

A Monthly Journal for Yamaha World-Wide Dealers



# YAMAHA NEWS

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## YAMAHA TRIO SCREAMING TT'S VICTORY

Yamaha snatched 65-66 consecutive wins of 3-lap 125 cc racing over the severest mountain circuit, crushing full factory teams of Honda and Suzuki. The battle began just three hours later than schedule because of extremely poor visibility caused by dense mist in the mountain section of the course. At 2 o'clock p.m. Suzuki's ace, H. Anderson streaked away as the first starter of race. P. Read on Yamaha-twin went away to pursue him just 40 seconds later. B. Ivy and M. Duff on Yamahas whistled to start one after another. Anderson showed a desperate effort to maintain the lead on the road, however Read began to increase his advantage over rival on corrected time. Ivy's water-cool twin comfortably roared to stay just behind Read at the latter half of the opening lap. Now, the leading group screamed into their second lap. Read, top and Ivy, second. Duff was the 4th finisher about three seconds behind Anderson. Read lapped at 96.70 mph. An incredible record from standing start! How about powerful Honda trio? Luck was really against them. M. Hailwood was Honda's best performer remaining behind F. Perris on Suzuki. On the second lap a couple of Yamahas continued to hold the first and second places and it was Ivy that thrilled the crowds by his rocketing pursuit. He caught and overtook his team-mate at the mountain section lapping at 98.55 mph marking a fabulous speed of over 130 mph down the straights. Ivy swung his Yamaha into the last stage of battle with Read about several seconds behind. Ivy, Yamaha's top-runner in 125 cc title contest relentlessly accelerated to make his lead unchallenged absolutely. Now he crossed the finishing line to score his first TT victory bringing Yamaha sensational double-consecutive wins of 125 cc class racing. His last lap speed was announced 98.55 mph. Exactly same as that of the second lap! Read took the second place in safety and Duff finished fourth. Yamaha was awarded the team prize with a complete victory of 1-2-4.



### Finishing Order

	h.	min.	sec.	mph
1. B. Ivy (Yamaha)	1	9	32.8	97.66
2. P. Read (Yamaha)	1	10	3.2	96.96
3. H. Anderson (Suzuki)	1	10	9.2	96.82
4. M. Duff (Yamaha)	1	11	11.2	95.42
5. F. Perris (Suzuki)	1	11	24.0	95.13
6. M. Hailwood (Honda)	1	11	26.6	95.07
Record Lap.....B. Ivy (Yamaha), 22'58"2, 98.55 mph, Ivy's race time was also a record.				



B. IVY



P. READ



M. DUFF

# Yamaha Racing Highlights



## WHEEL-TO-WHEEL 125cc DICING WON BY YAMAHA

### FINNISH GP

P. Read, Yamaha's ace became the winner of 125 cc hot fighting, shattering the old race record. He streaked ahead into the top from the opening lap. The toughest challenge came from L. Taveri on Honda-five. This little ace was going well and faster lap by lap shooting past H. Anderson to take over the second place on the 8th lap. He tried his best to catch Read. They hurtled into the last corner on the last lap almost side by side and rushed to cross the line wheel to wheel. Who won this dicing? Read did! Yamaha was ahead of Honda by 4 inches. Most impressive!



Above: P. Read ⑧ and L. Taveri crossing the line wheel to wheel.

Left: P. Read at the prize-giving ceremony of Finnish GP.

### International Event

MALAYSIA... Yamaha Racing team dominated 100, 250, and open classes in KUALA LUMPUR GP. The race was run over 75 laps on the 2.1-mile course of the Tengku Abdul Rahman attracting the record crowd of 100,000 on the finest weather. H. Hasegawa on works Yamaha streaked away into lead from the start closely followed by teammates, A. Motohashi and B. Ritchie. Yamaha trio swept the field in this order to finish the race. Hasegawa, the winner marked an average speed of 74.08 mph. His fastest lap was 1'36''59 (77.94 mph).



H. Hasegawa is leading in open class of KUALA LUMPUR GP.

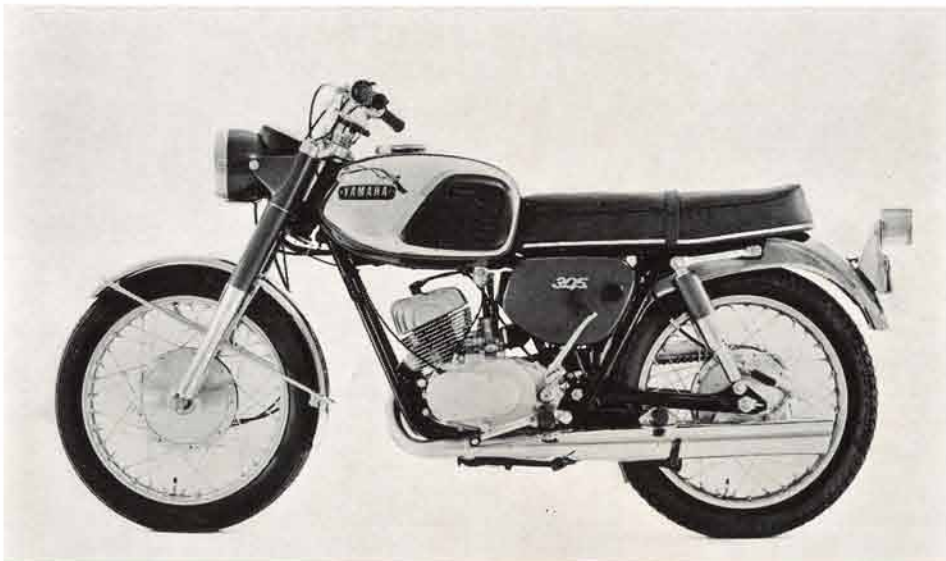


SPAIN: A couple of Yamaha riders had a noteworthy success in the Barcelona 24-hour Endurance Race. Glück and Lootze rode a new version of 250 cc YDS3, competed well against other factory machines' finally taking 9th place in this class and 13th place in the general classification. The success is due to the good back up of YAMAHA dealer M/VERWORNER, W, GERMANY BERLIN.

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 ★ **NEW MODEL** ★  
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REMARKABLE IMPROVEMENTS IN YAMAHA'S NEW TRIO

250cc YDS5E 305cc YM2 305cc YM2C

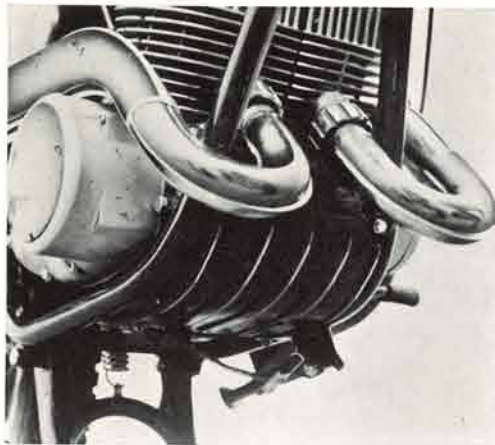


'Faster' and 'Tougher' are final features resulting from technical improvements that are applied to Yamaha's new models. YDS 3, a real sportster and YM 1, the largest roadster of Yamaha range are successfully modified to be YDS 5E and YM 2 with extra performance, respectively. YM 2's scramble version is the brand-new YM 2C for the light-weight enthusiasts. It is most noteworthy that extra power and speed are obtained in these models without anything sacrificed. YDS 5's power plant is claimed to produce the maximum power of 29.5 bhp, 2.5 bhp higher than that of YDS 3. Two new versions of YM range gain 1.5 bhp over YM 1's top output of 29 bhp. More power coupled with more speed . . . Yamaha's new trio should increase the solid reputation that the range is now enjoying in the world.

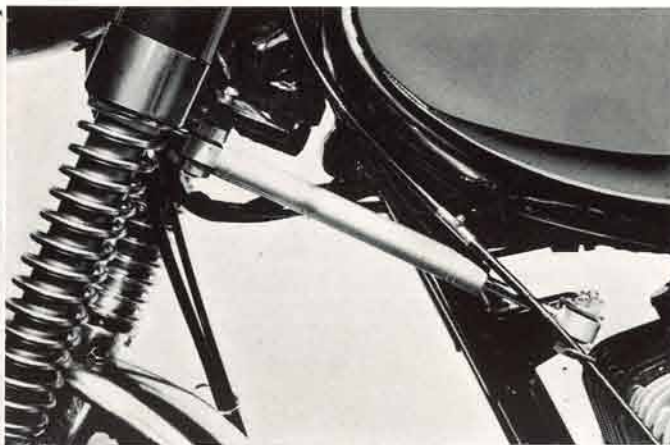
Main innovations are as follows.

1. Yamaha-patented alumi. cylinders are fitted to secure the first-rate reliability at constant high-speed cruising.
2. Clutch is shifted to main shaft to make gear-changing much smoother.
3. Clutch's rubber damper is replaced by coil spring damper to minimize gear-changing shock.
4. For smooth riding on a rainy weather, air-cleaner is perfectly protected against water.
5. Autolube pump operates while clutch is off.
6. A larger oil tank is fitted. 1.9 lit. (2.0 qt.) → 2.4 lit. (2.5 qt.)
7. Electric starter is adopted in YDS 5.
8. Weight is considerably reduced.





YM 2 C's engine guard is one of the outstanding innovations.



YM 2 C is fitted with unique piston fork damper to minimize shocking on the roughest surface of road.

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**NEW MODEL**  
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	YDS 5 E		YM 2		YM 2 C	
<b>PERFORMANCE</b>						
Max. speed	100 mph	160 km/h	103 mph	165 km/h	95 mph	150 km/h
Fuel consumption on flat road	94 mpg	40 km/L	90 mpg	40 km/L	90 mpg	40 km/L
Climbing capacity	23.5 degree		23.5 degree		28 degree	
Brake distance (at 50 km/h) (32 mph)	50 ft.	14 m	53 ft.	15 m	49 ft.	15 m
Min. turning radius	86.6 in.	2,200 mm	90.6 in.	2,300 mm	90.0 in.	2,300 mm
<b>ENGINE</b>						
Type	2-stroke gas engine		2-stroke gas engine		2-stroke gas engine	
Bore & Stroke	56 mm × 50 mm		60 mm × 54 mm		60 mm × 54 mm	
Displacement	248 cc		305 cc		305 cc	
Max. Horsepower	29.5 ps/8,000 r.p.m.		31.0 ps/7,500 r.p.m.		30.5 ps/7,500 r.p.m.	
Max. Torque	2.55 kg-m/7,500 r.p.m.		2.8 kg-m/6,500 r.p.m.		2.8 kg-m/6,500 r.p.m.	
Lubrication system	Yamaha autolube, oil injection system		Yamaha autolube, oil injection system		Yamaha autolube, oil injection system	
Compression ratio	7.5 : 1		7.5 : 1		7.5 : 1	
Starting method	Kick/electric		Kick		Kick/electric	
<b>FUEL TANK CAPACITY</b>	4.0 gal.	15 L	4.0 gal.	15 L	4.0 gal.	15 L
<b>OIL TANK CAPACITY</b>	2.5 qt.	2.4 L	2.5 qt.	2.4 L	2.5 qt.	2.4 L
<b>DIMENSIONS</b>						
Overall length	78.3 in.	1,990 mm	78.3 in.	1,990 mm	78.3 in.	1,990 mm
Overall width	30.3 in.	770 mm	28.9 in.	735 mm	31.2 in.	780 mm
Overall height	41.5 in.	1,050 mm	39.3 in.	1,000 mm	42.0 in.	880 mm
Wheelbase	48.2 in.	1,295 mm	48.2 in.	1,290 mm	50.7 in.	1,290 mm
Min. road clearance	6.1 in.	155 mm	6.3 in.	160 mm	5.9 in.	150 mm
<b>WEIGHT</b>	326 lbs.	148 kgs.	322 lbs.	146 kgs.	326 lbs.	148 kgs.
<b>SUSPENSION</b>						
suspension front	telescopic forks		telescopic forks		telescopic forks	
" rear	swing arm		swing arm		swing arm	
tire front	3.00-18-4PR		3.00-18-4PR		3.00-18-4PR	
" rear	3.25-18-4PR		3.25-18-4PR		3.50-18-4PR	



BEAUTY ON YAMAHA! Enjoying a comfortable riding is Miss Mitra Niakan, Iranian representative for the Miss Teen International Contest recently held in America. Stylish, stable, and tough Yamaha is her best companion, wherever she goes. Yamaha will lose this honour to none but more charming boy freind, if any!

# YAMAHA'S Topics

CONTRIBUTION WANTED. News, photographs, and any bit of correspondence on YAMAHA in your district would be most welcome for this journal.



NOW, A BIG PARADE is going on. This is a YAMAHA safety A-GO-GO by YAMAHA motor cycle club in VENEZUELA, the parade is a big success and attracts rousaud of people.



JAPANESE CAR ENTHUSIASTS' interest seems focused on when Toyota 2000GT is on sale and how much it is. Toyota 2000GT is the first GT model in Japan manufactured by Toyota Motor Co., Ltd., the largest car maker in this country. At 12th Tokyo Motor Show, November '65 the prototype of 2000GT caused a big sensation for its unique style and especially by the announcement that it was made under the technical tie-up with Yamaha Motor Co., Ltd. DOHC 6-cylinder 2000cc engine is housed in good-looking Yamah-made fast back body, and its power plant is tuned up by Yamaha technical staff to produce the standard output of 150 HP/6,000 rpm and racing output up to 200 HP/7,200 rpm, with cruising speed of 210 km/h (130 mph) and maximum of 250 km/h (155 mph). Its EXCELENT performance has been proven excellent in Japan GP Car Race last march and Suzuka 1,000 km Endurance in Juve.



A FEELING OF GP HEROS. FISCO Circuit is presenting a big topic for enthusiasts. Fifteen TD-1 racers have recently become available to visitors. Yamaha's world-famous production versions are on loan to those speed-fans who want to enjoy a feeling of GP racing stars on this ultra-fast circuit where the last round of the '66 world GP series is to be held in October.

## TUNE UP GUIDE

# How to tune up YL-1 for Racing purpose

The 100cc class racing is rapidly growing in popularity and a racing-converted YL1 is the most conspicuous make in the field of this new class for its matchless peak performance produced by unique twin power-plant. This series provides full instructions to be followed in converting this tractable roadster into a zippy racing hustler.

### A. Engine

Standard parts must be replaced by tune-up ones.

**Overhaul:** First of all, engine must be overhauled. This work is essential not only for refitting gear shift drum but for carefully checking crank related items, bearings, oil-seals, transmission, shifter, etc. Each part must be washed thoroughly and check to see that all the parts are perfect. Especially, inspect closely crank related items such as connection-rod, crank pin, big end bearing, etc., crank bearing, oil-seals, O ring, and so on for wear or damage. Any defective part should be repaired or replaced by new one.

**Crankcase:** Check to see if bearings are properly lubricated and oil-seal lips are well greased. Make sure that crank, transmission, and shifter are correctly placed. Tighten all the bolts equally after applying special packing compound to the case-joint.

**Clutch:** Three tune-up plates, five friction

plates, and five springs are used with three standard plates to assemble the clutch.

**Autolube:** Oil injection system is not available in racing cylinder. Oil-pump in crankcase cover R, inside pump drive gear, and worm shaft must be removed. Then, pump unit cover is used to cover the cavity.

**Piston, Cylinder, and Cylinder-head:** Those three parts play the most vital part in tune-up work of engine.

Cylinder is made of aluminum alloy and chrome-plating is applied over the inside wall for more durability. One piston ring is used. Make sure that it is correctly placed with stopper pins

fully seated in grooves for fitting cylinder easily without any hammering. Tighten cylinder head nuts equally and tightly. Cylinder's and cylinder head's packings should be replaced by new ones.

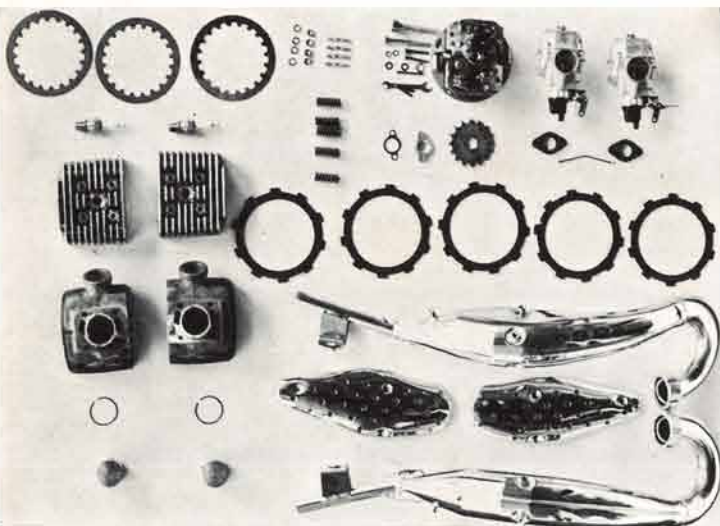
**Carburettor:** Replace VM15SC with VM18SH. This is the flange type carburettor and insulating packing is used at the connecting surface to cylinder.

**Drive sprocket:** Select it out of 13T, 14T, 15T, and 16T in consideration of secondary reduction ratio to sprocket wheel. Make sure that it is firmly locked with split washers.

**Magneto:** Ignition magneto is used to replace ignition dynamo. Amateur key can be used to set rotor on crankshaft and install stator assembly to crankcase, To be continued.

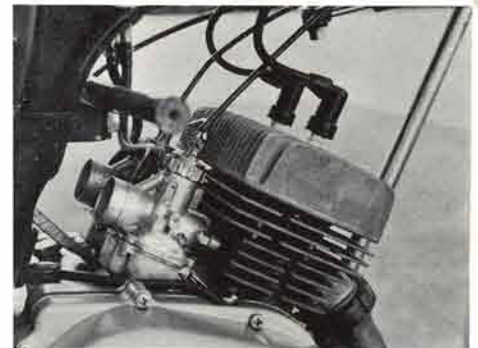


A racing-converted YL-1 in FISCO circuit.



Kit-part of YL-1

Tuned-up power unit of YL-1



YAMAHA'S  
**Bikky**  
R. ANDO

