smart side-laced dual seat coupled with rear cushion incorporating new type oil damper to operate in three stages, is so comfortable. Its minimum ground clearance is 155mm and this figure proves largest in its class, which allows a maximum angle of inclination at 47 degrees as is possible only with works machines.

Enough to thrill, and enough to enchant the youth, the Yamaha 350 Street R5 is an ace sport model intended for sheer excitement.

Yamaha's Bid for Title

1970 WORLD CHAMPIONSHIP
ROAD RACE SERIES



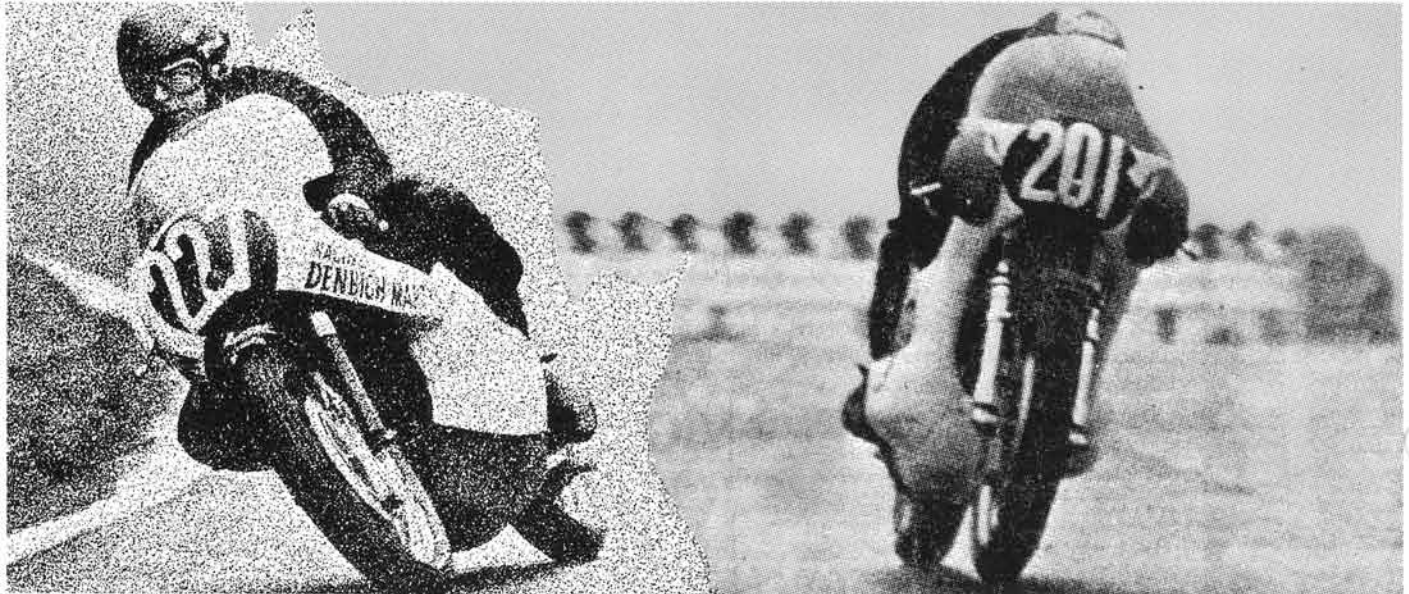
West German Grand Prix

The 1970 World Championship Road Race Series opened with the West German Grand Prix staged on the 14.2 mile circuit of Nurburgring on 2-3 May, attracting crowds estimated at some 50,000.

It was the first classic road race meeting since 1958 and very few of participants but local riders were accustomed to this circuit, one of the most punishing courses in the world. Much worse still, near-zero temperatures and foggy rain turned each race into a grim endurance test.

It was a group of Yamaha riders that gave spectators a lot of fun and surprise throughout the meeting run in such bad conditions. They rode their TD-2 racers to monopolize the first ten places but 9th in the 250cc class.

Photos: K. Carruthers riding his Yamaha to score his first victory in the 1970 championship series. (right below) C.S. Mortimer hurling his 350cc TR2 to finish third in the 350cc race. (left below)



K. Carruthers wins round one

The 250cc race started after an hour delay because of drifting fog. Phil read, ex-champion rode his Yamaha so expertly to go ahead soon after the start. But, Kel Carruthers also riding a Yamaha 250cc TD-2 took over the lead for the latter stage of opening lap.

Carruthers, 1969 world 250cc champion increased his advantages over others lap by lap. He eventually won this 6-lap race, round one of title contest, at an average speed of 73.38mph. He proved himself to be a powerful title chaser this year, too. The second place was competed between

H. Huber and C.S. Mortimer, both on Yamahas. Huber crossed the line ahead of Mortimer just by a wheel.

21-year old Mortimer rode a 350cc TR-2 to take the third place in the 350cc class, beating K. Hoppe on a Yamaha.

Final result

250 cc class, 6 laps—85.13 miles

1.	K. Carruthers	(Yamaha)	1h 9' 26"2	73.38 mph
2.	K. Huber	(Yamaha)	1h 9' 48"3	73.19 "
3.	C. S. Mortimer	(Yamaha)	1h 9' 48"6	73.18 "
4.	W. Sommer	(Yamaha)	1h 11' 11"5	71.71 "
5.	H. Rosenbushch	(Yamaha)	1h 11' 11"7	71.64 "
6.	J. Saarinen	(Yamaha)	1h 11' 21"2	71.52 "
7.	L. John	(Yamaha)		
8.	G. Marsovsky	(Yamaha)		
9.	L. Szabo	(MZ)		
10.	T. Lansivuori	(Yamaha)		

Yamaha Trail Run

New world of fun and excitement

Yamaha have pioneered new era in off-road motorcycle activities. It is an era of "trail". Yamaha have developed entirely new world of fun and excitement on a motorcycle. It is a world of "trail".

Trail, it is rough-nature-going full of pleasure, thrill and excitement. It is in swelling boom among active young enthusiasts. They ride their bikes into rough natures in expectation of something adventurous, or sometimes, a bit of romance, trotting through woods, speeding across wild plains, going over swift currents, following a path along a long stretch of hills and even climbing mountains.



They have just passed by a party of hikers, following a mountain path.

Let's try trail run

To enjoy trail run fully and safely, some preparations are necessary. First, see a road map or a drive map to search for a proper trail course. And you will find that in most of cases you can not ride straight into a course from the start.

You have to ride on normal roads or through streets over some distance to reach your destination.

Therefore, make a good choice of destination. It should be effortlessly reached, or excess trouble and fatigue in touring to the destination will extremely spoil the pleasure of trail run itself.

Second, check to see that your Yamaha is in the best condition, though any model of Yamaha Trail Series is primarily and deally inteneded for use on any rough surface.

"Prevention is better than cure" is an old proverb.

Then, clad yourself in tough leather suits and boots against rough nature-going. Just remember that your bike is required of dynamic but elastic mobility anywhere over the course. Too much luggage will prevent your bike from free going.

Minimum necessities are as follows:

1. Maps contained in a case
2. A flashlight
3. A tool box
4. A first aid box
5. Some spare parts
6. Some ropes
7. A rain gear and other articles of clothing in reserve.

Now, trail preparations are all OK.

Go out into rough natures at once. Enjoy fully a world of fresh fun and excitement unfolding itself around you:



A swift current is dashing against rocks. they are just taking a rest in expectation of something adventurous ahead.



Pulling a bike up needs combined efforts. A rope is absolutely indispensable to this work. Mountain trail gives them unsurpassed thrill and fun.

YAMAHA Topics

Mini Yamaha DT-1

Recent boom of Japanese motorcycle industry appears to reflect mini plastic models. Here shown is a 1/10 scale model of Yamaha Trail 250 DT-1 made by Hasegawa Works, Yaizu about 100km east of the location of Yamaha Main

Factory. It is regarded as the most sophisticated one ever produced. A power-unit, frame structure, muffler, tyre patterns, springs and other features of this famous trail bike reappear in the model in an amazingly realistic way.

Most successful make

Enthusiasm for motorcycle sports is rapidly hotting up in New Zealand. Yamaha riders are taking active roles in major events of road race and moto-cross, proving Yamaha motorcycles to be the most successful make.

T. Gibbes, one of the famous riders is showing his winning run at the Woodville Moto-cross Meeting, riding a Yamaha 250cc DT-1. Gibbes is a competent organizer of International Moto-cross Series as well as a top class rider.



Yamaha prove unbeaten

Yamaha riders undisputedly dominated Philippine motorcycle sports throughout the 1969 season. Yamaha attack was spearheaded by Boy Luz (right) who rode his factory prepared 125cc Yamaha to win the First Philippine Grand Prix Race held near Queen City, Cebu last autumn. Pictured left is Rico Sayuto, another star rider on a Yamaha.

Mr. Hasegawa holding a model is intending to make his products more sophisticated by incorporating baby motors. (left) It is no wonder that you should take them for real 250cc DT1s. Every detail reappears in such a marvellously realistic way. (right)



Pictured here are G. Perry and T. Discombe who rode their 350cc TR-2 production racers to win their respective race in the Bay of Plenty Championship Road Race Meeting staged at Tauranga.



A pack of value

What a pack of big value for a sum of money spent! Mr. M. F. U. Hassan, West Pakistan is showing a gesture of surprise in such a direct way.



Excellent tractability and mobility of small Yamaha motorcycles are now highly valued by the people, old or young around rural districts in this country.

Yamaha 350 Street R5

SPECIFICATIONS

PERFORMANCE

Max. speed range . . . 100-106 mph
Climbing ability . . . 28 degrees
Min. turning radius . . 2,300 mm
Min. braking distance . 14m @50km/h

ENGINE

Type 2-stroke, 5-port, parallel twin
Lubrication system . . Autolube
Bore x Stroke 64 x 54 mm
Displacement 347 cc
Compression ratio . . . 6.9 : 1
Max. horsepower . . . 36hp/7,000 rpm
Max. torque 3.87 kg-m/
6,500 rpm

Transmission 5-speed gearbox
Starting system Primary kick starter

DIMENSIONS

Overall length 2,040 mm
Overall width 835 mm
Overall height 1,085 mm
Wheelbase 1,320 mm
Min. ground clearance . 155 mm

WEIGHT (net) 141 kg

FUEL TANK CAPACITY. 12 lit.

OIL TANK CAPACITY. 2 lit.

TIRES FRONT
3.00 - 18 - 4PR
REAR
3.50 - 18 - 4PR