



A Monthly Journal for Yamaha World-Wide Dealers

YAMAHA NEWS

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ANNEXED

GIANT STEP FOR PERFECTION OF PRODUCTS — Yamaha Course Completed —

Upon completion of paddock, pits and other auxiliary accommodations, the Yamaha Course has been completed at length as an experiment course for Yamaha motorcycles. With total construction expenses of some ¥ 1,000,000,000 it has been finished to be one of the best courses in the world. It is regarded as Yamaha's another giant step forward in pursuit of perfection of products.

4km unpaved course is provided for an endurance test of standard models. The Yamaha Course is equal to any Grand Prix circuit in the world in its scale, accommodations and many other details. From now on, each product of Yamaha line will be experimented here for better quality and higher performance.



▲ (2) A memorable moment with Mr. G. Kawakami, the president of Yamaha cutting a tape for opening

EQUAL TO ANY GP COURSE

On February 10, a grand completion-opening ceremony took place attended by Mr. Eiji Toyota, the president of Toyota Motor Company, Mr. Kotaro Takeoka, the governor of Shizuoka Prefecture and many other representatives from political and financial circles. The Yamaha Course locating near Fukuroi, Shizuoka Pref. covers some 500,000 square meters. It is a roughly 8-shaped closed circuit extending 5.24km with a cubic intersection, a R-20 hairpin and other manifold curves. It is 9-15m wide (20-40m including the width of green safety belts along the course). The stretching is over 1.4km long.

Overall surface is finished with special anti-slipping asphalt containing synthetic rubber for high speed test in wet weather. Both south and north courses are available at the same time by two short cuts provided. The test of high speeds up to 250km/h can be conducted.

The maximum longitudinal slope is 7.9%. For the sake of the top class safety, 14 signals at 7 spots, buffer nets and watching posts commanding 70% view of the course at all key points are another exclusive features.

A center line on the course is supposed to be a lane mark in case a normal road run is experimented here.

Further, along the high speed course, a

▼ (1) A grand overview of the Course



▲ A group of TOYOTA 7 models are experimented on the course.



▲ Exhaust noises of YAMAHA GP racers are resounding throughout their new home ground.

YAMAHA'S SENSATIONAL VICTORY IN '69 MOTOCROSS SERIES



The 1969 National Championship Motocross Series opened with Yamaha's sensational victory on January 26.

The first round of the series was fought at a specially-prepared 1.7 km circuit of the Yatabe High Speed Test Course. In the senior 250cc class, T. Suzuki riding a Yamaha Trail 250 DT1 performed in the most spectacular way to be the winner. He dominated the entire field from the very beginning lap. He lost his leading position to none on factory machines of other makes throughout the 8-lap race.

In the senior 125cc class, a Yamaha Trail 125 AT1 ridden by T. Suzuki made an impressive racing debut. Suzuki upheld his lead over other riders for the first half stage, however, unfortunately he failed to evade a lapped rider in his way at the 5th lap, causing him to tumble down. He restarted from the 6th place and began to chase the leading group. His speed was really fabulous! One after another he caught and overtook rivals each lap. He caught a sight of the leading rider within 50 yards ahead at the closing lap of race. Finally, he took the third place, but his latter-stage chasing deeply impressed spectators. Nobody denied that an AT1 would be a promising champion bike in its class.

Japanese Series of Motocross

The All Japan Championship Motocross Series is annually held by the Motocycling Federation of Japan (M. F. J.). It consists of 13 rounds including the GP event. It has three categories -- amateur, junior and senior. Each category is classified into 5 classes -- 50cc, 90cc, 125cc, 250cc and over-

251cc. In deciding championships and other rankings, total points gained in the best 7 races of all where riders took part matter. The method of point counting is as follows. 1st-8, 2nd-6, 3rd-4, 4th-3, 5th-2, 6th-1. Each year some of the best performers are awarded a special prize. That is a trip to Europe. Four riders who performed well last year are to start for Europe in April. The first series was held five years ago, now it has become the most important sport event in Japan, as the road race GP has lost its status of the world classic event.

▲ Immediately after the start in the senior 250cc race, T. Suzuki on a Yamaha Trail 250 DT-1 dashed into unchallenged lead.

▼ Yamaha is undefeated! T. Suzuki's DT-1 is dominating the entire field at the opening lap, exciting the crowds around the 1.7 km circuit.



Thrilling awfully!

YAMAHA BREAKS THROUGH FLAMES



▲ Starting for flames!

▼ They are in flames!

▼ Breaking through!

▼ All OK for Arai & YAMAHA!



Here pictured are thrilling scenes of stunt riding. I. Arai, a Japanese motocross ace is riding a popular Yamaha Trail 250 DT1 to display his race-trained technique in these adventurous rides.

The stunt riding show was recently held at the Korakuen Stadium in Tokyo. Arai's dynamic skill which was so famous among motocross fans was completely demonstrated in various performances such as motorcycle fire, slalom, motorcycle wing and high jump, etc., to make a lot of spectators thrilled and excited. Especially, spectators felt a heart-standing moment when a DT1 ridden by Arai dashed into flames in motorcycle fire performance. Arai did it all very successfully.



High jumping gives the fullest thrill to the spectators

Road Test

Yamaha Grand Prix 350 R-3

A Yamaha Grand Prix 350 R-3 is a modified version of a R1 model which was built in 1967. Yamaha has added numerous refinements not only to the outer looking but to the inner mechanism of R-3 such as adoption of separate meters and teardrop type fuel tank, and incorporation of unique 5-port cylinders, etc. In a word, the largest capacity Yamaha has been

made a remarkably luxurious model with more dynamic but flexible performance. A R-3 has been establishing a fame so fast among sporty enthusiasts since it launched onto the market in January. Recently, a test rider of "Auto-by", a leading motorcycle monthly journal in Japan had an initial run on it. The following is the summary of what he felt on a Yamaha.

NOTHING SHORT OF IMPRESSIVE

When I just sat astride a R-3 I found it offering a more relaxed and comfortable riding position thanks to a teardrop type fuel tank adopted. Larger separate type meters replaced previous combination type ones. Overall finish was of excellent quality. A 3.2-litre oil tank was housed inside the right side cover. It was so easy for a rider to check the quantity of oil in a tank through a check hole. A battery and tool kit were kept inside the left side cover. These were readily taken out. Besides, a R-3 was equipped with larger and brighter flashing indicators, and a rear view mirror which were free of vibration. Footrests, seats and handle-bar were all protected against shaking and ringles.

It was my thought that a R-3 was a luxurious model. Even at the first view, it was nothing short of impressive.

BENEFITS OF 5-PORT FELT

It was rather warm and rainy. Conditions were not so good for motorcycling. An engine, however, got enlivened with one kick. A clutch response was surprisingly soft and light for this class bike, and I felt the potential high performance of the biggest Yamaha all the more for it. A R-3 incorporated the world-famous 5-port cylinders, intending to keep the breathing operation in the most ideal condition.



Compact but powerful 5-port engine

The advantages of the additional two ports in each cylinder barrel were obvious. I felt the benefits in the form of power increase and greater flexibility. Cruising along a highway, a R-3 so smoothly delivered the output over wider range of speeds from 2,000rpm. to 7,000 rpm. For slowing through towns, it readily and quietly responded to requirements without choking or transmission snatch.



STABLE AND COMFORTABLE HANDLING

I kept the cruising speed at 60 km/h on paved roads. Handling was so stable even on wet surfaces. Acceleration proved so sharp and practicable even from as slow as 40 km/h. I felt both suspensions ideal for sporty touring. I kept the three-stage adjusting rear damper on the position of "soft" for both paved and rough surfaces. Both brakes always operated well. They pulled my big Yamaha to a stop in

short distances as occasion required on wet surfaces. I had an impression that a R-3 was one of the best braked bikes assuring a rider of the top safety riding. A R-3's seat was exceptionally thick-padded and ribbed to provide firm grip during hard acceleration and braking. In spite of bad weather, I had one of the most enjoyable rides in my life except for my rain-soaked boots.

REAL BIKE FOR EXPERT RIDERS

As a conclusion, I can say that a R-3 is a real bike for expert riders. Yamaha has produced this model to meet every requirement of experienced sporty enthusiasts.

All of Yamaha's brilliant race-bred features are incorporated into this 36hp over 100 miler which never fails to enchant and excite enthusiasts around the world. A rare rideworthy bike! It is a R-3.

Yamaha Grand Prix 350 R-3 SPECIFICATIONS

PERFORMANCE	
Max. Speed Range	160-173 km/h (100-108 mph)
Stability	25.5 degrees
Min. turning radius	2,300 mm (90.6 in.)
Min. braking distance	11 m (36 ft) @ 50 km/h (31 mph)
ENGINE	
Type	2-stroke, 5-port, Parallel Twin
Bore & Stroke	61 x 59.6 mm (2.402 x 2.346 in.)
Displacement	348 cc (21 cu. in.)
Compression ratio	7.5:1
Maximum horsepower	36 hp @ 7,000 rpm
Maximum torque	3.87 kg-m @ 6,000 rpm (7.2 ft-lb) @ 6,000 rpm
Lubricating system	Yamaha Autolube
Starting system	Kick starter
Transmission	5-Speed gearbox
DIMENSIONS	
Overall length	2,090 mm (80.3 in.)
Overall width	755 mm (30.9 in.)
Overall height	1,065 mm (41.9 in.)
Wheelbase	1,340 mm (52.8 in.)
Min. ground clearance	150 mm (5.9 in.)
Weight (Net)	154 kg (340 lbs)
Fuel tank capacity	3.2 litre (3.4 U.S. gal.)
Oil tank capacity	3.2 litre (3.4 U.S. gal.)
Tires	Front 3.00-18-4 PR
	Rear 3.50-18-4 PR

R3 is being tested abroad as well (upper left: MOTOR CYCLE NEWS) Riding position improved (below)



EVERGROWING YAMAHA

Motorcycle Industry in Japan



A full-wing operation of YAMAHA factory

Recently the Japan Automotive Industry Association has announced the total output of motorcycles for the first half period of the year 1968 (April-September). According to it, the total output is 1,168,516 units which means a decrease by 2 percent compared with the corresponding period of previous year. This slight recession is due to suspended production of scooters since July in 1968. As a whole, however, our motorcycle industry is still in a healthy condition. For the subject period over-100cc bikes have marked a remarkable rising curve

of production, but under-100cc ones are still upholding the leading position in number. As for manufacturers, it is only Yamaha that has exceeded the output for the corresponding period of the year 1967.

It is a good example to show the status of evergrowing Yamaha. Rotary valve, Autolube, Labyrinth packing, 5-port aluminum cylinder... these are all brilliant technical advancements developed by Yamaha.

Yamaha knows no limit of progress!

YAMAHA Topics

"GO YAMAHAPPY" WAS THE MOST ATTRACTIVE WORDS IN SHOW. Here pictured is the display of Yamaha corner arranged by McCulloch of Australia Yamaha Motor in the 1968 Sydney Motor Show. "GO YAMAHAPPY" may mean "Be happy on a Yamaha". A sparkling new line of Yamaha in a fine array around a 250cc TD1 at the center highlighted the Show.

(offered by McCulloch of Australia Yamaha Motor)

A SMALL YAMAHA WON A BIG EVENT OF SOUTH AFRICA. This 50cc Yamaha won the 80cc class in the Pepsi Cola 3-hour National Enduro Race Meeting held last autumn at Bloerfontein, South Africa. Further it challenged the unlimited capacity class to take the 5th place beating other bigger machines brilliantly. Francois Strydom, the rider of this Yamaha was awarded the trophy for the best performing novice rider, as this was the very first motorcycle race for him. (offered by Ace Motors, South Africa)



T. T. movies

YAMAHA PR INFORMATION: Yamaha won the double lightweight title of manufacturer in the 1968 World Championship Road Race Series. Now, we have completed a long-awaited movies of Yamaha's racing glory. It is entitled "The Manufacturer Champion" (A documentary of the vic-

tory on Isle of Man). It is presenting every highlight scene of speed and thrill in the TT 125cc & 250cc class races fought on the most punishing mountain circuit. It is made available for your PR use. Color-- Eastman, all take, Size-- 16mm, Projecting time-- 19 minutes approx., Narration-- English, Price-- \$ 100 (U.S.) exclusive of freight



A TD1'S ENGINE MOUNTED BOAT RENEWED THE NATIONAL RECORD. A Yamaha 250cc TD1 is an unbeaten world-famous production racer. Last autumn Mr. Yusuke Uzawa, a Yamaha boat dealer near Tokyo converted its powerplant for his boat to challenge the national speed record.

He took part in the under-250cc AH class of the meeting which was one of the most important water events held by the Japan Motor Boat Association. A converted-engine mounted boat marked a new record of 93.9 km/h renewing the old one by big margins.

An engine is combined with a drivestaff.

Uzawa's boat is speeding up to a marvellous record!



www.legends-yamaha-enduros.com



Mr. and Mrs. Kawachi were awarded the No. 1 trophy for their best results in the sales contest last autumn. It was due to their painstaking combined efforts.



How about the crop? It is her first compliments to customers at work in farms. Her sales approach begins with these words.



Her approach is skillful enough to make a woman lay aside a hoe to just sit astride a 50cc Yamaha.



The display of Kawachi cycle Shop is so attractive and sophisticated. Sales of parts and accessories are making a rising course as well.

DOING GOOD BUSINESS WITH YAMAHA

Mrs. Takako Kawachi's busy life for sales promotion



Mrs. Takako Kawachi is making sales visit around her service area.

Agriculture in Japan is being steadily mechanized for higher work efficiency. In conjunction with it, it is a recent notable trend that motorcycles are gaining popularity among farming village women.

It is just same of Nakajo-machi, Kita Kanbara-gun, Niigata-ken which is a rich rice bowl to Japan. In this district Yamaha is enjoying the biggest share of market. It is largely due to painstaking efforts of Kawachi Cycle Shop here, and to Mrs. Takako Kawachi, wife of shop master in particular.

Every day she is busy at work not only for over-the-counter dealings but for making sales visit to customers.

In this district customers are classified into three categories as follows. The youth for sporty type, the aged for standard type and beginners or women for easy handling Yamaha 50 fitted with automatic centrifugal clutch. It is a familiar sight that women ride their 50cc Yamahas to go to farms. Takako is working so hard to approach village women during lunch and tea times at farms for further sales promotion.

Skillful in service

Takako is also well at hand in motorcycle service work. From engine overhaul to carburetor adjustment, she can do it all for herself.

Kawachi Cycle Shop is about 120m² wide where the show window is completely separated from the service section. Therefore, it can be more attractively decorated with a line of Yamaha products to catch the eyes of customers.

Yamaha dealers in Japan are now inclined to make their shops larger for maximum PR effects. Kawachi Cycle shop is one of the model cases.

In Nakajo-machi, several other shops are dealing in motorcycles of different makes, but the honor of top dealer goes to Kawachi Cycle Shop selling some 170 units annually.

News From Japan

The growth of YAMAHA Motorcycle over the past two or three years has been something of a marvel to the eyes of the world. The simple reason for this is that all of you have made every exertion to teach as many people as possible with the knowledge of our quality products. The growth of YAMAHA in Japan is due to the extensive sales made by the YAMAHA stores all over Japan. In each issue one by one, we are introducing all the wives who are playing a major part in serving their customers at their shops in Japan.

**TRAIL
DEVELOPS
NEW WORLD**

Now, YAMAHA GOES!

A Yamaha Trail 250 DT-1 is the most sparkling bike to catch eyes on the street, but it is always ready to stir on any waste land. Ride it into waste lands straight from pavements to enjoy a fun of off-road riding at its best. It will prove a rare dual-purpose bike any time, going across streams, passing through woods, speeding along beaches and meeting any other requirements of off-road riding.

A Yamaha Trail 250 DT-1 is a real man's bike. It has developed a new field of motorcycling fun and utility to enchant the youth around the world.

Now, let's make it an ace for further sales drive!



▲ For their happiest moment in life

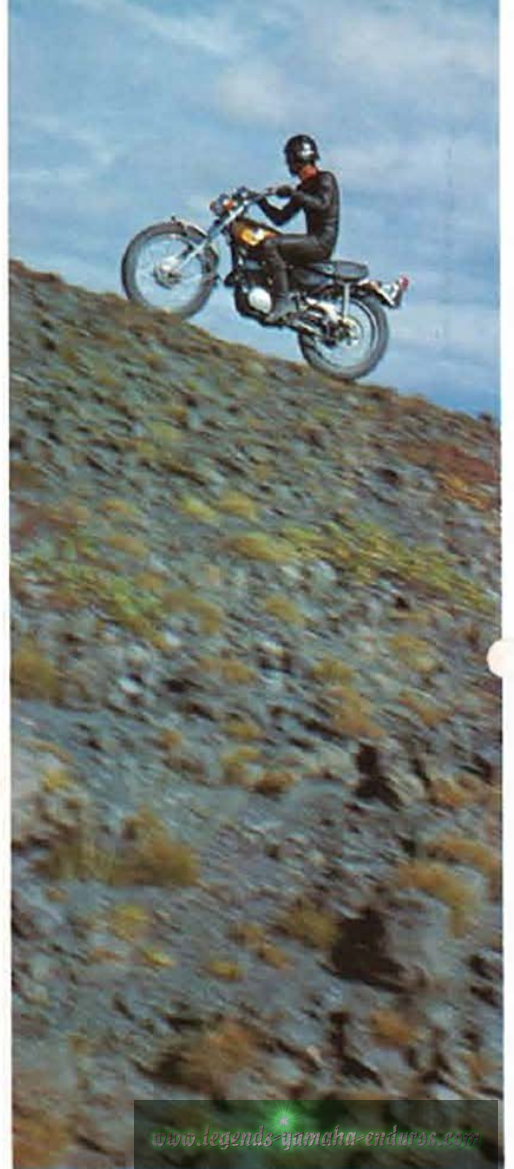


▲ For pavement cruising



► For off-road riding

▼ And, for his own solitary moment



▲ For climbing a rough steep slope

