



A Monthly Journal for Yamaha World-Wide Dealers

YAMAHA NEWS

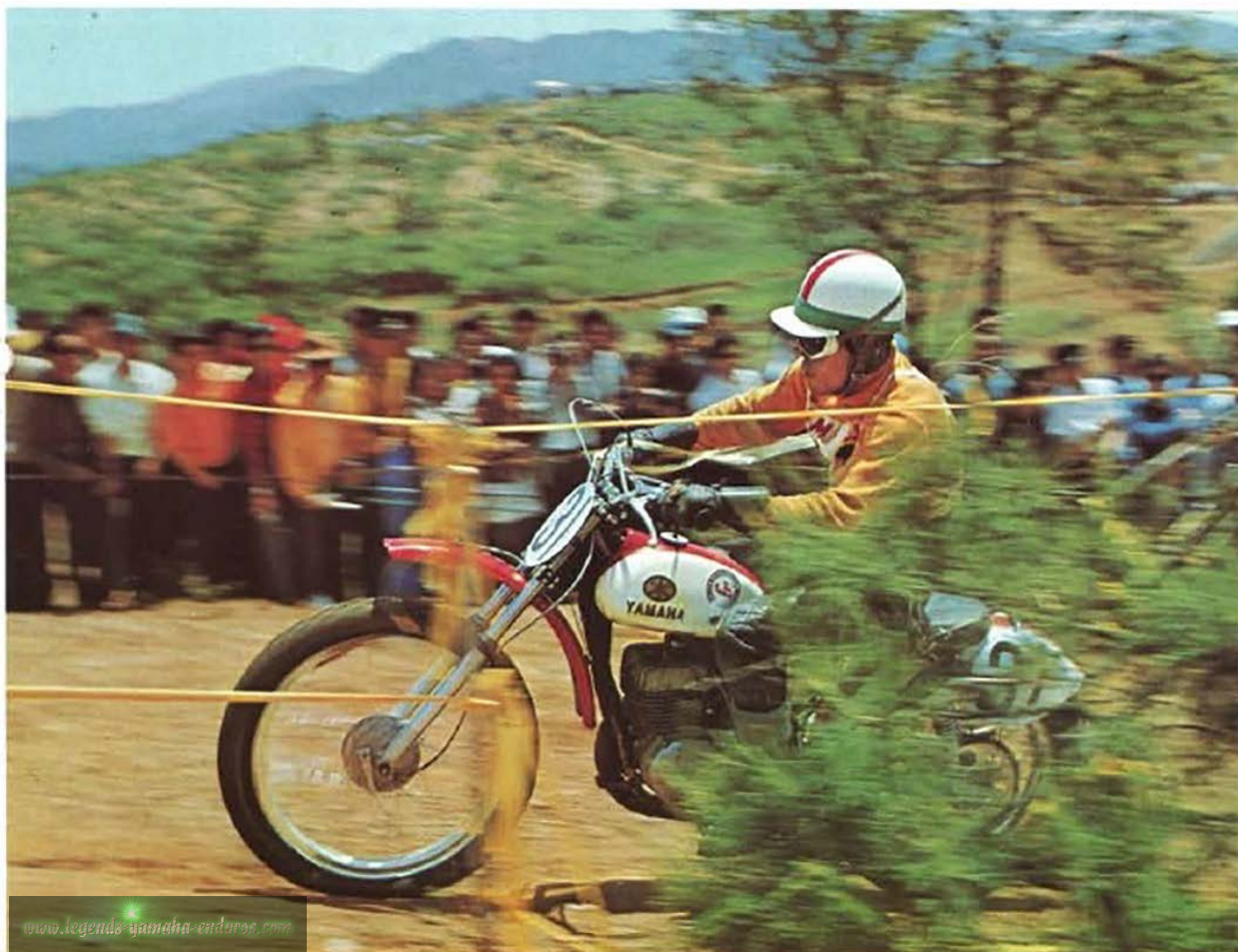
1969

June

YAMAHA "MOOD" AT ITS PEAK

High on a hillside above the Karadoi Heights in Kurume, Kyushu Island, the 1969 Motocross Japan Grand Prix took place for two days from May 17 to 18. In the largest event of its kind, Yamaha monopolized the three groups-Amateurs, Juniors and Seniors - with sweeping victories. More than 80,000 spectators at the venue were deeply impressed with the overwhelming victories of Yamaha backed by its most advanced level of technology and ultra-high engine performance.

1969 Motocross Japan Grand Prix Opens



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Hideki on his Yamaha is speeding the way to the glory of victory. Riding his Yamaha AT-1 and DT-1, he grabbed the championships in the 125 cc and 250 cc races contested by Juniors.

YAMAHA RANKING FIRST IN



Fleet of Yamaha 250 DT-1's . . . climbing and descending the steep slope.

The Japan Grand Prix Rally, the annual motocross, was held for two days on the 17th and 18th of May at the Koradal Course. The races were separated into three groups of amateurs, juniors, and seniors with 50cc, 90cc, 125 cc, 250 cc and 251 cc or more, 11 races in all. The riders who gathered there for a shot at the championship numbered as many as 260, coming from as far north as Aomori in the Tohoku District and as far down south as Okinawa, not to speak of all those from Kyushu. The roar of 380 proud machines celled together a crowd of 80,000 spectators.

One outstanding point in the Grand Prix this year was the technique of the riders which is being improved year by year, as well as the active part played by the YAMAHA motors in various classes. The overwhelming number of YAMAHA's in the running was accounted for needless to say, by the amateur group who were having the experience for the first time. And in the junior and senior

groups too, most of which riders are already well aware of the rigorosity and enjoyment of the races, thus proving their popularity with the best ability and most outstanding performances.

250DT-1, 125AT-1 Wins Double Title

The preponderance of YAMAHA 50F5-C and 90H3-C (100L2-C) in the amateur group and the 250 DT-1 and 125 AT-1 in the junior and senior groups was the highlight of this year's rally. In the amateur group and the junior group too, the YAMAHA 250DT-1 in the 250cc class and YAMAHA 125AT in the 125cc class took first prizes to show the high quality and performance of the YAMAHA motors. It is only regretted that the three consecutive victories for YAMAHA which everyone had expected could not be achieved. After two consecutive victories in the 250cc class which was the main event in the senior group, Champion Suzuki was beaten by a hair's bre-



Start! Raising the dust of sand behind them.



Yamaha pit is brimful with vigor.



Which one is the most popular? This photo gives a prompt answer. The most popular in the 250cc class is Yamaha 250 DT-1. And in the 250cc, needless to say, it is Yamaha AT-1.

PERFORMANCE & IN POPULARITY

ath at the finish line as the result of a fall. However, one thing that was keenly felt was that YAMAHA's product development had taken the right initiative in exploring the future of the Trail/Sport.

The rate of participation of the YAMAHA 250 DT-1 in the 250cc class races

regardless of whether amateur, junior or senior, was overwhelming and was the talk of the meet. It was indeed the debut of this very YAMAHA 250DT-1 which opened the motocross to the public, being both thrilling and safe for the enjoyment of dynamic riding. It was the YAMAHA 125AT-1 which was so very

effective in building up the solid position by fostering the mood of the YAMAHA Trail/Sport and expanding it. In the future we can fully expect that YAMAHA will fill the bill for the new demands in the sport type motors on the experience of the 250DT-1 and the 125AT-1.

YAMAHA Spearhead for 1969 K. Andersson

The curtain is going up on the World Championship 1969 Road Races which start with the Grand Prix of Spain on May 4th. As you already know, YAMAHA is not participating this year in the team series for factory racers. But, YAMAHA will still be powerful in every light exhaust class race for the Grand Prix.

Those riders of stock racers participating privately are playing the full roles, but the YAMAHA spearhead for 1969 will be Kent Andersson, the ace from Sweden who is widely active on his TD-2. He once was busy as a factory racer for Husqvarna. But he recognized the superior performance of YAMAHA and began to jockey the 5DT-1 from last year to emerge as the top champion in Swedish road racing. The World Championship Series ended its third round at the Grand Prix of France on May 18th. By that time the leading number of points in the 250cc class was the 37 firmly in the hands of K. Andersson with the most stabilized results, including the points given him by the victory in the West German Grand Prix. The exclusive paper of England, "Motor Cycle", writes as follows regarding the second round fighting for the West Germany Grand Prix 250cc race in which K. Andersson had taken a first place victory in a world championship for the first time in his career as a racer:

West Germany Grand Prix 250cc Class Race, (Hockenheim) 23 Laps, 96.72 miles

The 250cc Class race of the West Germany Grand Prix was a battle between the MZ factory racer of East Germany and the YAMAHA TD-2. Immediately from the start, H. Rosner, L. Szabo and S. Mohringer on the MZ made dashes. Two riders, R. Gould and K. Andersson were hard on them. But the MZ did not keep the front position for long. On about the sixth lap, R. Gould took over the top. Around midway of the race, S. Herrera the Ossa factory racer stuck

close behind the YAMAHA and the MZ groups, almost catching up with them. H. Rosner had dropped out by that time because of engine trouble. However L. Szabo put on a spurt and regained the top from R. Gould for many laps. During the latter part of the race, regrettably Gould had to retire because of trouble with the "big end". Now the race was to be fought out between L. and K. Andersson. Andersson who had been carefully keeping his own pace, suddenly turned on full speed and made up the

difference of three seconds to fight violently for the top by about the twentieth lap, presenting a very forceful race. At the twenty-first lap, L. Szabo retired because of the overpacing of his MZ, which meant that K. Andersson became the winner of a World Championship Race for the first time in his racing career. In addition, the second and third places were won by L. John and K. Huber who were also on the YAMAHA 250 TD-2. YAMAHA swept the race with 1st, 2nd and 3rd.



① K. Andersson, He is now holding the lead in the fight for the title of the 1969 World Championship Road Race.

YAMAHA Topics

Rand Easter Show

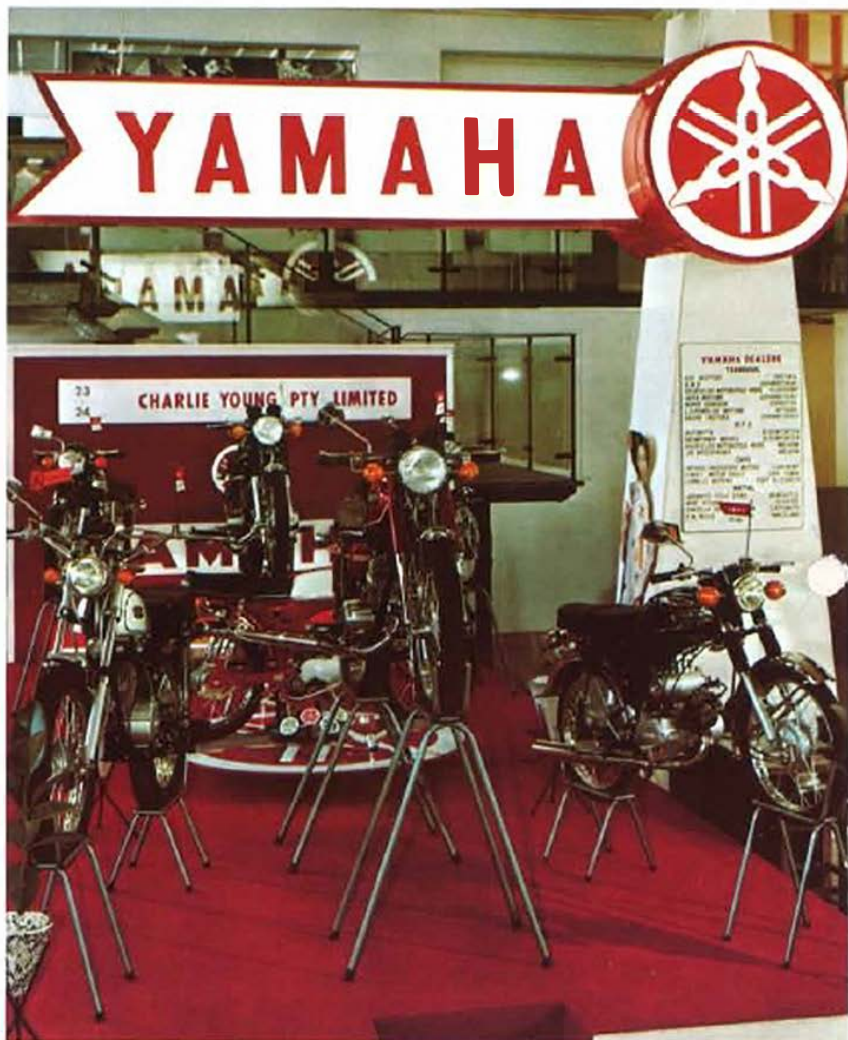
YAMAHA took part in the Rand Easter Show in South Africa, representing Japan's motorcycle industry.

An impressive array of new Yamahas on display excited the admiration of many visitors to the Yamoho Stand. Among the Yamahas was the 250 DS6 sportster, the latest addition to the Yamaha fleet. The Yamaha Stand was set up by the Ace Motors, a Yamaha dealer in that country. (By courtesy of Ace Motors in South Africa)

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.

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Most Popular Taxie~ in the Town

THE Philippines consists of more than 7,000 islands, both large and small. Accordingly, her inter-island communication is maintained mostly by boats and airplanes.

On the other hand, both automobiles and motorcycles dominate traffic on land. Particularly interesting to the eyes of foreign tourists is the scene of sidecars serving as taxi cabs. Because of being handy, easy to get on and get off, the sidecar taxies are the most popular. Fares are fairly cheap. When breezing off along the streets, the passengers appear to entirely forget the blazing sun above their heads.

The picture above (left) was taken on the main street of Dagupan City, 300km south from Manila. It is heartening to note that more than 90% of the sidecars are pulled by Yamahas. (By courtesy of Norkis Trading Co., Inc., Philippines)

