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YAMAHA NEWS

1969
SEPTEMBER

Yamaha's technique finds nothing impossible

As reported so far, Yamaha's brand-new production racers, 250 cc TD-2 and 350cc TR-3 have given a shock to the world by displaying well matched or sometimes even better performance against works machines of other makes in their respective class throughout the 1969 world championship road race series.

Mr. Walter Kaaden, one of the world's greatest two-stroke engineering authorities as well as East German MZ team leader has personally witnessed wonderful racing achievements of Yamahas since very early stages of the season. He is frankly confessing astonishment to a staff of Motor Cycle, England as follows.

Admiring Yamaha's technical staff

"It is a big wonder that the air-cooled, piston-ported, 5-speed TD-2 and TR-3 production racers have come out this year. These machines have already proven as fast and powerful as the best existing works racers. They would have seemed inconceivable a year ago. In the 350cc class, G. Agostini's MV has found R. Gould's TR-3 the toughest rival. In the 250cc class, K. Andersson's TD-2 is making a powerful bid for the 1969 title. If these machines be further developed for better stamina to cope with a long-term season, they will be much more promising in the title contest. I admire brilliant achievements of Yamaha's technical staff and am pleased to see Yamaha make such gigantic strides with piston-port engines widening the scope of two-stroke engineering." Mr. Kaaden's open admiration made the

technical editors of Motor Cycle experiment with these Yamahas as follows.

Works racer's features incorporated into TD-2

I sampled both Yamahas at the Mondello Park 1.23 mile circuit 20 miles from Dublin. It is southern Ireland's only artificial short circuit with four bends needing bottom-gear, two needing second gear and one needing a 70 mph speed and leading into an adverse camber hairpin.

In a word, it is a stop-go circuit, calling for full-bore acceleration between corners, then maximum braking and down through the gear box. The difference between the 50 and 500cc lap records is only 12.8 sec!

My TD-2 started very smoothly. It

screamed the revs. around the 9,000 mark while feeding in the clutch. I, then, made a quick shift into second at 10,000 rpm. A fierce and dynamic feeling was vividly reminiscent of the works disc-valve twin I tried in the Isle of Man six years ago.

It was Yamaha's big technical achievement that works machine's features were so successfully incorporated into this production version.

Mondello's straights were just long enough to allow brief bursts in fourth at 9,500 rpm around a speed of 100 mph. Bottom gear was low enough to keep the engine spinning at 6,000 rpm around the hairpins without the clutch being nursed. The unit accelerated cleanly to 7,000, and power was coming in smartly at 7,500 rpm. There was no trace of vibration at any stages, nor was there any tendency to gassing up.

YAMAHA DO THE IMPOSSIBLE

Motor Cycle

specification

Cracking the TD-2 was one of Yamaha's top priorities. Class' champions like Kaaden, Gould and Andersson are used to an effort to break the 'barrier' of their ordinary work of day.

Probably because technicians had one more method not in vogue on the TD-2, there was a tendency to gassing up before 7,000 rpm. But with the 250cc twin from the production version, which was used when Kaaden won the 250cc title at the Isle of Man, the TD-2 had more like 30. Nothing about it 8,500 rpm and when the top-gearing was set for 10,000 rpm, the engine was in an ideal state for the 10,000 rpm mark.

The better expansion valve of the TD-2 provided the extra power of speed and would lead to a higher top speed, even though the engine was still in the 10,000 rpm range. The TD-2's expansion valve is located in the 10,000 rpm range.

At the end of the race, the engine was in a state of high temperature. The TD-2's expansion valve is located in the 10,000 rpm range.

Reprinted from MOTOR CYCLE, introducing Yamaha's outstanding technical achievements.

The powerful four-leading shoe front brake was the same as the massive one of the works four. The brake of the works four needed gentle application for shattering rapid stopping, but the TD-2's brake had none of the four's sudden-death feeling, which should be admitted Yamaha's another technical improvement.

TR-2's outstanding acceleration

My larger Yamaha proved more dynamic and thrilling. Though there was a

tendency to gassing up below 7,000 rpm, the acceleration was shattering over it. The extra 10 horses over the TD-2 were felt more like 20.

My companion was riding his TD-2 along my TR-2, and on the straights the TR-2 rushed past the TD-2 at an indecent rate in third gear while he was knocking on in fourth.

What was required of the TR-2 was that the bulkier expansion boxes grounded too easily and so would need re-shaping to provide more cornering clearance. R. Gould has already done it to his own TR-2.

A 3.00-inch rear tyre should be replaced

by a 3.25-inch triangular one to transmit 54 bhp more smoothly for racing.

Although the Mondello circuit was far from being the ideal place to test those bikes claiming maximum speeds of 134 mph and 140 mph, respectively, it was enough for us to get a glimpse of fantastic performance in them at least.

"Strongest in the world", this is never a superficial compliment. It has been proven true by Mr. Kaaden, engineering authority and actual racing success, besides our test. Yamaha have done what is impossible!

World-beating Yamaha

-125 Prototype Production Racer-

The prototype production racer, based on Yamaha's sports 125 YAS-1, has recently been showing some great staying power on the track and seems to be the main topic of all race fans here and overseas. In fact, news of recent victories have come from as far as South America and Australia.

(Guatemala): Further proof of the 125 YAS-1's power come from Venezuela where, at the finish line, all other placed machines were at least 45 seconds behind. What's more, Yamaha's racer set a new lap record of 58 seconds flat which made a really

great impression on all the spectators. The best lap record in the 250 cc class was 55 seconds. This news gives us new confidence in the 125 YAS-1.

(Australia): In races recently held at Oran Park, Yamaha's 125 prototype YAS-1 production racer went on to further triumphs, setting new race times and breaking the standing lap record. And this, by the way, was Yamaha's first entry on this circuit. The Oran Park circuit is 105 miles with many twists and turns designed to try even the most experienced driver, yet, Yamaha's 125 prototype driven by Ron

Thomas, Yamaha driver for McCulloch of Australia, displayed amazing skill and handling power bringing his machine flashing past the winning post to take first place. Sixteen races from 100 cc to 1,000 cc classes were run on this course and Yamaha won six. In addition to this, one driver, Mr. Ron Thomas, clocked the best lap time in 52 seconds flat in the 350 cc class on a Yamaha 350 TR-2. By the way, the best lap time for the 1,000cc class was 52.2 seconds, while Yamaha's prototypes recorded 56.2 seconds.



High performance of Yamaha 125 cc prototype production racer is arousing a big sensation around the world.

Special training! Yamaha lady riders

Motocross enthusiasm is now prevailing even among lady riders in Japan, which is reflected in a regular female race adopted in the recent Atsugi motocross race meeting for the first time in the motorcycle sports history of Japan. The race was competed by five riders, of which four rode Yamahas to dominate the entire field!

They were Miss M. Hayakawa, university student riding a 125 AT-1, Miss K. Kawakami, nurse riding a 50F5-C and two other ladies on 250 DT-1s. Pleasure of trail riding tempted them to look for further thrill and joy on a racing course. They were given special pre-race training early in the morning for their first experience. Spectators loudly acclaimed their hard fighting.



Lady riders are given special training.



They are lined for historical start!



Falling down! But she is OK!



She has Just finished in safety!



Read's great double on Yamaha-Italian GP



Riding his TR-2 P. Read is overtaking S. Grassetti on a Jawa works racer. (Reprinted from Motor Cycle)

P. Read, ex-champion of double lightweight classes returned to the 1969 world-championship scene at the Italian GP held at the 3.12-mile Imola circuit on Sept. 7 in the most eye-catching way. He won both of the 250 cc and 350 cc classes riding his ex-works 250 cc Yamaha twin and 350 cc TR-2, respectively.

In the 250 cc class Read made rather a poor start, but rocketed through the field, setting a new lap record of 1'55" 8 to catch K. Caruthers on a works Benelli who was the leader. Their battle continued until the end of the final lap, but it was Read who took the chequered flag, first. The margin was only 0.2 second! In the 350 cc class, from the start Read snatched an immediate lead ahead of others. After recovering from a poor start, S. Grassetti on a works Jawa began to chase Read. For the latter stage of 28-lap race, a dramatic duel between them continued. Finally, read won the race by a margin of 3.8 sec.



Yamahas Sweep Canadian Championship Events

Yamaha riders riding Yamaha racers from 100 cc to 350 cc swept the Canadian National Championship Road Races recently held at the Westwood circuit near Vancouver. The circuit was carved out of the virgin forest in 1959 and is 1.8 miles long incorporating many hills and curves including an adverse-camber sweeping corner at the end of the $\frac{3}{4}$ mile stretch.

Fred Deeley Ltd., Canadian Yamaha Distributor fielded the Yamaha team to score overwhelming victories throughout the meeting. The team consisted of Yvon du Hamel, Peter Kellond and Tim Coopey.

Expert 250 cc class

Y. du Hamel and T. Coopey, both riding 250 cc TD-2s monopolized the first and second places of the 25-lap race. The third place was also taken by a Yamaha rider on a TD-1C.

Junior 250 cc class

This race was won by F. Juhan on a TD-2. Two more Yamaha riders took the second and third places, respectively.

Up to 125 cc class

Riding a converted YL1 racer, J. Janzen finished first, followed by G. Zaputil on a YA 6.

Expert 500 cc class

The Yamaha team outright dominated the entire race. P. Kellond took his TR-2 home first closely followed by his team-mates, Y. du Hamel and T. Coopey, both on TR-2s. Kellond set an ultimate lap record of 1 min. 18.6 sec.

Grand Prix race

It was the final and main event of the meeting open to all machines over 250 cc engine displacement. In this race P. Kellond displayed his impressive riding skill again riding a TR-2, and beating much bigger machines of other makes.

The second place was taken by K. Molyneux on a TR-2 followed by T. Coopey on a TD-2.



Y. du Hamel is hurling his TD-2 to win the expert 250 cc



Yamahas win championships in Holland

Although the 1969 racing-season is not yet finished, the Yamaha racing team sponsored by Het Motorpaleis, Yamaha Distributor in Rotterdam, Holland has already won three championships as follows.

350 cc National Riders Class :

Th. Bult with Yamaha TR-2

250cc International Riders class :

W. Hartog with Yamaha TD-2

350cc International Riders class :

J. Kostwinder with Yamaha TR-2

Furthermore Yamaha riders are leading in points for both 125 cc and 250 cc international championships. The last race held in Zantvoort was a complete Yamaha victory. The results are shown below.

International 125 cc class : winner-L. van Rijiswijk Yamaha 125 cc

National 250 cc class : winner-N. Geukens Yamaha TD-2

National 350 cc class : winner-Th. Bult Yamaha TR 2

International 250 cc class : winner-W. Hartog Yamaha TD-2, 2nd-L. Commu Yamaha TD-2

International 350 cc Class : winner-J. Kostwinder Yamaha TR-2,2nd-L. Commu Yamaha - TR-2



▲ Th. Bult is accelerating his 350cc TR-2 into a win to secure the 1969 national title. (Zantvoort)

▶ W. Hartog on a TD-2, dominator of international 250 cc class.

◀ J. Kostwinder riding a TR-2 clinched the international 350 cc title.



Yamaha's domination over US championship races

Yamaha riders completely swept the 250 cc expert race of recent big Loudon meeting where all of US and Canadian top riders took part. Overwhelming Yamaha attack was headed by Y. du Hamel, Canadian ace on a TD-2. Furthermore, in the 250 cc Novice race Yamaha riders monopolized all of the first ten places, really!

Expert 250 cc class

- | | |
|----------------|--------|
| 1. Y. du Hamel | Yamaha |
| 2. J. Nicholas | " |

- | | |
|---------------|----------|
| 3. M. Duff | Yamaha |
| 4. R. White | " |
| 5. C. Rayborn | Kawasaki |
| 6. D. Mann | Yamaha |
| 7. R. Winter | " |
| 8. R. Grant | Suzuki |
| 9. A. Baumann | Kawasaki |
| 10. G. Nixon | Yamaha |

Novice 250 cc class

- | | |
|-----------------|--------|
| 1. H. Cone | Yamaha |
| 2. D. Emde | " |
| 3. G. Taylor | " |
| 4. K. Kato | " |
| 5. R. Sharp | " |
| 6. J. Zubritsky | " |
| 7. D. Townsley | " |
| 8. H. Myers | " |
| 9. J. Nash | " |
| 10. S. Grant | " |

Trail bikes vs. Stunt cars

That was a real American-favorite game. Trail bikes and stunt cars competed for superiority over waste lands. Recently, the International Desert Racing Association staged the two-day event, running eight 50 mile laps, four laps per day, much like a hare scrambles. It was run over some of the roughest terrains in Nevada—some of the dustiest. The game ended in a overwhelming victory of bikes.

It was desert ace Mike Patrick and co-rider Phil Bowers on a Yamaha 250cc trail bike who finished two hours and 12 minutes ahead of the first car. Not only that, nine of the first ten finishers were bikes.

The bike proved the fastest and toughest off-road machine in such a spectacular way, and especially, of all bikes Yamahas were the most successful make.



Results

1. M. Patrick & P. Bowers Yamaha
2. M. Switzer & D. Dean Greeves
3. A. Baker & R. Thorwaldson
Yamaha
4. K. Nerseth & C. Standeford
Yamaha
5. S. Hurd & D. Smith Kawasaki
6. G. Zuber & R. Bishop Yamaha
7. Stunt car
8. G. Olsen & E. Bloxham Bultaco
9. J. Coots & J. Gaetz Triumph

M. Patrick & P. Bowers on a DT-1 finished first well ahead of others.

Unique Yamaha 250 cc DT-1 Sidecar Outfit

Mr. Buster Anderson driving a unique Yamaha 250 cc sidecar outfit with Mr. John Dillon, passenger has won many races in Australia these thirteen months. This machine was prepared for racing in the Brisbane Yamaha workshop as the first DT-1 sidecar outfit in the world. It has been regularly used for racing and for day to day transport to work on normal roads so far.

In 1968 it brilliantly won the Queensland 500cc Scramble Championship race held at Waterford, Queensland, Australia against many bigger machines. This year it not only defended the title but snatched the unlimited cc class title! It is admitted to be a fantastic achievement for such a small capacity machine pulling a sidecar and passenger.

The machine has had no mechanical failures for thirteen months, and the frame is as true as the day it was bought, which undoubtedly shows an outstanding strength and durability of this machine.

"No harder test of endurance", says Mr. Anderson, "Could have been given to our DT-1 than the one we have given it."



Yamaha powered go-kart

Go-kart racing is gaining much popularity in South Africa. Pictured here is a national title winning machine powered by a Yamaha 180cc CS1-E bike engine. Andre du Precis, 16 aged driver won the championship race displaying outstanding performance of Yamaha engine to beat so many more experienced rivals in spite of his first participation in such a big event. He set the fastest lap which turned a new lap record for the Pete Julgens circuit.

(offered by Ace Motors)

YAMAHA Topics

Contributions Invited

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

YAMAHA MOTOR CO., LTD.
KAKO 1280, HAMAKITA
CITY, SHIZUOKA PREF. JAPAN



POSING with his favorite Yamaha YF5-C is an user in Mozambique, Africa. A modern building in the background is the central station of Beira. A light but powerful Yamaha is most welcomed by the youth in this country.



PICTURED here around a Yamaha 50 YF5-C are Mr. Sato, Yamaha service engineer and his young students attending to the technical training course held in Saigon. With swelling mood of peace, motorcycle enthusiasm is rapidly growing up in this country. (Mr. Sato, third from right, rear row)

New Era Brought By Yamaha

—Australian Basic Industry—

Talking of Australia, we always make an image of vast plains where countless sheep are grazed. Indeed, sheep-grazing for cutting wool has been the basic money earner since the days of Australia's first settlers.

The Continent of Australia carries some 167 million sheep which produce some 1,774 million lb of wool, which are sold for an average price of 41.75 cents per lb.

Graze management has been traditionally done by a big workforce of men and horses so far. However, the situation has recently taken a new turn.

Yamaha motorcycles have made debut as new forces in the Australian pastoral scene in a big way. They will bring an important new era to the basic industry in this country.

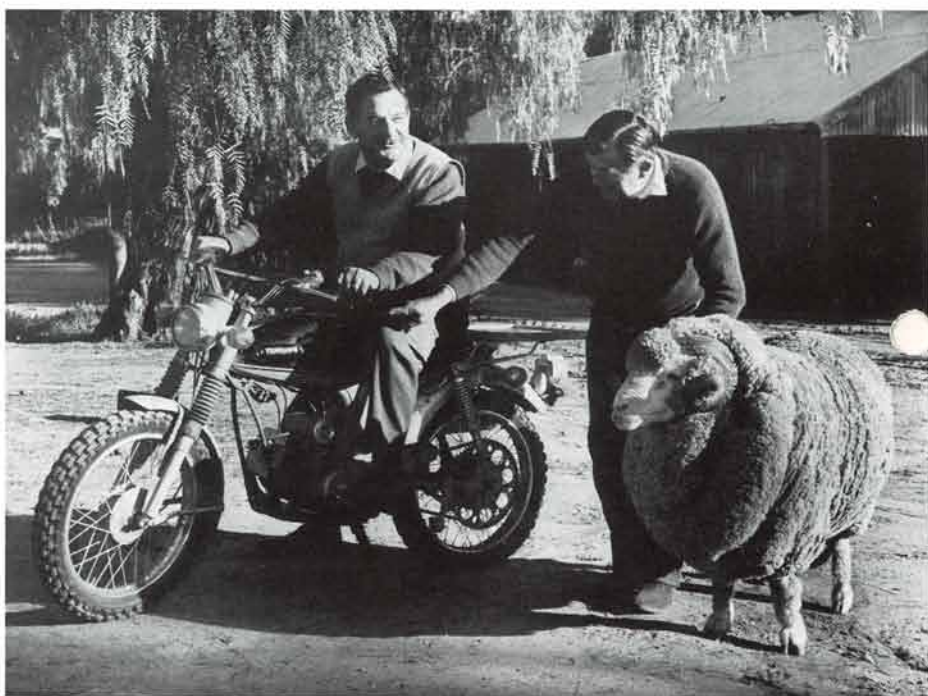
Here introduced is a report from McCulloch of Australia Pty. Ltd., telling us how Yamaha motorcycles are being valued in this industry.

"Experimented by the Largest Maker"

F. S. Falkiner and Sons Pty. Ltd. is the largest single stud merino sheep undertaking in the world. They have some 350,000 acres of open plains of the Australian states of New South Wales and Queensland. To adequately supervise their giant holdings and 100,000 Merino sheep, a big workforce of men and some 300 horses has been needed so far.

Some 6 months ago a departure from this traditional method was made by experimentally purchasing 12 Yamaha 100 cc Trailmasters.

Expectations have been exceeded by the fact that man hours and expenses have been halved as compared with the horse era. Yamahas have also



Sitting astride a Yamaha is Mr. O. MacL. Falkiner, Chairman of Directors of F. S. Falkiner & Sons Pty. Ltd., world's largest breeders of stud Merino.

shown a greater reliability factor than the horse.

The Australian Merino requires minimum supervision to produce his covering of world famous wool. However, such is not the case with the huge stud flocks of people like the Falkiners.

It is these exactly supervised flocks that produce the top sires and dams to go out to the commercial flocks and, through breeding, lift and maintain a high standard of quality of product.

As the sires from the Falkiner studs must live and breed on the open plains of their buyers, so they must be bred under similar conditions. It is here that Yamahas have proven their worth. For although the stud sheep live on the open plains, the worth demands constant supervision. Yamahas have made the work a matter of an hour or so, while it took horses a day to go around the holdings some 40 miles long and 15 miles wide. In addition, Yamahas have proven ideal carriers for tools of trade such as shears, veterinary materials and the Australian sheep dog.

"Tremendous Benefits"

Besides the obvious benefits of speed and mobility within the huge areas of the holdings, there are additional merits of greater economy and dependability than horses. A Yamaha costs less than a good stock horse doing a 200-mile work in a day and fresh for the next day's work. The Falkiners have decided to employ much more Yamahas for further rationalization of work. It is anticipated that other breeders will follow this example.

Yamahas have joined to bring an important new era to the Australian basic industry.



The Yamaha 100cc Trailmaster is gaining great popularity with the grazing work due to its versatility, ruggedness and ease of operation.