

A Monthly Journal for Yamaha World-Wide Dealers



# YAMAHA NEWS

1967  
NO.5

AUGUST

## YAMAHA'S DRAMATIC HAT TRICK-125cc TT



The 125 cc battle is just over! The winner is P. Read on a Yamaha.

A water-cooled Yamaha 4 ridden by P. Read stormed out to capture the lead, with S. Graham's Suzuki twin in close pursuit. They kept the spectators thrilled during the battle around the mountain circuit. The 3-lap 125 cc race was the highlight of the Diamond Jubilee TT.

Finally, Yamaha won. Yamaha did it for the third year running!

The victory was all the more dramatic after the closest race ever seen on this tortuous 37.75-mile circuit.

### FIERCER THAN EVER

At the start S. Graham on a Suzuki twin led the field closely followed by A. Motohashi, Yamaha's new star, making his TT debut. Graham tried desperately to hold his leading position, but P. Read on a Yamaha 4 steadily went on to regain the momentary delay at the start.

During the descent of the mountain Read snatched the lead from his rival. The Yamaha 4 proved faster! Read finished the first lap 1.4s. ahead of Graham's Suzuki twin. The battle continued into the middle stage.

Graham's blistering pace regained the lead from Read. The battle raged furiously! The spectators jammed around the course were thrilled by their contest for the lead. They finished the second lap almost together with Graham slightly ahead.

### LAST SPURT

The rivalry between them continued to the end of the closing lap. The Suzuki ace pulled out all of his reserves in hope for victory. But a better machine plus more experience on this tricky circuit was proving advantageous to Read who rode his Yamaha gradually ahead of Graham. Vital seconds ticked away! A thrilled duel was coming to an end.

Down the mountain, Read made his last spurt, setting the fastest lap time. In blazing sunshine and amid the rousing cheers of the spectators, he scored the triple consecutive TT win for Yamaha.

A. Motohashi on another Yamaha finished third.

Finishing order 125 cc class 3 laps-113.25 miles  
1. P. Read Yamaha 1h 09'40"8 97.48 mph

- 2. S. Graham Suzuki 1h 09'44"2 97.40 mph
  - 3. A. Motohashi Yamaha 1h 11'49"6 94.96 mph
  - 4. D. Simmonds Kawasaki 1h 13'46"0 92.08 mph
  - 5. K. Carruthers Honda 1h 17'43"2 87.40 mph
  - 6. F. Curry Honda 1h 18'06"0 86.97 mph
- Fastest lap—P. Read (Yamaha), 23'08"0-98.36 mph



Pictured just after the 125 cc race. From right, P. Read (winner), S. Graham (2nd), and A. Motohashi (3rd).

### IVY'S FABULOUS SPEED-250 cc TT

In the lightweight 250 cc class, P. Read on a water-cooled Yamaha 4 took the safest second place. B. Ivy, another Yamaha star recorded an incredible speed exceeding 153 mph during the race.





Yamahas are roaring up the S-type bend of the ultra-fast Francorchamps circuit.

**125 cc DOUBLE PUNCH—Dutch TT**

The 1967 series got into the middle stage with the Dutch TT held on the twisty Van Drenthe circuit just one week after the Tourist Trophy battle.

In the 125 cc class, P. Read and B. Ivy on Yamahas took the first and second places, overcoming tough opposition from the Suzuki team.

S. Graham and Y. Katayama on Suzukis rode well to lead for the first half, but the Yamaha aces passed them in the 6th lap.

Graham regained the lead from Yamaha in

the 10th, but a lap later, both Yamahas overtook the Suzuki ace and held their advantage to the finish. P. Read was the winner in race record time.

<b>Finishing order</b>	<b>125 cc class</b>	<b>14 laps—67.03 miles</b>
1. P. Read	Yamaha	47'25"0 84.80 mph
2. B. Ivy	Yamaha	47'31"7 84.61 mph
3. S. Graham	Suzuki	47'33"4 84.59 mph
4. Y. Katayama	"	47'34"0 84.54 mph

Fastest lap—B. Ivy (Yamaha), 3'17"0—87.13 mph (record)

**250 cc class**  
B. Ivy riding a Yamaha finished second to M. Hailwood on a Honda in the 250 cc class.

third place. During the second lap Read pulled away from his teammate with Hailwood still lying third.

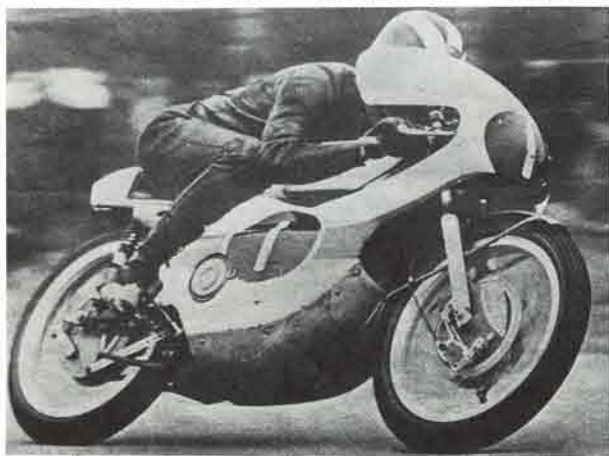
Yamahas were outpacing the six-cylinder Hondas!

Read dropped out in the fifth lap after leading the field and setting a lap record of 125.61 mph, but Ivy went on to gain more ground from Hailwood.

Ivy won beating Hailwood by more than half a minute.

<b>Finishing order</b>	<b>250 cc class</b>	<b>9 laps—78.84 miles</b>
1. B. Ivy	Yamaha	38'42"1 122.25 mph
2. M. Hailwood	Honda	39'16"7 120.45 mph
3. R. Bryans	"	47'07"6 100.39 mph
4. D. Woodman	MZ	50'09"9 94.31 mph

Fastest lap—P. Read (Yamaha) 4'11"9—125.61 mph (record)



P. Read on a Yamaha 125 cc 4 speeds on to win a race.

**HONDA GIANT BEATEN—Belgian GP**

M. Hailwood, the favourite, on a Honda 6 was beaten by B. Ivy, an underdog on a Yamaha 4 in the 250 cc class of the Belgian GP.

At the start B. Ivy and P. Read on another Yamaha shot away together with Hailwood struggling for the th-





# YAMAHA'S Topics

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



INDONESIA: Motorcycle clubmen often promote interesting contests testing the machine's performance as well as the rider's skill in braking, accelerating, and hurdling.

Pictured here is the start of the braking contest. Mr. B. Logiantara astride No. 41 Yamaha was the winner.



COSTA RICA: The new champion is surprisingly young and charmingly naive! His name is Marco Lutz, the son of Yamaha's general distributor in Costa Rica. Marco swept the 1967 Central-American Motorcycle Road Race Championship which was contested by expert riders from Nicaragua, Costa Rica, El Salvador, and Guatemala. He rode a Yamaha YL-1 brilliantly to win the 100 cc class. He also contested the 125 cc and 250 cc classes on this small Yamaha to finish second and third respectively, as well as taking the second place in the 50 cc class to snatch more vital points. These excellent results gave him the highest points in the Meeting. His Yamaha YL-1 proved trouble-free even after three consecutive races.



SWEDEN: A stylish Swedish rider is leading the field on a Yamaha TD-1. Previously he rode a Husqvarna works machine in the Japanese GP held at the Fuji circuit. This year he has switched to Yamaha's famous production racer to dominate the Swedish national events.

Who is he? The above hints should be enough for you. He is Kent Anderson, the reigning Swedish national champion.



GHANA: J. Holt Bartholomew, Ltd., Yamaha's distributor, displayed a fine line of Yamaha motorcycles at the Trade Fair. Enthusiasts were delighted to try out these high quality models. All were sold out on opening day!



## TWELVE YEARS WITH YAMAHA

### Advancement into marine engineering

Yamaha's progress knows no bounds! One highlight in its history came suddenly in 1960. Yamaha ventured into the field of marine engineering by turning out an FRP runabout on a mass-production basis for the first time in Japan.

Earlier the first Yamaha motorcycle had established its fame by winning a big race. Yamaha's new product on water proved excellent as well. Wide acclaim was aroused among aquatic sports enthusiasts by Yamaha's domination of the Tokyo-Osaka 1,000 km Ocean Marathon Race for four years running.

With this success of motor boats, Yamaha began marketing a series of high quality outboard motors. At present, both of these products are occupying a market share of over 70% in its respective field. Yamaha has recently developed a unique kerosene outboard motor. It is highly regarded abroad for its high performance and low upkeep.



Yamaha boats proved really seaworthy by dominating the 1,000 km Ocean Marathon Race.

### Yamaha's race-bred features

A further step by Yamaha in technical advancement is its adoption of rotary valves for standard models.

In the 1950s, one of the manufacturers' concerns was how to make the 2-stroke cylinder breathe more efficiently.

They found it profitable to fit rotary valves to the cylinders of special racing machines, but were reluctant to use them for production models. Rotary valves were regarded as unsuitable for ordinary bikes from both cost and maintenance viewpoints.

The technical staff of Yamaha then decided to adopt race-proven rotary valves in their new model 125 cc YA-5. The entire Yamaha staff combined their efforts to complete this work. Even Mr. Ka-

wakami, the company president, volunteered to ride one of the prototype models instead of his own car. His intention was to give pertinent suggestions for the development of this revolutionary new model.

The Yamaha YA-5 125 cc was a spectacular achievement which added much to Yamaha's fame. Its total performance far exceeded the standard of those days.

Notwithstanding this noteworthy advancement, Yamaha kept striving for further product improvement. It was in 1963 that one conspicuous landmark in 2-stroke motorcycle engineering was established. That was Yamaha's revolutionary Autolube oil injection system designed to remedy every pending fault of 2-stroke bikes.

More on this will be mentioned later.

### The way to the title

Roughly three years had elapsed since the 1958 Catalina event before the Yamaha racing team appeared again on the international motorcycle racing scene.

The Japanese machines featured triple tuning forks never before seen by the spectators, and were welcomed to the world classic stage - Isle of Man 1961 TT. Yamaha fought its way through to finish sixth and eleventh in the 250 cc and 125 cc classes, respectively. By anybody's reckoning, these accomplishments were excellent for their first outing specially on the tricky 37.75-mile mountain circuit. Even in those days many pinned their hopes on Yamaha as a prospective title winner in consideration of its vast potentiality.



Yamaha outboard motors provide a new scope of entertainment on water.

YAMAHA'S  
BUNNY

R. ANDO

