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YAMAHA NEWS

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GIANT STRIDES TOWARD TITLES-FRENCH GP

Yamaha has taken another giant strides toward the 1967 titles by notching maximum points in the 125 cc and 250 cc classes of the French Grand Prix, the third round of the series.

Aiming at the 125 cc class title, B. Ivy scored his second win to come atop on the class points table. In the 250 cc class event, Yamaha increased its advantage over Honda in the title contest by grabbing the first and second placings with B. Ivy and P. Read respectively.



125 cc class

It was as usual that Y. Katayama on a Suzuki pulled away first at the start. He managed to lead the field through the opening lap closely followed by P. Read on a Yamaha and his team-mate, S. Graham. In the meantime, B. Ivy was lying fourth because of his poor start. At the second lap, Read accelerated his Yamaha four to snatch the lead from Katayama. Just about the same time, Ivy commenced his fantastic chasing from the fourth place. It took him only another two laps to overtake a couple of rivals and tuck into Read's slipstream, setting up an incredible lap record - 78.72 mph. Ivy took over the lead from his team-mate a few laps later. A pair of Yamahas consistently stretched their margins over rivals until the finish. Ivy brilliantly finished first with Read enjoying the safest second placing.

250 cc class

M. Hailwood on a Honda six made a tough challenge thrice to check Yamahas. But, all in vain, eventually. B. Ivy and P. Read shared the lead by turns until the third lap. Honda ace's bid came at the fourth lap. He passed both of Yamahas and tried to pull away further. Hailwood held his lead until the 15th lap followed by Yamahas. Three more laps to go! Time for spurting! Especially, Ivy did it. He came out of a triple shuffling to take over the lead with Read passing a Honda rival as to secure the second placing.

In blistering sunshine, a little ace of Yamaha hurled his machine into the first 250 cc classic win.

YAMAHA RACING HIGHLIGHTS



Are machines ready for racing now? (French GP)



Yamaha team & French distributor (French GP)

YAMAHA'S MAGNIFICENT DOUBLE AT SPANISH GP

Yamaha staked so early a decisive claim to the 1967 world titles by winning both 125 cc and 250 cc classes of the Spanish Grand Prix, the first round of the Series staged at the twisty 3.3 mile Montjuich park circuit on April 30.

As had been expected, Bill Ivy rode a new sensational 4-cylinder Yamaha 125 into a magnificent victory, shattering both lap and race records.

Phil Read on a Yamaha 250, much lighter and lower-centered than the previous model, went on to beat Mike Hailwood, the toughest rival on a Honda six after an excited dicing almost through the first half of the 33-lap racing.

125 cc class

Suzuki held their hopes with Y. Katayama on a water-cool twin 125 that had proven seemingly equaled in performance to a Yamaha-4 in the practice.

The Japanese ace dashed and streaked away first to materialize their hopes in the 125 cc class racing. A couple of Yamahas, however, never permitted him to command a lead on the field so long. Katayama was overtaken by Read first at the latter half of the opening lap, and then by Ivy at the 2nd lap. At the 4th lap Ivy pulled ahead to take over the lead from his team-mate at the almost flat-out right hander. Now, it was a turn for him! Ivy whipped his Yamaha sparkling on the sun-soaked circuit in the most impressive display, followed by Read increasing his lead from Katayama and Graham on Suzukis lying third and fourth, respectively.

Ivy continued leading the field unchallenged into a win with Read finishing second, shattering completely the hopes of the rival team.



A pair of Yamahas commanding the field. (Spanish GP 125 cc class, ① P. Read, ② B. Ivy)

250 cc class

A dice between P. Read and M. Hailwood was a key-highlight of the 250 cc class racing. Hailwood, the reigning champion on a Honda six managed to maintain his lead at the opening stage of racing. The Yamaha ace hurled his new 4-cylinder 250 to stay close the rival. At the 12th lap Read dashed to pull away from Hailwood and relentlessly increased his margins over the Honda ace. Two laps later Hailwood slowed a pace into the pit and not restarted, eventually.

With the toughest rival out, Read's Yamaha screamed on to win this 33-lapper so convincingly.

He gained the maximum points which would prove invaluable in the 1967 title contest.

Final result

250 cc class, 33 laps-75.9 miles

1. P. Read	Yamaha	1 h 03' 35" 4	73.35 mph
2. R. Bryans	Honda	1 h 03' 57" 4	72.92 mph
3. J. Medrano	Bultaco	32 laps	

125 cc class, 27 laps-62.1 miles

1. B. Ivy	Yamaha	52' 40" 2	72.43 mph (record)
2. P. Read	Yamaha	53' 05" 1	71.88 mph
3. Y. Katayama	Suzuki	53' 06" 2	

Fastest lap-B. Ivy, 1' 54" 8 (record)

YAMAHA RACING HIGHLIGHTS

EL MOTO CLUB YAMAHA

SALUDA al Gran Campeón Suramericano de Motociclismo Eduardo Brett, máximo ganador en el Gran Premio Internacional de Chile



Campeón en 100 c.c.
—
Sub-Campeón en 250
—
Tercer puesto en 125



El Moto Club YAMAHA agradece la gran colaboración prestada a nuestra división por César Betancourt, dirigente del equipo a Chile, como también a Italia Cicotti, mecánico de la delegación, factor de importación por la actividad venezolana, por la cual enviamos nuestra sincera felicitación a Julio César León, Presidente de la Federación de Motociclismo.

YAMAHA Una vez más demostró su superioridad
LAS MOTOS MAS ELEGANTES DEL MUNDO

Chile ↑

Eduardo Brett, a Yamaha rider from Venezuela won the 1967 title in the South-American Road Race Championship Meeting in First-April.

The meeting was supported by so many expert clubmen from Chile, Venezuela, Argentina and Peru, and even from some European countries.

E. Brett rode a Yamaha to achieve a spectacular success in the newly-risen 100cc class and to occupy another couple of wins in the 125cc and 250cc classes, which made his total gainings highest in the meeting.



Tasmania ↑

The bike of the day! Yamahas demonstrated spectacular supremacy over other makes in the big Tasmanian Road Race Meeting on May 7. S. Yates turned an outright hero of the meeting. He rode a YR-1 brilliantly to win the production motorcycle championship event beating 650 cc Norton and Triumph racers, besides dominating the 350 cc class with a couple of teammates on YM-2s finishing second and third respectively. In the 125cc class, also,

Venezuela ↓

Yamahas swept the 4th Motorcycle Championship Race Meeting in Venezuela by snatching wins in the 100cc and 250cc classes.

P. Betancourt, the 250cc class winner became the outright champion of the meeting. In the 50cc class a Yamaha finished a good third.

the first and second placings were monopolized by Yamaha riders.

Canada

Yamaha won everything at the annual Spring Trophy Race Meeting, Westwood. Tim Coopey, a 25-year old rider showed a heroic riding to win both 250cc and open class races astride a RD-56. Also, he became a convincing winner of the 100cc class riding a shop converted L-1 racer.



YAMAHA RACING HIGHLIGHTS

South Africa

A Yamaha RD-56 ridden by Tomy Johns, the reigning South African title holder dominated a big Easter Event staged at the Roy Hesketh Circuit to clinch the crown for a couple of years running.

A Yamaha held a commanding lead from the 4th lap to easily win this important 15 lapper counting for the National Championship, lapping almost all the rivals to a big excitement of spectators. Besides, T. Johns rode a TD1-B to snatch a win in another 250cc 8 lapper. Another couple of TD1-Bs monopolized the second and third placings of this race.



The 4th Japanese GP Moto-Cross Meeting



T. Suzuki rode a factory Yamaha into a sensational victory.

NEW YAMAHA MADE DEBUT.

YAMAHA Specially designed Motocrosser most impressed Japanese enthusiasts for its super performance and high reliability in the 250 cc junior-senior class race, a major event of the 4th Japanese GP Moto-Cross Meeting held at Tadano, Fukushima-ken, Northeastern Japan on May 14.

The meeting attracted some 70,000 crowds around the specially-built 2-km circuit, where a Yamaha 250 cc single ridden by T. Suzuki came out, to a big excitement, to fight a way to victory beating powerful rivals on Suzukis and Kawasakis in the important 250 cc event.

Yamaha's victory was so brilliant all the more for its first outing in the scene of national moto-cross.

M. Saito was another winner on a Yamaha. He finished first in the novice 90 cc class event after a hard fighting against Suzuki and Kawasaki riders.



YAMAHA'S Topics

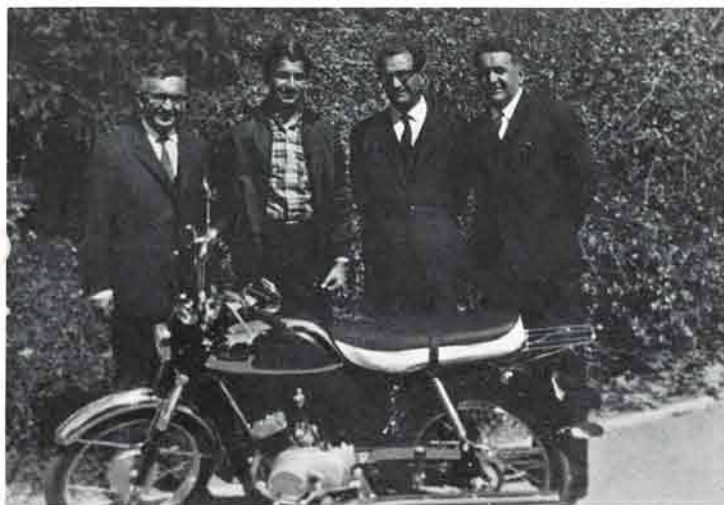
CONTRIBUTION WANTED. News, photographs, and any bit of correspondence on YAMAHA in your district would be most welcome for this journal.



PERVADING ALWAYS THE YAMAHA CORNER IS BRISK SPORTY MOOD. With a race-famed TD-1, a series of new sportcycles ranging from 180 cc to 350 cc are on display at the Japanese Trade Fair, Caracas, South America to fascinate young sporty enthusiasts. Besides motorcycles, Yamaha's multi-purpose outboard motors are attracting fans' interest.



YAMAHA WON THE REECE! A Pair of Tanaka and Nagura aboard Yamaha HIF-11 finished first in F class, Hayama 50 km boat race, the biggest' event in Japan.



A YOUNG IRANIAN PRINCE looks so much delighted to pose for cameras with a Yamaha 100cc L-1 that has been presented by S. B. Zereh, Yamaha's Iranian Distributor.

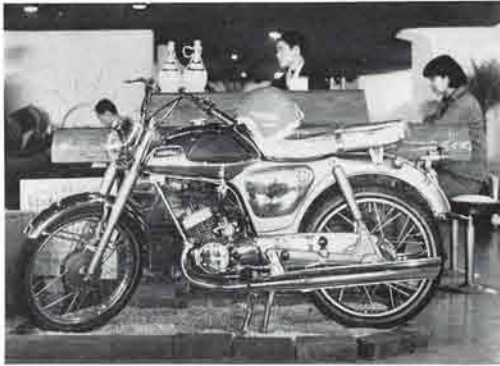
(photograph: from left to right, Mr. J. B. Zartoshty, Director, Prince Kamyar Pahlavi, Mr. R. B. Zartoshty, Director, Mr. H. B. Zartoshty, Director)



WITH AN ATTRACTIVE ARTISTIC DOLL, Yamaha outboard motors are arousing fresh excitement among Scandinavian enthusiasts at the Stockholm Boat Show. (displayed by A. B. Motorremmer, Yamaha's Swedish Distributor)

QUALITY BIKE PLUS RACING HERO never fails to attract most people to the Yamaha stand at Rand Easter Trade Fair, South Africa. "Meet Jim Redman . . .", reads a sign-board here. But it may be almost superfulous. None but knows who he is! Even without it, they would rush around the Yamaha stand to meet and talk to this unforgettable figure, who is now all right in his new field of work, taking up a duty as the sales director of Charlie Young (PTY) Ltd., Yamaha's South African Distributor.





IT IS AS EVER that the Yamaha corner is winning the top popularity at the Trade Fair, Guiana. Sampling awt in jet is one of prospective enthusiasts in this country!!

↙ An attractive line of Yamahas, Australia.

← A golden L-1 in display at an Italian restaurant, Tokyo.

1955 THE HISTORY OF YAMAHA 1967

Technical initiative set up

It is never too much to say that an epoch was marked in the history of the Japanese motorcycle industry when Yamaha, with its originally styled YA-2, created a new concept that. A bike should place an importance on styling as well as performance.

Yamaha concentrated more efforts on turning out something more refined and advanced in both external designing and internal mechanism. It successfully marketed a series of high quality model year after year, say, the first home-made electricstarter model YA-3 125 in 1958, the first real sportster YDS-1 250 in 1959, and the first monocoque frame 50 cc moped in 1960 to satisfy the requirements of ever-novelty-hungry enthusiasts.

With the success in the field of motorcycles, Yamaha advanced into the field of marine engineering in 1960, applying its well proven technique to produce unique runabouts and outboard motors, which would develop a new scope of fun and utility for avid marine enthusiasts increasing gradually in number.

Now, Yamaha has grown to the position of the top maker to hold a stabilized 70% share of the whole market in Japan.

Yamaha boats are made of fibreglass reinforced plastic which has proven tougher than steel and lighter than aluminum.

It is surprise that the new plastic material is finding wide application and growing demand in both fields of boats and automobiles.

First Golden Age

With these noteworthy achievements, it was never startling a bit for Yamaha to find itself marching into its first golden age. Yamaha's stock price kept on rocketting higher and higher until it reached ¥ 12,000, nearly 25 times as much as the face value! It turned the out most sensational.

topic in the stock market. This record has not been broken so far, and is unlikely to be beaten in any immediate future.



The first monocoque 50 cc moped

Debut in international scene

Yamaha took the initiative in the sphere of international motorcycle sports as well, venturing to send out a racing team abroad in 1958 for the first time in the history of the Japanese motorcycle industry.

The 1958 Catalina Road Race Meeting was the stage where a Japanese bike marked with triple tuning forks made its debut to finish sixth in the 250 cc class event. That was a commemorable moment not merely for Yamaha but for the Japanese motorcycle industry. At that time, however, none of the acutest prophet forecast that this newcomer would grow up to the top maker of 2-cycle bikes to sweep the racing fields throughout the world within the decade to follow.