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YAMAHA NEWS

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Yamaha Street 650 XS1 Wiser advancement into big bike battle

Following the most sensational debut at the 1969 Tokyo Motor Show last autumn, Yamaha's first-ever 4-stroke big bike Street 650 XS1 has come out with favorable reaction. It is unanimously accepted by experts that the biggest Yamaha is one of the most noteworthy bike for expanding markets getting ripe for heavyweight models throughout the world.

It is also admitted that Yamaha have made wiser advancement into a big bike battle with this vertical twin model, rather a traditional style for heavyweight motorcycles, though Yamaha could have opted to build a three or four-cylinder big model. For the situation in the markets both at home and abroad is tending to favor such a classic type of model. A Yamaha Street 650 XS1 can be admitted as a success in principle. Then, how about its actual performance?

A recent test conducted by the staff of Cycle World in America provides a pertinent answer to this question.

Something classic but something Yamaha-characterized

The biggest Yamaha is reasonably compact and light, and there is no question that Yamaha achieved the classic Big Twin 'feel'. Seating position, handlebars, height, general balance and weight distribution never fail to make us recall a time-honored tradition. But we have to turn our attention to differences or something Yamaha-characterized. Flywheel effect is lighter, and the engine picks up revs so rapidly when the throttle is blipped. The machine is robust, laid out for rapid access to its internals, and ready to be stretched. The crankcases split horizontally, offering advantages of oil tightness through the elimination of vertical joints and one-step access to both the lower end and the 5-speed gearbox.

Alternate 360-degree firing order is used, giving even firing impulses, and that familiar husky sound



▲ The biggest Yamaha is always ready to get enlivened with one or two kicks.

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that has been the trademark of the big twin models for years. The overhead camshaft is placed on four ball bearings. It looks sporting but gentle. Power is transmitted from the crankshaft by a straight-cut primary drive gear. Constantmesh 5-speed transmission gears run in a common cavity with the crankshaft. Now, to make a quicker conclusion to the comment on the engine, we can say, it is the most sophisticated one ever produced.

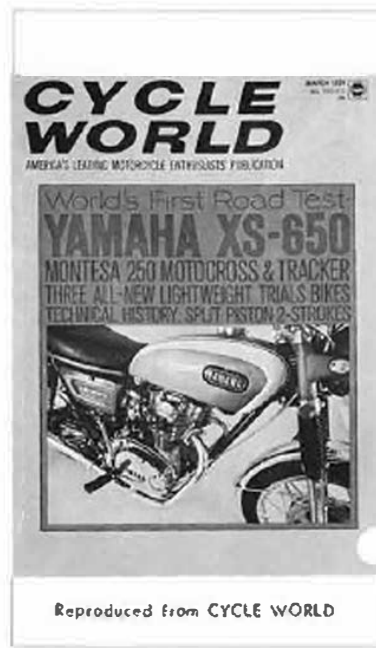
Excellent appearance and outstanding reliability

The new Yamaha's outlook is excellently attractive with finish of the various components far above the standard level. Chrome steel fender is in harmony with the candy paint gasoline tank which

is a current trend toward more eye appeal. The new Yamaha gets enlivened with one or two prods of the kick starter. Vibration is checked to a minimum, suggesting that the frame is well-tuned to the engine. It proves itself stable on the road at all speeds. The fork angle is very suitable for a good road bike. For damping and spring rates are matched to the weight and type of road surfaces for which it is intended to be used. Figures gained during our test run are stated as follows:

Top speed (actual @ 7220 rpm), 104.93mph
Braking distance (from 30mph, ft) 39
..... (from 60mph, ft).....	127
Standing 1/4 mile, sec.....	14.23

In its introductory year the new Yamaha is considered a big success, supplying everything required to please the big bike fans.



YAMAHA FOUR RECORD-BREAKER



▲ A special cigar-shaped Yamaha is aiming to break the record. High hopes are now held with D. Vesco driving a special Yamaha. ▶



Challenge by Special Yamaha Four
Yamaha's Californian distributor and racing rider, Don Vesco, whose name has been already known to motorcycle sports fans is aiming to break the world motorcycle speed record driving a streamlining Special Yamaha Four powered by two super-tuned 350cc Yamaha TR-2 racing engines. The record approved by FIM was marked by Bill Johnson on a 650 cc Triumph in 1962 at 224.57 mph while the AMA recognize Bob Leppan's 245.67 mph set in 1966 on a 1,300cc double-engined Triumph as the world's fastest.

Barrier of 250 mph
Vesco's target is to conquer the barrier of 250 mph, and his Special Yamaha has already gone through the trap at the Bonneville Salt Flats at 227 mph. That was in August, 1969 when he set a 700cc MA class SC (streamlined bike running on any type of fuel) record at 214 mph. He also marked a record at 189 mph riding a single 350cc engine-cigar as well as a record at 150.26 mph on a very standard looking Yamaha road racer. These were test runs to check the performance of individual engines before coupling them into one unit.

High hopes held with him
Vesco plans to return to Bonneville in August when conditions are normally ideal, to try for the elusive 250 mph. Four years ago Leppan succeeded in achieving 245 mph driving a 1,300cc double-engined Triumph delivering a total power output of around 140 bhp, but Vesco's much lighter Yamaha-engined machine can produce the output of over 150 bhp, on tap (when running on nitro). From these figures we are holding high hopes with him to overcome the barrier of 250 mph for the first time in the world speed record contest.

Yamaha, the world champion manufacturer of road race are making inroad into the field of speed contest as well.



▲ The two 350cc TR-2 engines are coupled neatly into one unit. (Reproduced from Motor Cycle)

Yamaha racing highlights

Yamaha's fastest-ever win Daytona Expert 100 Miler



The 1970 Daytona week was highlighted by sweeping attack of Yamaha riders in a more spectacular way than ever, snatching the first seven places in the 250cc Expert 100-mile race on March 14.

Kel Carruthers, reigning 250cc champion rode a 250cc TD-2 to score his first and record-breaking Daytona victory at 98.86 mph which was 4 mph faster than the record set by Gary Nixon on a Yamaha in 1968. Rod Gould also on a Yamaha finished second about 10s behind Carruthers after making a determined challenge. The third place was taken by Yvon du Hamel on a Yamaha. Du Hamel also proved his Yamaha 350cc TR-2 well competent even in the 200-mile race on March 15. Beating much bigger machines of other makes, he rode his Yamaha to finish fourth, with G. Perry on another Yamaha crossing the line fifth.



Mike Congratulates Phil

"Congratulation, Phil" is a greeting given by M. Hallwood, ex-world champion (left) who witnessed the most impressive hat trick achieved by P. Read, also ex-champion (right) in the first South African TT. In the main event Read on a Yamaha convincingly beat G. Agostini, reigning title holder on a MV works machine. The picture was taken immediately after the meeting.



Ten Races Won

Yamaha riders swept an Australian important road race meeting run at the Oran Park Raceway on March 8.

Of 19 solo events conducted, Yamaha riders snatched eight wins, setting one new lap record, equalling one lap record and obtaining six fastest laps.

Also of interest was the two improved touring machine races, one for machines up to 250cc and the other for machines over 250cc. Yamaha finished 1st and 3rd in the former and won the latter.

(Offered by McCULLOCH OF AUSTRALIA PTY. LTD.)



Suki-Yaki Party Enjoyed

Pictured here are all Dutch dealers and Yamaha N.V. staff with their wives in front of the Nippon-Ken, the biggest Japanese restaurant in Europe.

Yamaha N.V. invited them for a trip by bus to Dusseldorf, West Germany after the first year of their sales activities. In Dusseldorf they enjoyed a typical Japanese Suki-Yaki party in this restaurant. Of course, every one had to use chop sticks, which was the first experience for most of them.



Dart Grown in Popularity

In Guam dart races are gaining more popularity. The meeting is held almost every Sunday attracting a number of participants. In this type of sport Yamaha motorcycles are demonstrating their high and reliable performance as well.

(Photograph by GUY LOGAN)