

A Monthly Journal for Yamaha World-Wide Dealers

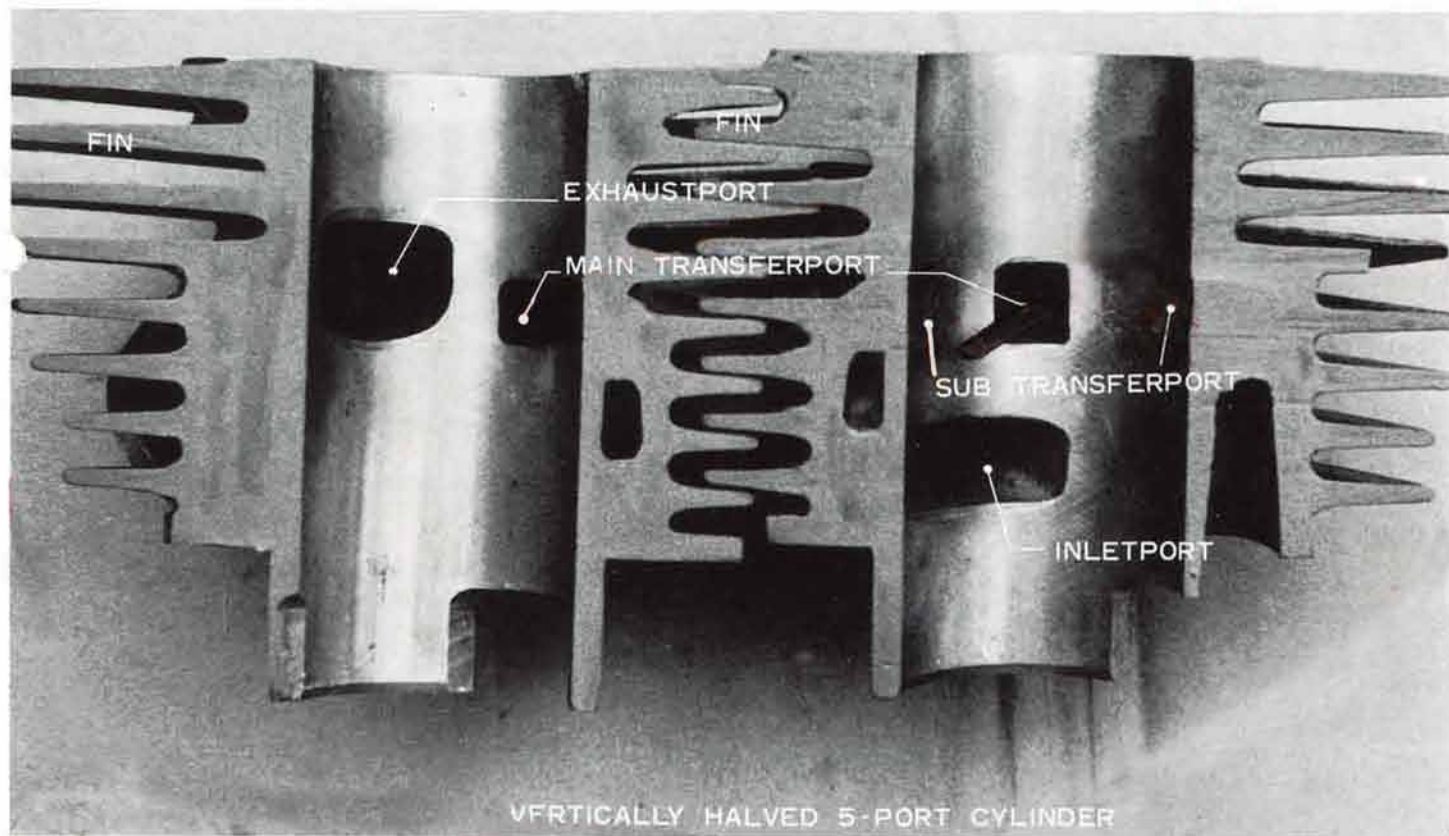


YAMAHA NEWS

1967
NO.7

NOVEMBER

SENSATIONAL RECEPTION OF YAMAHA'S 5-PORT CYLINDER ENGINE



VERTICALLY HALVED 5-PORT CYLINDER

At Home

As expected, the Yamaha Sports 125 cc YAS-1, equipped with the unique 5-port cylinder engine, has been most favourably received since being released on the Japanese domestic market on 1 October 1967.

All experts who have had an opportunity to test the YAS-1 for themselves are agreed that the sensational 5-port cylinders are the basic source of its high performance and dependability.

The technical editor of 'AUTOBIKE', one of Japan's leading motor cycle journals, writes:

"The recent trend has been for sports enthusiasts to demand higher performance from their 125 cc machines, and manufacturers have concentrated on developing their new models with this in mind. Yamaha has taken the lead in the 125 cc market with their brand-new lightweight sportster, the YAS-1.

Its 5-port cylinder engine provides superb performance which fully satisfies the requirements of sportsmen."

A writer in another Japanese monthly journal, the 'MOTOR CYCLIST', stated after test-riding the YAS-1: "The Yamaha Sports YAS-1 is a real lightweight sportster. Of all new technical features, Yamaha's exclusive 5-port cylinder is the most important. This new breathing development has raised cylinder efficiency to the maximum."

Abroad

Yamaha's new engine has been getting an enthusiastic welcome in

foreign countries as well.

Spurred by the brilliant successes of the Yamaha TD1C in European and American road races, motorcycling technical experts have been busily attempting to analyze the powerplant of the 250 cc 5-port cylinder production racer even before the YAS-1 was launched onto the Japanese domestic market.

England

The famous British weekly magazine 'MOTORCYCLE', introducing the latest Yamaha model in an early October issue, focussed their attention on the new 5-port cylinder.

France

An expert of the renowned weekly journal 'MOTO REVUE' writes admiringly:

"Yamaha has eliminated the breathing faults of the two stroke cylinder by adding two troughs to assist the two main transfer ports. They may be considered as revolutionary third ports."

U. S. A.

The racing expert of the American monthly 'CYCLE GUIDE' says that the four transfer ports not only enable more mixture to be introduced into the cylinder, but also ensure a better mixture in the cylinder, providing much more efficient combustion.

The 5-port cylinder engine is undoubtedly the secret of the Yamaha TD1C's endurance in the Daytona event.

IVY 125cc WORLD CHAMPION

Italian Grand Prix

Bill Ivy achieved his lifetime ambition when he rode his fantastic Yamaha machine to victory in the Italian Grand Prix over the Monza Circuit on 3 September. This win assured him of the coveted 125cc class World Championship for the first time.

At the start Ivy got away well but was challenged during the early stages of the race by H. Anscheidt on a Suzuki. But Bill Ivy, riding superbly, steadily lengthened his lead and was never endangered throughout. He won easily by a large margin after lapping most of the field.

READ'S SPECTACULAR 250cc WIN

Phil Read rode masterfully to take the honours in the 250cc class race of the day, which had the spectators on their toes from start to finish.

After Mike Hailwood was forced out on the third lap, the race developed into an exciting three-way neck and neck tussle between

Ralph Bryans on a Honda six, and the two Yamaha aces, Phil Read and Bill Ivy. In the last lap Read shot ahead to win narrowly from his team mate Ivy, with Bryans finishing a fraction away third.

IVY'S MASTERY IN 125cc CLASS

Canadian Grand Prix

Bill Ivy on a Yamaha twin scored his seventh 125cc Grand Prix win of the season at the Canadian Grand Prix meet held at the Mosport Park Circuit on 30 September.

In freezing, near-Arctic conditions Ivy demonstrated his high-speed racing ability by lapping all other competitors twice, completing the 75 mile course in 46 min 39 secs. He also set a new lap record by hurtling his Yamaha twin around the 2 1/2 mile circuit in 1 min 45.9 secs.

A notable feature of this race was that Yamaha machines filled the first six places.

In the 250cc class, Phil Read on a Yamaha finished in second place behind Mike Hailwood on a Honda.



The thirteenth and last round of the 1967 World Series, the Japan Grand Prix, was held on 15 October at the Fuji International Speedway, situated on the slopes of Mt. Fuji.

Fine, sunny, autumn weather prevailed after two days of rain during the trials. A large crowd, reported at 75,000, was attracted by the prospect of seeing more than twenty of the world's top riders in action against Japan's best.

125cc—BILL IVY ALL THE WAY

The 125cc race began prematurely in sensational style. Due to a starting error, the 'Go' signal was flashed while some mechanics were still present at the rear of the starting pad. Phil Read of England, riding a Yamaha and starting from the front row, shot away first and was well clear of the field when the recall signal was given. Then chaos reigned!

Read pulled up and returned to rejoin the group of mechanics and riders who had remained on the starting pad. Meanwhile the bunch following Read had ignored the recall signals and rushed on to complete one lap of the circuit before they could be flagged in.

The leader of this group, M. Ito, who had won the previous event, appeared to be disturbed about having to rerun the race.

The start was delayed 40 minutes, which the mechanics spent in making feverish last minute adjustments.

On the second attempt the field got away to a perfect start with World Champion Bill Ivy on a Yamaha first away, closely followed by Stuart Graham on a new Suzuki 4-cylinder machine. Ivy gradually increased his margin in spite of the valiant efforts of Graham in the early laps to bridge the gap. Even though Ivy opened up a commanding lead as the race went on, Graham tenaciously kept after him, but his efforts were to no avail as Ivy kept his Yamaha screaming along in front and flew across the line half a lap ahead of Graham, who was the only competitor not to be lapped one or more times by the winner.

A magnificent ride by Bill Ivy who led all the way to win in 45 mins 27.48 secs at an average speed of 155.343 km/h. His eighth 125cc Grand Prix win this season!!

Ivy also set the fastest lap time of 1 min 39.64 secs, at 157.491 km/h.

H. Kanaya on a Kawasaki was a lap behind in third place. Phil Read, riding a Yamaha, was well placed and going strongly when he was unluckily forced out of the race early by a puncture.

250cc TITLE UNDECIDED

In a day of sensations, the 1967 World Championship for the

250cc class was left undecided when both Phil Read on a Yamaha and Mike Hailwood on a Honda dropped out of the decisive event. Read and Hailwood entered this race tied for the title with 50 championship points each from the previous twelve Grand Prix meetings this year, and as both failed to improve their score the regulations concerning a tie were consulted. However, it was then discovered by the officials that there was a difference between the English and French texts governing the determination of the winner in the event of a tie.

According to the French text, the winner would be the rider with the greatest number of Grand Prix wins in this class during the year. This version would favour Mike Hailwood with five wins, Phil Read's four. The English text however, called for an additional eighth race to be included in the calculations, which would award the title to Phil Read with 56 points to Mike Hailwood's 54.

Tango Tsugeno, secretary-general of the Motorcycling Federation of Japan stated that his Federation, as sponsors of the meeting, did not have the authority to decide on a World Championship, and that the matter would be referred to the International Federation of Motorcycling for a decision.

The 250cc race itself was a thriller!

It was run over a 33 lap course totalling 143.847 km. The first few circuits saw Bill Ivy, H. Hasegawa and A. Motohashi, all on Yamahas, fighting for the lead with Mike Hailwood riding a Honda. After pit stops in the 6th and 8th laps, Hailwood dropped out leaving Hasegawa, Ivy and Motohashi in front.

Ralph Bryans of Ireland, riding a Honda, began to challenge in the middle stages of the race, and moved into second place behind Bill Ivy when Hasegawa stopped in the 26th lap.

Ivy was leading by a big margin and looked a certain winner when he had to pull up with only 2 1/2 laps to go. Bryans went on to win from Motohashi in 53 min 5.05 secs at an average speed of 162.587 km/h. J. Hamano riding a Yamaha private entry was third, three laps behind.

Fastest lap honours went to H. Hasegawa on a Yamaha, who completed a circuit in 1 min 32.71 secs, at a speed of 169.263 km/h.

JAPAN GRAND PRIX PHOTO FLASH



↑ Thrilling the spectators on the grand stand, B. Ivy's Yamaha is roaring around the first right bend.

← B. Ivy, proceeding to the presentation of honours for his 125 cc win.

↓ H. Hasegawa and Bill Ivy on Yamahas leading the 250 cc field in a spectacular way.





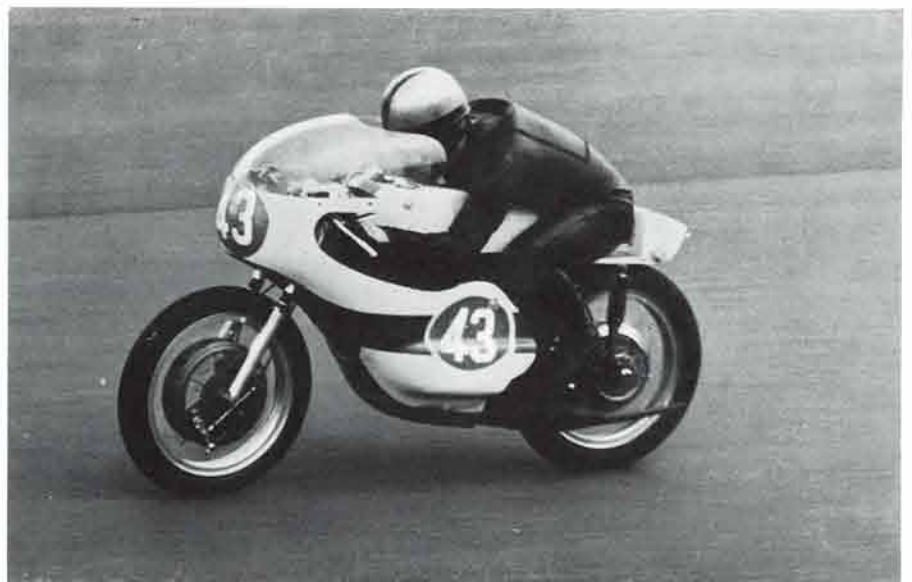
↑ P. Read is talking with a mechanic before the 250cc class start.

↓ Win in a bag! M. Hailwood is all ready for the 350 cc class.



Enthusiasts thronging around P. Read for his autograph on GP Eve.

A PRODUCTION YAMAHA was the best performer except for two Honda works machines in the 350cc class of the Japanese GP. A race-converted YR-1 4-speeder ridden by K. Mimuro fought a brilliant battle for the third place in the race.



FINAL RESULTS

50 cc class 19 laps 82.821 Km

1. M. Ito Suzuki 36' 08" 38 137.502km/h
2. Stuart Graham " 36' 09" 08 137.457
3. H. Kawasaki " 36' 38" 75 135.602
4. H. Anscheidt " 37' 13" 67 133.482
5. Barry Smith Derbi 17 laps

Fastest lap — M. Ito (Suzuki) 1' 51" 65 140.550km/h

125cc class 27 laps-117.693Km

1. Bill Ivy Yamaha 45' 27" 48 155.343km/h
2. Stuart Graham Suzuki 46' 16" 79 152.584
3. H. Kanayo Kawasaki 26 laps
4. I. Marishita " " "
5. Y. Shigeno BS 25 "

Fastest lap — Bill Ivy (Yamaha) 1' 39" 64 157.491km/h

250 cc class 33 laps-143.847 Km

1. Ralph Bryans Honda 53' 05" 05 162.587km/h
2. A. Motohashi Yamaha 53' 26" 63 161.493
3. J. Hamano " 30 laps (Private)

4. Tom Fobb Bultaco " "
5. G. Milani Aermacchi " "

Fastest lap—H. Hasegawa (Yamaha) 1' 32" 71 169.263km/h

350 cc class 34 laps-148.206 Km

1. Mike Hailwood Honda 56' 04" 24 158.592 km/h
2. Ralph Bryans " 56' 06" 01 158.509
3. K. Mimuro Yamaha 33 laps (Private)

4. M. Wada Kawasaki " "

Fastest lap—Mike Hailwood (Honda) 1' 35" 23 164.784 km/h

YAMAHA Topics



A YAMAHA MINI-SIDECAR recently made its debut at the Fuji Speedway Circuit near Tokyo.

Some enthusiastic clubmen converted a 250cc YDS-3 for sidecar racing and challenged the 500 cc and 1 litre machines in the unlimited capacity class.

The little Yamaha astonished the onlookers by finishing third in the 7 lap race.



THE 1968 SALES DRIVE BEGINS!

Pictured here at the London International Motor Show is the sparkling line of new 1968 Yamahas.

As usual, these quality models are attracting large crowds.



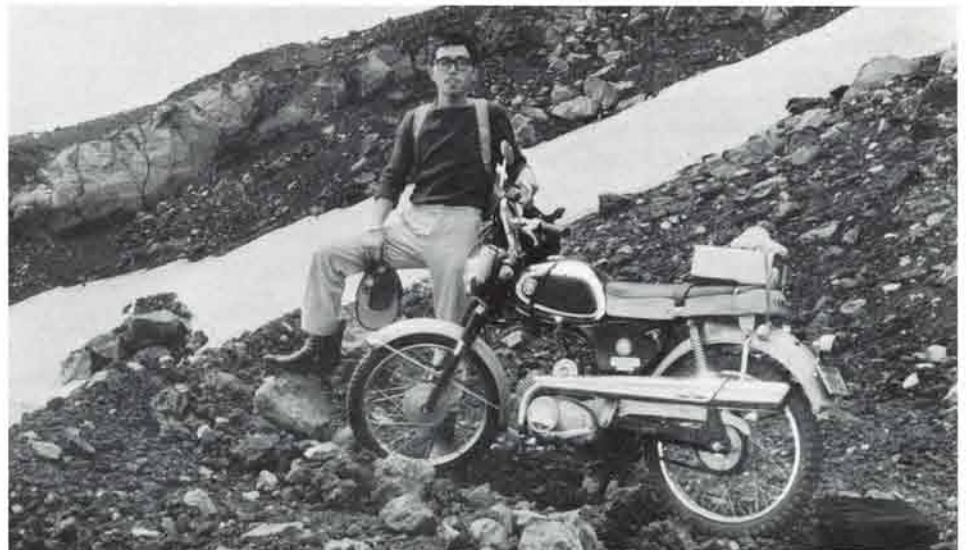
YAMAHA 1968 MOTORCYCLES ARE ARRAYED AT THE SYDNEY SHOW, AUSTRALIA.

Yamaha machines are enjoying the highest reputation in Australia and New Zealand for their superb design, dependable reliability, and unmatched performance.



A SPECTACULAR DECORATED FLOAT featuring twenty dancers and ten musicians joins the procession for the annual festival of the Ushikura Shrine, Yamanashi Prefecture, Japan.

This float was donated by Shimura Motors, one of the Yamaha dealers in the district. Spectators thronging the route acclaimed it with a chorus of the Yamaha song.



YAMAHA CONQUERS MOUNT FUJI!!

Mounted on a Yamaha 700 cc YP-1, a daring motorcycling enthusiast rode to the top of Mount Fuji, the highest mountain in Japan.

The little Yamaha took just ten hours to claw its way up through volcanic sand, pumice, and rocks to the summit.

Despite the unusually difficult conditions of terrain and altitude, the Yamaha YP-1 gave a trouble-free performance.

This column is made available for Yamaha enthusiasts around the world. Tell what you think, and what you want of Yamaha, please.



Yamaha - Sir.

I want to write you a letter about my most beautiful motorcycle.

I am a boy of twenty years old. I like motorracing very much. In October 1966, I bought my new Yamaha YL-1 and

every day I drive on it. Yamaha is the most perfect motorcycle I have ever seen and also I am very proud of my Yamaha YL-1.

When I pass with my motorcycle, all boys are standing watching me. Never he has been defect, therefore I can say it is the most perfect motorcycle. If I buy another motorcycle, I buy again a Yamaha.

I also like motorracing like Bill Ivy, Motohashi and Phil Read, but I have no money. Now I ask you polite for sending me some pictures of motorraces with Motohashi, Phil Read and Bill Ivy riding on Yamaha. Every year I go to the TT races in Assen, here in Holland. I also like you send me some pictures of the other motorcycles of Yamaha.

I hope you can read this letter, for I cannot write English very well. I also hope you will reply this letter and send me some pictures.

I thank you already very much.

Yours faithfully,

Harm Zantingh
Ommerweg 80, Zuidwolde
Drente, Holland

1955 THE HISTORY OF YAMAHA 1967

TWELVE YEARS WITH YAMAHA

DEVELOPMENT OF 'AUTOLUBE'

During the first half of 1963 Yamaha marketed a pair of noteworthy models in succession. They were the 250cc YDT-1, Japan's first real tourer, and the 80cc YG-1, a multi-purpose junior motorcycle which aroused great interest among enthusiasts.

However, at the 10th Tokyo International Motor Show in October, of the same year Yamaha caused a sensation by introducing the 250cc YDS-3 equipped with the 'Autolube' — a unique separate oil injection device successfully developed by Yamaha engineers.

Reaction to this startling achievement was tremendous! 'Autolube' was immediately acclaimed at home and abroad as a revolutionary advancement in the field of 2-stroke motorcycle engineering!!

Experts were unanimous that no manufacturer had ever succeeded in incorporating such a racing-developed feature into their production models as had Yamaha.

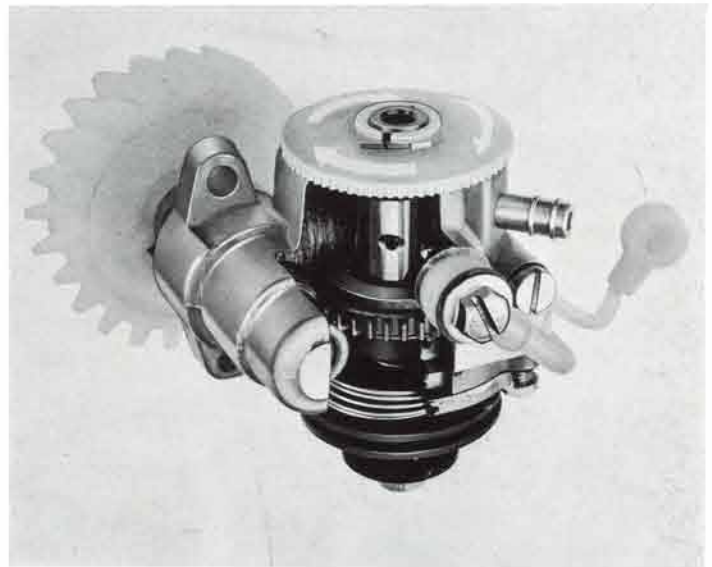
'Autolube' established Yamaha's position in the motorcycle industry even more firmly than before.

YAMAHA'S RACING TRIUMPHS

The year 1964 saw the emergence of Yamaha as a powerful threatening competitor to Honda, which had dominated the motorcycle racing scene since 1961.

In fact, 1964 was a glorious season for the challenger, Yamaha! Phil Read, who had joined the Yamaha team as a fulltime rider for the year, started brilliantly by riding an incredibly fast Yamaha twin into two successive wins of the beginning of the season.

Jim Redman, the Honda star, tried his utmost in every race to hold off Read who was making a bold bid for his world title, turning every race into a fierce duel. However Phil Read clinched the World Championship in the last European round, the Italian Grand Prix, defeating both Redman and Honda's secret weapon — a new 6-cylinder machine.



YAMAHA AUTOLUBE OIL PUMP. CUT MODEL

This was the first time ever for a 2-stroke racer to win the World Championship in the 250cc class!!!

The rivalry between Yamaha and Honda, and also Read and Redman continued to be even more intense during the following 1965 season.

Supported by Canadian Mike Duff, Phil Read the Yamaha ace riding a twin again captured the World Championship after a series of desperate tussles with Jim Redman who was on a Honda six.

The 1965 season was also an eventful one for Yamaha, for in addition to taking the 250cc title for the second successive year, Yamaha's water-cooled 125cc twin racers made an impressive international debut by winning two rounds of the series: the Dutch TT and the 'blue riband' Isle of Man TT.

At the conclusion of the 1965 season Yamaha signed on another English star, Bill Ivy, to lead the attack in the 125cc class.