

A Monthly Journal for Yamaha World-Wide Dealers



YAMAHA NEWS

1966
NO.3

NOVEMBER

TRIPLE OUTRIGHT DOMINATION - JAPANESE GP

125 cc class 20 laps-74.56 miles

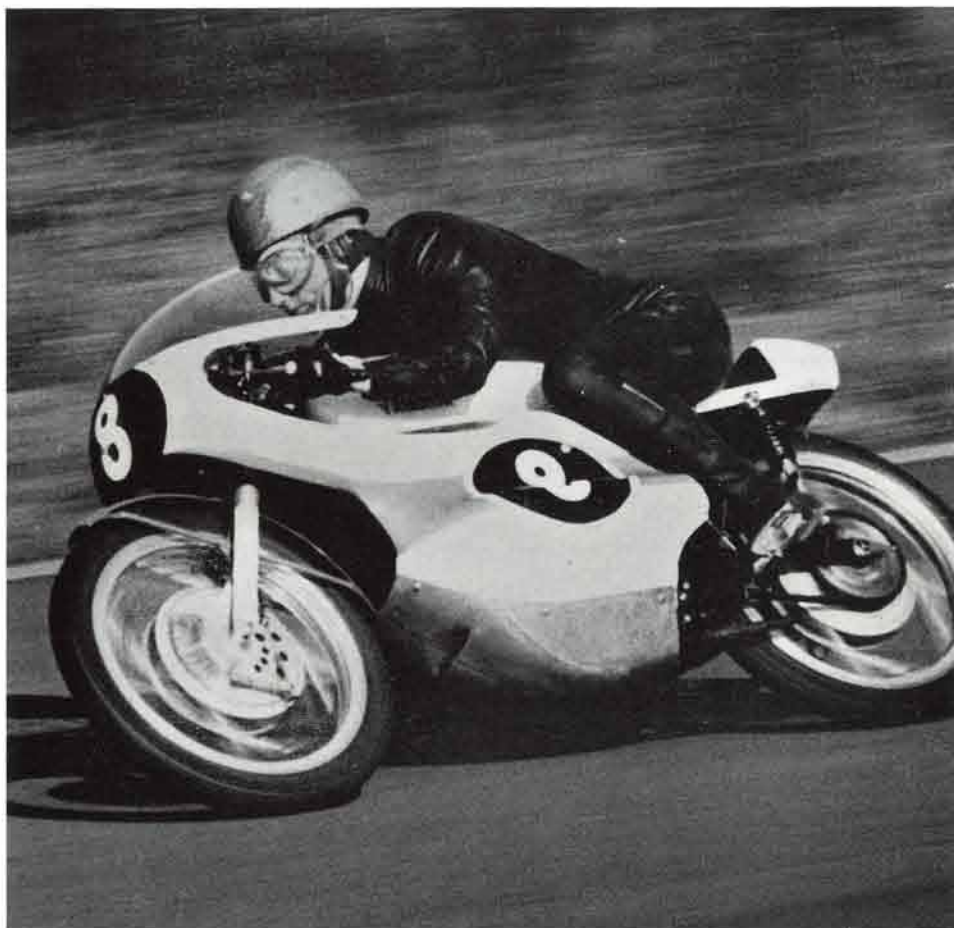
The most promising race turned literally most exciting in the Japanese GP, the final round of the '66 World Championship series. With a signal green B. Ivy on a Yamaha streaked away from the pole position with M. Ito on a Suzuki almost side by side. Ito tried his utmost efforts to pull ahead the opening stage of dicing. From the grand stands, Ivy was viewed swinging his Yamaha around the S-type bends just staying into Ito's slipstream, which made 55,000 spectators extremely excited. At the 2nd lap Ivy caught and shot past his rival like a flying arrow. Now, Y. Katayama took the place of his team-mate to chase Yamaha's underweight dicer. Lap after lap Ivy comfortably increased his margin over the runner-up in spite of Katayama's desperate fighting to close on. Turning eyes to the second group, P. Read on a Yamaha, H. Anderson and M. Ito on Suzukis were having a hot fight for the 3rd place. Ivy roared into the latter stage of racing, leaving Katayama about 10 seconds astern and lapping some Kawasaki and Bultaco riders by one or two laps. Eventually, Ivy finished the 20-lap racing losing his lead to none from the 2nd lap, making the average speed of 100.98 mph. Katayama, Suzuki's best performer was the 2nd finisher, but 21 seconds away from Ivy! The fastest lap was Ivy's 2' 10" 5-102.85 mph.

350 cc class 25 laps-93.21 miles

Yamaha fielded the overbored 250 cc-four racers with P. Read, B. Ivy and H. Hasegawa. This powerful Yamaha trio's domination was much more surprising than had been expected. For 19 laps they took the lead by turns outpacing all of others on foreign makes by two laps at least. After Hasegawa made a pit-in stop because of leakage in cooling system, the field was entirely left to a couple of British riders, Read and Ivy. They never failed to demonstrate Yamaha's matchless performance as much as they wished. Read won a race, finally. Ivy occupied the safest 2nd place. Winner's time, 54' 1" 4 (103.52 mph) The fastest lap, B. Ivy's 2' 6" 9 (105.76 mph)

250 cc class 24 laps-89.48 miles

Again, Yamaha's walkover was seen in the last race of the '66 series. Yamaha trio supported by A. Motohashi on a Yamaha-twin pulled away from the opening lap to



B. Ivy, a perfect dominator on the 125 cc field, swinging his Yamaha into 30 R hairpin at a fabulous speed of 180 km/h

secure the top position among them. For 18 laps Read, Ivy and Hasegawa formed the unchallenged group taking the lead by turns and thrilling the spectators by their 100 mph cornering, with Motohashi enjoying the 3rd place some minutes ahead of J. Findlay's Bultaco. At the 19th lap Ivy stopped due to oil leakage but nothing serious.

Yamaha dual, Hasegawa and Read roared alone to monopolize the first and second places. Motohashi took the third place outpacing Findlay's Bultaco by two laps. Yamaha's outright domination was most impressive.

Winner's time, 51' 21" 5 (104.53 mph) The fastest lap, Read's 2' 5" 8 (106.58 mph)



Yamaha's walkover again! Yamaha trio forming the top group, ⑧ B. Ivy, ⑦ P. Read and ⑥ H. Hasegawa.

NO FIELDS LEFT TO CONQUER AROUND THE WORLD

Really sensational as a perfect domination was in the Japanese GP, here comes a flow of tidings that Yamaha is achieving the most spectacular success, likewise, around the world. No doubt, Yamaha will still continue to score more numerous wins everywhere, outclassing all the rivals and renewing the old records by big margins. No new racing fields left to conquer in the world! Is this our imaginary fear?

South Africa-Yamaha team has become invincible in South Africa since early this year, or more accurately, March 26 when a powerful RD-56 racer made its brilliant debut in W. P. M. C. Meeting. Yamaha team is now sweeping all big events they contest in South Africa shattering the old records established by Matchless or Honda, the previous dominator of the racing field.



J. Gwillam on a new engine mounted RD-56 is winning the 50 miler of Pat Fairfield Race Meeting staged at the Roy Hesketh Circuit on August 21. Notice his racer is fitted with a spare rev. counter which was locally manufactured.

Mar 26	<i>W. P. M. C. Meeting</i>	250 cc 1. J. Gwillam RD-56	2. T. Jones TD1-B
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		RD-56 was officially confirmed faster than other bigger bikes including Matchless 500	
Apr 9	<i>Easter Motor Races</i>	250 cc 1. T. Jones TD1-B	2. M. Baker TD1-B
May 28	<i>Republic Trophy Meeting</i>	250 cc 1. T. Jones TD1-B	2. S. James TD1-B
July 9	<i>Border Winter Race Meeting</i>	250 cc 1. J. Gwillam RD-56	2. T. Jones TD1-B
		Aug 21	<i>Pat Fairfield Race Meeting</i>
		250 cc 1. J. Gwillam RD-56	2. S. James TD1-B
		3. A. Quinn TD1-B	
		Again, RD-56 set up the fastest race record through the meeting.	
		Sept 3	<i>Van Riebeeck Trophy Meeting</i>
		250 cc 1. J. Gwillam RD-56	2. T. Jones TD1-B



Now, the pit staff are so busy to send out fabulous twin-jet racers to the front. (GUYANA)

Indonesia-To make its debut extremely shocking, Yamaha turned a sweeping grabber of triple wins in the Indonesian GP. B. Hoan led the 12-lap fields of both 350 cc and 250 cc classes, riding a TD1-B into double outright victories. Yamaha's another win came from YA-6 in the 125 cc 8-lapper. One more highlight was that Peang's YL-1 finished second in the 250 cc class. It was found much faster than the 250 cc CB-72!



The best day for B. Hoan! His future is promising with Yamaha.

Venezuela-A. Ippolito, a middle-aged executive of Distribuidores Venemotos as well as a famous ex-rider, absolutely highlighted the biggest event in this country. He voluntarily ventured to take the place of a Yamaha rider who became a non-starter in the races because of illness. Surprising indeed, this fatty gentleman performed best, winning the 250 cc class with a RD-56 and finishing second to another Yamaha rider in the 100 cc class, both on YL-1s. Moreover, in spite of his weight disadvantage, he was a splendid second finisher in the 50 cc class.



Swinging a formidable RD-56 into the left-hander, A. Ippolito outclassed the rest on the field including a Ducati works machine.

GUYANA-Yamaha team of four YL1s won a thrilling battle of the 100 cc class racing at the South Dakota Circuit, Atkinsonfield, convincingly beating Honda and Suzuki teams by monopolizing the first four places. Elson Ten Pow was the winner. Also, Yamaha had its time in the 250 cc class with Clive Holder on a TD1-B, and in the open class with Elson Ten Pow on a YL-1, respectively.



Shooting past into the left bender, C. Holder is going to accelerate his TD1-B to a convincing victory.



Dicing begins now! B. Hoan with No. 90 Yamaha is seen on the extreme left, starting from the pole position.

G. NIXON SNATCHED 250cc NATIONAL CHAMPIONSHIP IN JAPAN



G. Nixon exhibiting his flawless style of racing to win the 250 cc national title.



Being interviewed by press men, his victory caused a big sensation.

Japanese clubmen had the bitterest time in the 250 cc title event staged at the FISCO circuit on Oct. 16. G. Nixon, a little American ace on a Yamaha YDS-3 won this important 15 lapper to snatch the title outright beating all of Japanese toplineers. Dressed in red-white racing suits sparkley in the sun, Gary Nixon became an object for the closest observation of spectators. How curious and strange he looked at the grid where he was lined with a row of dark-colored leathers! Though he had been the best practice performer to take over the pole position, most of 55,000 crowds had little knowledge of this young American to join the 250 cc title dicing with a Yamaha YDS-3. Only those who had watched his hustling performance in the practice, were lucky enough to foresee that he would be a real threat to H. Kanaya, the most promising title contender on a Kawasaki-twin.

Nixon dominated the field from the start to the finish in a flawless and conspicuous way, outpacing almost half of competitors at the first half of racing. H. Kanaya managed to hold the position of runner-up through the racing and tried several vigorous attempts to overtake Nixon, once lapping at 160.833 km/h exactly equal to Nixon's fastest lap, but all in vain, eventually. Kawasaki was really performing well but Yamaha was much more fantastic!

Yamaha sizzled into the last lap enjoying solid 10-sec. margin over Kawasaki. Now, Nixon finished, setting up an unexpectedly fast average of 158.176 km/h (98.04 mph). He was the first foreign rider that has won the National Championship in Japan.

Toyota 2000 GT produced under Toyota-Yamaha technical tie-up as introduced in the last issue of YAMAHA NEWS, has achieved the most spectacular success in a recent international record breaking attempt.

FASTEST-TOUGHEST-EVER

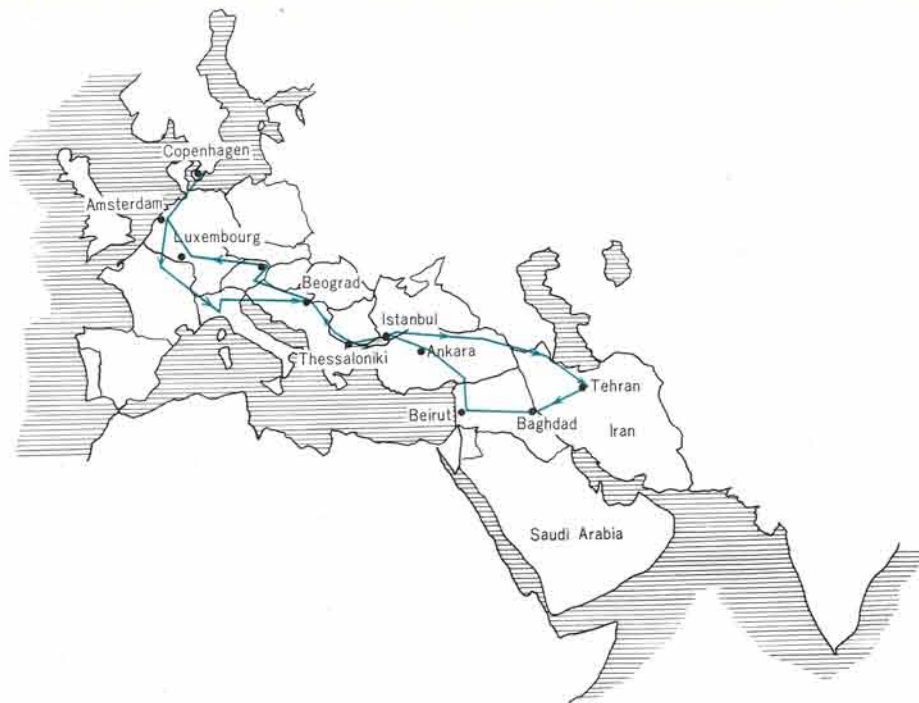
Now, this should be exclusively admitted word for 2000 GT which exhibited a flawless performance to renew 13 different categories of record by striking margins at its first attempt of speed-endurance runs. The event took place at the FIA-authorized Yatabe Speed Test Course, Tokyo over 4 days from October 1. Toyota consecutively shattered 10 different records held by Cooper, Porsche and Triumph in the 2-litre class but the event was particularly highlighted when it dashed, on the rain soaked track, to break such outright world records as 10,000 mile, 15,000 km and 72-hour straight runs retained by Ford Comet.

Once again, Yamaha techniques have been proven really outstanding even in the field of 4-wheeler speed event and in a way much more shocking than ever, for Yamaha's superlative engineering is remarkably featured in tireless power-unit and elegant style body of this wonderful record-beater. What is more, prior to its debut on the market, Toyota 2000 GT presented a prevailing topic when it was adopted to play an active role with Miss Eiko Wakabayashi in the 5th work of the James Bond Series, "In You Only Live Twice".



Events	GT's Records	Old Records	Events	GT's Records	Old Records
1. 6-Hour	210.43 km/h	202.39 km/h (Cooper)	8. 48-Hour	203.80 km/h	165.02 km/h (Triumph)
2. 1,000-Mile	209.65 km/h	186.59 km/h (Porsche)	9. 5,000-Mile	204.36 km/h	165.94 km/h (Triumph)
3. 2,000 km	209.45 km/h	186.13 km/h (Porsche)	10. 10,000 km	203.97 km/h	164.53 km/h (Triumph)
4. 12-Hour	208.79 km/h	186.25 km/h (Porsche)	11. 10,000-Mile	*206.18 km/h	*200.23 km/h (Comet)
5. 2,000-Mile	207.48 km/h	164.15 km/h (Triumph)	12. 15,000 km	*206.06 km/h	*201.75 km/h (Comet)
6. 24-Hour	206.23 km/h	164.15 km/h (Triumph)	13. 72-Hour	*206.02 km/h	*202.21 km/h (Comet)
7. 5,000 km	206.29 km/h	164.91 km/h (Triumph)			

* World's absolute records regardless of engine displacement.



Mr. Bastman dressed in a local costume and YDS-3, his faithful touring partner.



Pictured just after completion of his adventuring trip.

YAMAHA'S Topics

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

ACROSS THE DESERTS AND THROUGH THE MOUNTAINS, a Yamaha YDS-3 was proven amazingly reliable! Mr. James A. Eastman, an Iranian student successfully completed his two-month adventuring round-trip from Teheran to Europe riding a YDS-3. His trip covered 16 countries and some 19,000 km via Beirut, Bagdad, Damascus, Istanbul, Beograd, Klagenfurt, Amsterdam, Copenhagen, back to Luxembourg, France, Genoa, Venice, Yugoslavia and northern Turkey. Yamaha performed tremendously well all the way.



Having talks with executive staff of Yamaha Motor Company.

Carefully watching an efficient work-flow in a new factory.



A PARTY OF THAILAND DEALERS came over to visit Yamaha Main Factory on 22nd September. Their object was to have talks with Yamaha executive staff, and to inspect new factories in order to meet the demand evergrowing in Thailand since Siam Yamaha commenced its operation. They left Japan on 2nd October after completion of schedule.

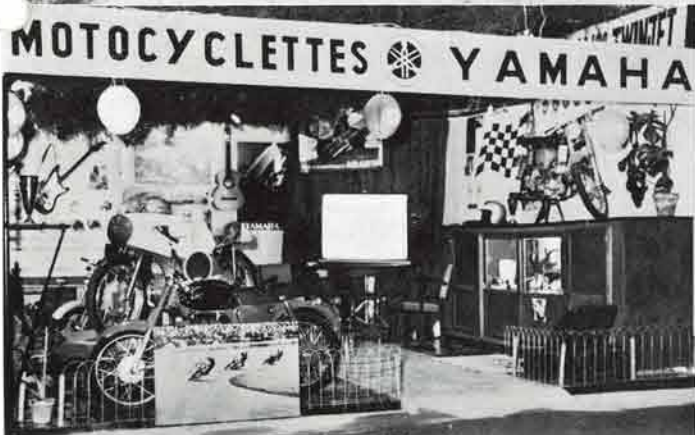
YAMAHA'S Topics

YAMAHA ROTARY JET 80 & the beauty, the winner of Miss Singapore Contest. One thing that never changes is a wonderful harmony produced by Yamaha coupled with the top beauty. →

POSING WITH YAMAHA U-7 is Mr. Fir Alfon who is one of the typical Yamaha enthusiasts in Cebu, Philippine. MOST NOTABLE POINT is that his left hand is artificial, and that he has had neither trouble nor accident driving a favorite MJ-2 for the past four years, carrying on his work as an insurance executive in Cebu and neighboring islands. Also, he is the first buyer of new U-7 and giving his son MJ-2 which is still kept in the best condition. ↓



PICTURED (BELOW) is a new version of Yamaha tricycle called the motorela which is gaining popularity more and more among enthusiasts in Philippine. They find this new type of motor vehicle more profitable, besides being safer, faster, and more dignified. Miss Zucen Alcantara is among the first to sample the comforts of the new vehicle. ↓



YAMAHA PRODUCTS enjoyed the most favourable reaction in the 3rd Algerian International Trade Fair which took place for a week from September 15. Motorcycles and musical instruments were made in display by S. A. M. A. Company, a leading Yamaha dealer in Algeria. No wonder Yamaha compartment attracted more people than anything else, the quality of products had been proven excellent in the Algerian GP about a month before, when Yamaha had won the 250cc class in spite of its first outing. ↑

TUNE UP GUIDE

How to tune up YL-1 for Racing purpose

(Continued from the last issue)

B. Chassis

In converting chassis, care should be taken to obtain the best handling performance and riding position for racing, first of all. You may have your own way of conversion in this line, so far as it does not conflict with the current competition rules as applied thereto.

Front fork: Cushion must be made somewhat harder. For this purpose, use YG-1 scrambler's fork spring. Remove both lamp-stays.

Handle related items: Fit separate handle to inner tube of front fork. Check it closely for proper height and angle from actual riding position. Check all control cables thoroughly. In particular, be careful to avoid any slackening of brake and clutch control wiring. Use some vinyl tapes for spot fixing to frame or frame parts.

Wheel assembly: Standard hubs can be used to assemble both front and rear 18" tyres with special aluminum rims and spokes. Make sure that both wheels are properly balanced and aligned.

Foot-rest fitting: The position of foot-rest varies with individual riding position.

Change arm: The length of change arm must be arranged with the position of foot-rest.

Rear cushion: This must be a little harder, too. You may use YG-1 scrambler's cushion as it is.

Muffler: Upswept type is advisable for racing purpose. Tighten it to cylinder with bolts and nuts after muffler-stay is properly positioned.

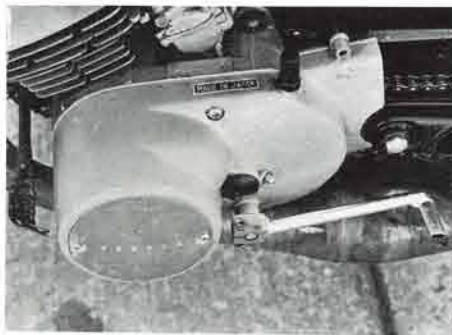
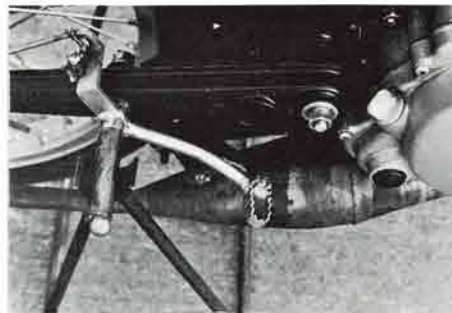
Seat: Standard double-seat can be used with some modifications done to hip and thigh sections.

Sprocket wheel: You may use YG-1's optional part. Select one out of 31T, 33T, 35T and 37T in consideration of secondary reduction ratio to drive sprocket.

Others: Front and rear fenders, and number plate must be prepared in accordance with the competition rules.



Yamaha twinjet racer thrills the crowds wherever it appears.



Brake pedal & shift lever should be relocated to best suit individual riding position.

C. Instructions for initial riding

After the work of conversion is finished, you have to try experimental rides on it as often as possible to make yourself familiarized with the various and particular functions of your converted racer.

Prior to actual racing, it must be constantly inspected for any minor irregularity which might lead to the most disastrous accident. Do not be tardy to correct it, if anything happens to be wrong with your machine.

Much experimentation and observation on it would enable you to analyze any trouble into a remedial solution during your trial rides. With regard to the secondary reduction ratio, carburetor settings, tire pressure, spark plugs, etc., your machine can be further modified to best suit the weather conditions, course length, configuration, your own ability, etc., which would result in the best competitive performance.

Strive always, to keep yourself well versed in any detail of racer's mechanical tune, which is just as important as your own physical condition while riding.



35 T sprocket wheel is recommendable.

YAMAHA'S
Bikky

R. ANDO

