

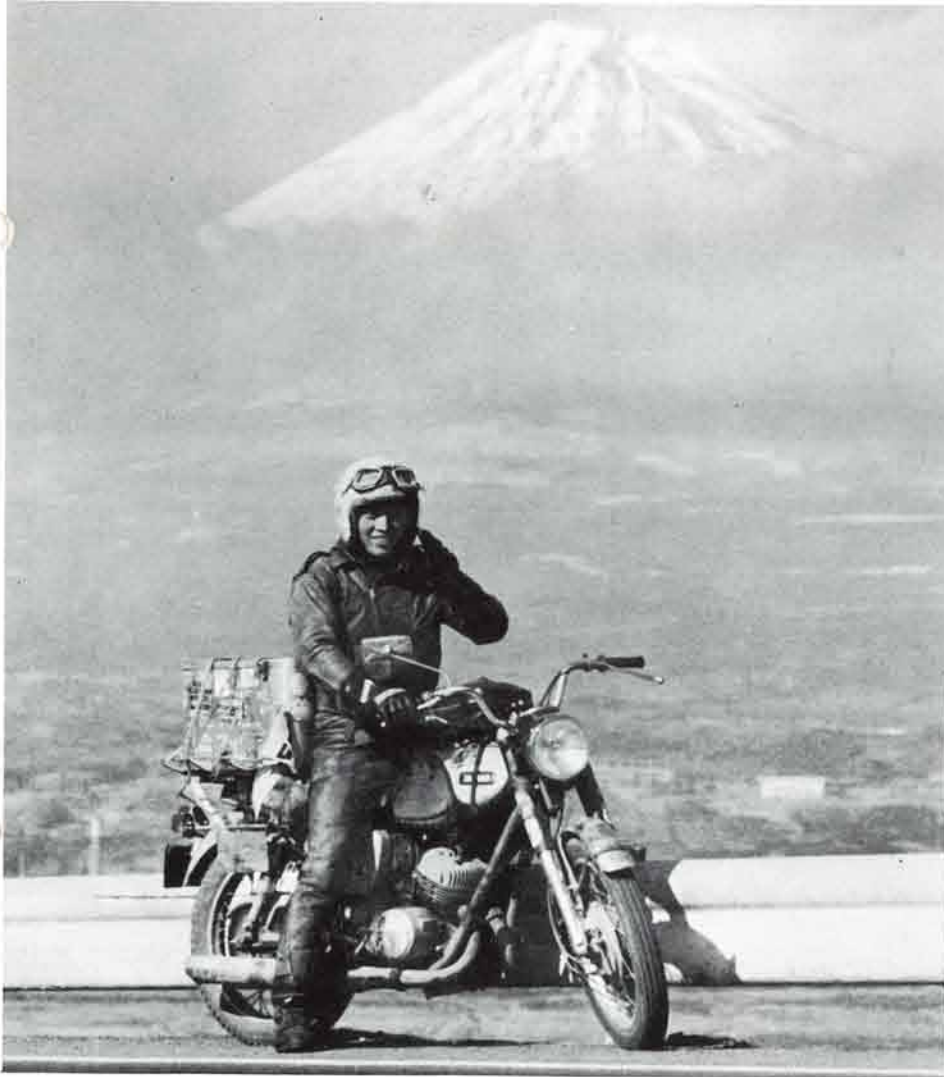


A Monthly Journal for Yamaha World-Wide Dealers

# YAMAHA NEWS

1968  
NO. 4  
APRIL

## 1,000-DAY ROUND-THE-WORLD TOUR ON A YAMAHA



On February 16th, S. Yoshida, a young Japanese, arrived back in the port of Miyazu north of Kyoto, an ancient capital of Japan, from his 1,000-day round-the-world tour on his Yamaha YDS-3, covering 85,000 miles. His last stop was New Caledonia, where he embarked on an ore bulk carrier bound for Japan.

Unfortunately the weather was thick with sleet, but many newsmen stormed him for an interview. He left for Hamamatsu to pay a visit to the Yamaha Head Office, and then paraded 375 miles through the Tokaido Highway to Hibiya Park in Tokyo.

His adventurous trip and parade made a good topic for the newspapers and television. The "Shukan Asahi", one of the most widely-read Japanese weekly magazines, carried excerpts from his travel diary. This made him an idol of Japanese youth.

With Mt. Fuji, the symbol of Japan, in the background, Yoshida is overcome by the thought that he is now back in Japan after spending more than two years and a half literally riding round the world on his YDS-3. ←



At a reception held at Hibiya Park in Tokyo, Yoshida neatly fielded a barrage of questions from reporters. Now he is happy to receive a large bouquet from a girl.



At the main gate of the Yamaha Head Office, a crowd of cheering employees lined to greet Yoshida in the rain. A storm of hand clapping arose at the moment he showed up before them.



In a press interview, Yoshida deeply impressed the reporters with his success in challenging the venturesome 1,000 day round-the-world trip on his Yamaha YDS-3, covering 85,000 miles.



In front of his house - the "real" goal of his round-the-world tour, Yoshida cuts the tape held by his mother, sister and grandmother.



## Greetings

from S. Yoshida



Dear sir,

I am very glad to let you know that I succeeded in a trip around the world on a Yamaha motorcycle.

I reached Tokyo on 21 Feb, 1968. I took a Japanese freighter from New Caledonia and arrived at Miyazu port in Japan on 16 Feb. From Miyazu I drove my motorcycle through Nagoya, Hamamatsu, Yokohama then to Tokyo.

I was welcomed in every city, and especially in Hamamatsu. At Yamaha main office President Kawakami and all Yamaha members held a big celebration party for me. In this around-the-world trip I visited sixty countries, North America, Central-South America, Europe, seven communist countries, Africa, Middle-East Asia, South-East Asia and Australia.

I drove 136,000 km, and under every condition my Yamaha YDS-3 was strong enough, highways in USA, steep mountains in Columbia, deep snow in Andes Mountains, hot

plain along the Amaxon, autobahn in Germany, dry desert in Sahara and hot nalabou in Australia.

I depended entirely on my Yamaha, because if I met any trouble in dry desert or deep mountain, I had to give up continuing my trip. But I hadn't any, so I should like to pay my respects to Yamaha Motor Company. I was satisfied with my Yamaha and always relied on it.

I met Yamaha motorcycles in almost all countries but communistic zone. They admired acceleration and durability of Yamaha motorcycles. I believe Yamaha's prosperity in the motorcycle world.

Thank you very much for your kind help and encouragement! I have no words to express my gratitude to you.

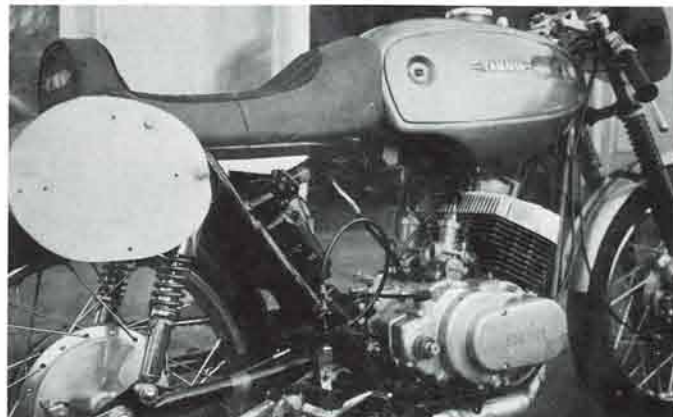
I wish you further development and happiness.

Thank you again!

Shigeru Yoshida

## YAMAHA Topics

**BRUSSELS MOTOR SHOW** In the Yamaha booth at the Brussels Motor Show opened on January 22nd, Norio Yukawa, Japanese Ambassador to Belgium, shakes the hand of M. Thielemens, president of general agent in Belgium for Yamaha. Ambassador Yukawa expressed his deep appreciation of the president's sincere cooperation in marketing Japanese merchandise.



**YAMAHA R-1 RACER IN GERMANY** The man in the photograph is Manfred Rischke, a master mechanic of a Yamaha dealer in West Germany. He, a holder of a junior racer license, tuned up his Yamaha 350 R-1 for this year's racing. At latest word, the R-1 racer gave outstanding performance as expected with the opening of the racing season.



# YAMAHAS IN SOUTHEAST ASIA

Yamahas are gaining more popularity for their versatility as transport facilities. The following photographs show Yamahas in full activity in Southeast Asian countries.



## Thailand

Here's an admirably sturdy YA-6 carrying five passengers on it. This snapshot may be of the kind seldom seen in other countries.



## Thailand

In this country, too, Yamaha sidecars are a familiar sight. Dealers in sundries and foodstuffs seem to be great fans of Yamaha.

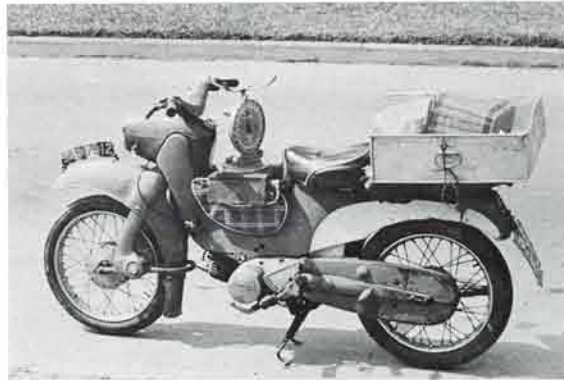


## Indonesia

Yamaha finds enthusiasts among young Indonesian soldiers.

## Singapore

This "7-year-old" Yamaha UF-1 is still perfect. Mounted with a scale on it, the Yamaha is apparently in "active service" as a peddler's carrier.



## The Philippines

Fitted with a sidecar, these festively decorated Yamahas are so "obviously" ideal for taxi jobs.



## Malaysia

The people of Malaysia, too, like their Yamahas gaily decorated.

The shop photographed below is Messrs. Siong Hoe & Co., a Yamaha dealer in Malaysia. The man second from the right is the president.





YAMAHA  
NEWS

## Mate's Corner

This column is made available for Yamaha enthusiasts around the world. Tell what you think, and what you want of Yamaha, please.



Dear Sir:

May I take this opportunity to thank you for the copy of Yamaha News recently received, and the fine pictures enclosed, also. Mr. Eguchi of Yamaha International kindly translated for us. We have enjoyed showing these to our friends, and will treasure them as mementos of our trip to Japan.

Enclosed you will find two color prints which you may find interesting. Please look on the backs of the pictures for explanation.

Our thanks to you again for the kindness and courtesy shown to us. We will always remember your country and people with pleasure.

Very truly yours,  
Harold Whiteis

Tules Cycle Sports & Yamaha of Tulsa

# THE YAMAHA GROUP

## NO. 4

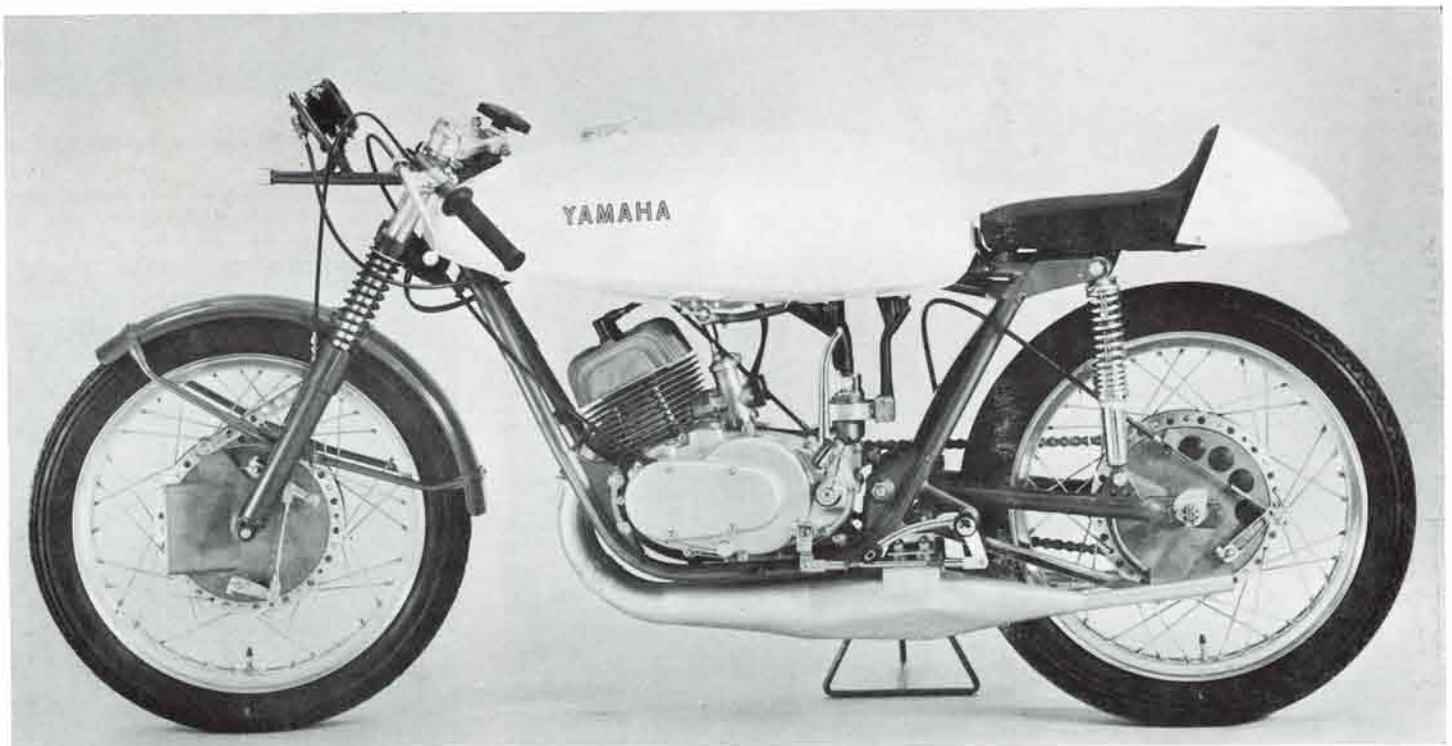
When Yamaha, long well-known as the largest Japanese piano manufacturer, moved into new markets with motorcycles twelve years ago, the news came as a surprise to everyone. But a succession of Yamaha's technical triumphs has proved that the understanding of delicate qualities in musical instruments helps Yamaha engineers produce the world's most advanced motorcycle.

Behind the brilliant history of Yamaha, there were the ceaseless efforts of its engineering staff at work day and night. Every

new idea of design is first built in racing models for extensive tests of durability and practicability. When the results of tests are found excellent, the new design is adopted for tourist models.

Among Yamaha's new technical achievements are the world-famous rotary valve engine and "Autolube" system. In addition to these, Yamaha developed its unique labyrinth packing, metallic bond aluminum cylinder and diamond frame. The latest employment of a 5-port cylinder for tourist models has proved to be most outstanding, eliminating poor scavenging, a defect inherent to 2-strokes. The TD1-C is the first Yamaha tourist model to be equipped with the new cylinder, and the results are found satisfactory more than expected.

Yamaha's tradition is its prompt adoption of what is attained by the extensive research. The only effort to make something new makes Yamaha's products so exceptional and unmatched.



Here's the TD1-C with a new 5-port cylinder, Yamaha's another technical triumph.