



A Monthly Journal for Yamaha World-Wide Dealers

YAMAHA NEWS

1969

March

POPULARITY WINNER!

PERFECTLY DESIGNED YAMAHA 250cc Series

Yamaha have taken the initiative in producing the 250 cc sport-cycles in Japan. So called YDS series have grown from the first type 1 to the recent type 5 which has been provided with a starter dynamo to gain into the popularity of wider ranged customers. The YDS-5 is now further improved in both performance and styling to be the DS-6. The DS-6C is a brand-new street scrambler version of Yamaha.

Tremendous potentiality

A smart teardrop type fuel tank, comfortable & luxurious seat and colorful finish... these are styling key points of the YDS series to enchant the youngsters. But, just have a run on it. The tremendous potentiality of this series will double up the charm. It is always ready to meet any type of riding purpose. Under whatever riding conditions, reliability is excellent with elastic handling. For cool riding its engine smoothly delivers the output over wider range of speeds from low to medium. For hot cruising an engine has a quick and smooth respond to a full throttle opening.

Top class safety

Yamaha have built this series with the top class safety in mind. For example, both models are equipped with perfect water and dust proof brakes. Water and dust are completely shut off thanks to an exclusive device of labyrinth incor-

porated between hub and brake panel. Such a perfect braking system will enable this series to develop the output of 30 bhp with the top speed of over 145 km/h without a bit of uneasiness. Besides, a bright headlamp and clear flasher assure safety for riding at night.

All of Yamaha products have established a fame both at home and abroad for higher performance, excellent quality and top class safety. Particularly, the 250cc DS series obtainable at relatively cheap prices are winning popularity more and more in the world.



A Yamaha 250 DS-6 is the ace of sportcycles in its style and performance.



A Yamaha 250 DS6-C is the DS-6 based brand-new street scrambler with exciting performance.

MORE POWERS TO INVINCIBLE YAMAHA

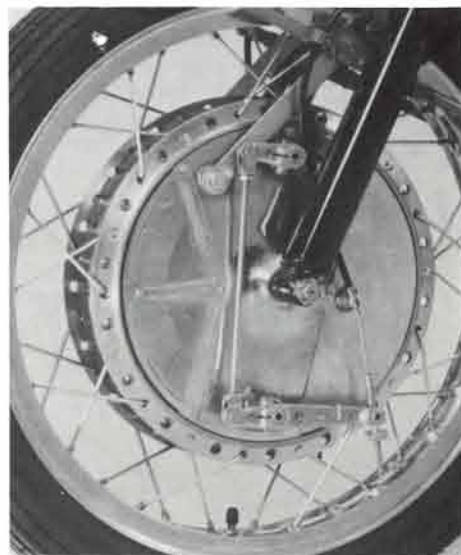
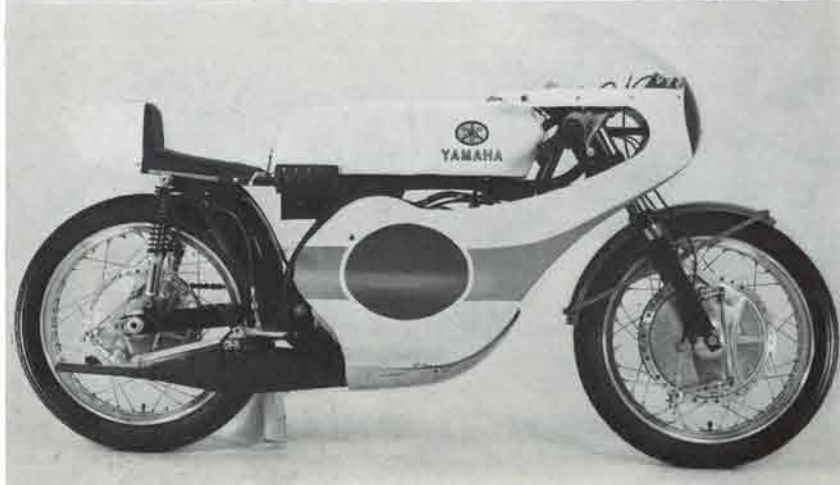
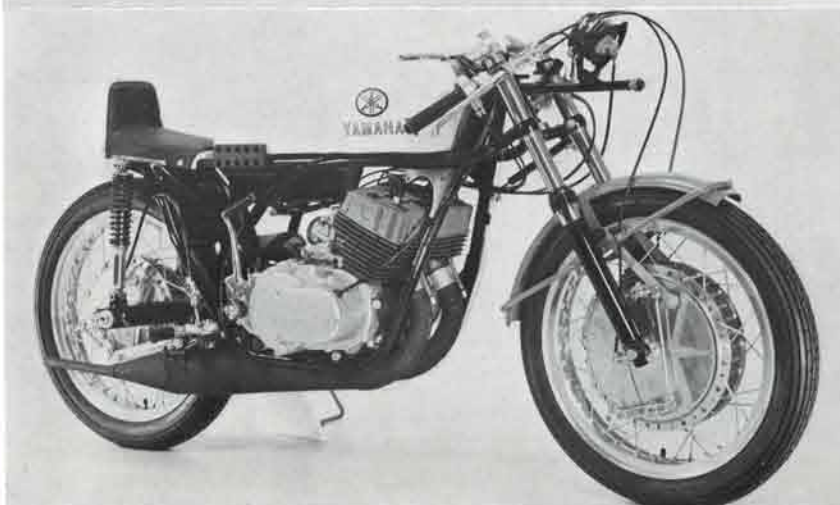
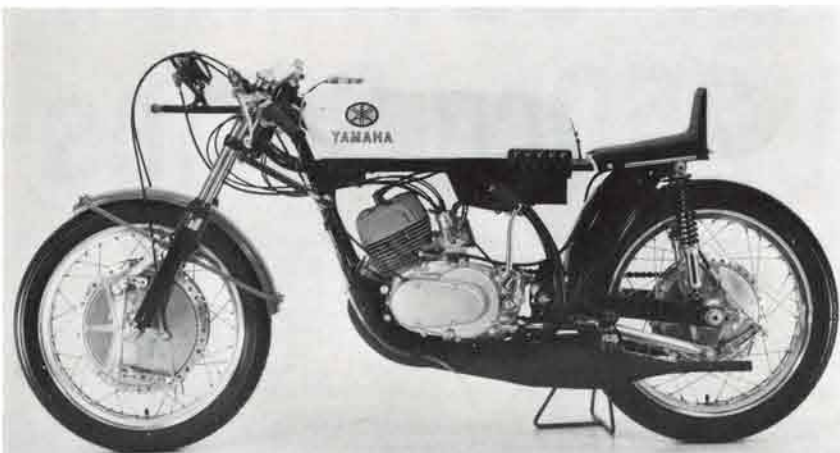
250 TD-2 & 350 TR-2 make debut

Yamaha, the world sports dominator have added two completely new over-the-counter racing models to the line.

They are the 250cc TD-2 and the 350cc TR-2. High hopes are held with them to dominate the 1969 racing world in their respective class.

The 250cc TD-2 replaces the TD-1 which has been unbeaten in the world. The 350cc TR-2 is a long-awaited biggest version of Yamaha ever built for sale to arouse fresh sensation around the world.

Both models in common feature all of race-bred technical precisions by Yamaha, the 125cc—250cc double champion maker in the 1968 World Series. Both are designed to accord with new racing rules of FIM.



A Yamaha 250 TD-2 is the unbeatable production racer in the world. A 2-stroke twin 5-port aluminum engine produces incredibly high output. Modifications have been done to frame, suspensions and braking system. (from upper left)

The powerplant of Yamaha 350 TR-2 has been developed from that of Yamaha Grand Prix 350 R-3. It is so highly tuned-up as to dominate the races around the world.

A massive 350 TR-2 equipped with cowling. A 250 TD-2's cowling looks identical. These are same as ones used for Yamaha's 1968 125cc & 250cc champion racers.

Both of TD-2 and TR-2 are equipped with a pair of larger double leading-shoe front brakes, which were previously used for works machines. (from top)

Higher performance - 250 TD-2

As to the 250cc TD-1, there have been three different models — A, B, and C types. The TD-2 is a completely modified version of the C type model. It has a power-plant of two stroke twin 5-port aluminum cylinder which is basically same as that of the C type. Power, however, is increased from 39 to 44 bhp at 10,000 rpm with a top speed of over 215 km/h developed through a 5-speed gearbox. Effective compression ratios 7.6 to 1. Automatic oil-injection provides lubrication

Outstanding control

The TD-2 has the most powerful and effective braking system. Its front wheel is fitted with a pair of larger size double leading-shoe brakes which were used for Yamaha's works machines ridden by P. Read and B. Ivy last year.

Another refinement is an adoption of double full loop-type frame which is also a replica of works machines.

Both front and rear suspensions have been so improved as to meet any requirement of high speed racing.

The fuel tank and seat look quite same as those of the works machines. A white-red striped cowling is provided.

Threat to bigger bikes - 350 TR-2

Yamaha's full-size 350cc production racer has come out at length. Its power-plant has been developed from an engine of the 350cc R-3. It has an orthodox air-cooled, parallel 5-port twin-cylinder, two-stroke engine to produce a fabulous output of 54 bhp at 9,500rpm. Frame, both suspensions and braking system are same as those of the smaller brother. A five-speed gearbox and magneto ignition are standard, and positive lubrication is adopted. This biggest Yamaha will make its racing debut in the 1969 Daytona event to be a threat to such bigger bikes as Harley and Triumph.

Reaction from abroad

New Yamahas have already aroused sensation abroad. An English expert journal is introducing the TR-2, stating that Yamaha have quit fielding a world championship road-racing team, but their colors will be defended by two completely new production racers, the 250cc TD-2 and the 350cc TR-2.

Another journal foresees that the TR-2 ridden by an expert rider will be able to lap the TT course at over 104 mph!

YAMAHA Topics

HERE PICTURED IS THE OLDEST BIKIE IN THE WORLD! Mr. Bill Ousley, Melbourne, Australia is aged 86 but still active and enjoying rides on a Yamaha. Once he was one of the most competent racing riders as well as a skillful mechanic employed by Milledge Bros. Pty. Ltd. which is now an Australian distributor of Yamaha products. Even now he could still lick the pants off most youngsters today! If he could have his time again, his life would be the same.



RIDING YAMAHAS MR. AMIR JAAFARI HAS CLINCHED THE IRANIAN TITLE FOR THE PAST SEVEN YEARS. This racing hero is also a popular star to play a leading role in action movies. He is to star in an Iranian movie entitled "Hero" which is being cranked in collaboration with America, France and Italy. Two YA6s and eight YDS3s are used in this movies.

YAMAHA MOTORCYCLES JOINED THE FIELD DAYS, the largest show of its kind in Australia, where many millions of dollars worth of agricultural machinery were displayed by hundreds of exhibitors. The Show was attended by so many farmers and graziers from all over Australia, and Yamaha motorcycles were given tremendous interest. In particular, quite a number of favorable comments were made about the DT1 by graziers from far western New South Wales where the terrain is most suited to this powerful bike.

A TELEGRAM HAS REACHED HERE REPORTING YAMAHA'S ACTIVITY IN THE SOUTH POLE. As previously reported, Yamaha Snowmobiles were taken with the 10th Survey Team to the South Pole for an operational use at the snowy and icy polar region. According to a telegram from Mr. Ishiwata, in charge of machinery, Yamaha snowmobiles are showing outstanding performance in conveying baggages and conducting patrol under such abnormal conditions, rendering so much service to all of the Team.



YAMAHA TRAIL COURSE

DEVELOPING NEW DEMAND

Popularization of sports

As a recent trend it is noticed that sportcycles are winning more popularity. Therefore, any maker's success depends on sales promotion of sportcycles. Efficient popularization of sports must be directly linked with sales promotion of products. In apparent recognition of it, Yamaha have established a unique

training program called Yamaha Trail Course which is named after a series of Yamaha trail bikes enjoying a reputation around the world.

This program is designed to develop new demand to Yamaha motorcycles by making sports spread into novice or standard customers and teaching them



A trail instructor is giving a verbal lecture of basic riding techniques. Attendants can learn how to ride a motorcycle properly from the very first step.



Yamaha Trail Training Course are attended not merely by beginners but by a number of experienced riders. An instructor is teaching so many attendants how to take the best riding form and how to control a bike.

a pleasure of riding.

The Course is now being held everywhere throughout this country attracting a number of attendants. Yamaha dealers in each district are taking an active role to drive the program by teaching them how to enjoy motorcycling in safety. Motorcycling is enjoyable indeed, and that, in so many ways. This is a comment expressed by all of attendants who have come to find new charm and utility in their motorcycles. That is regarded as a significant first step of success for the program.

How to enjoy

No wide spaces nor sophisticated accommodations are needed for training. A small patch of ground is quite enough. Some ups and downs on the surface may be of better service to the purpose. Here introduced are some examples of training.

Mini-Rally

Attendants must cover a given distance at a given time.

"Slower" or "Faster" is subject to penalty points.

Mini-Motocross

Making use of ups and downs on the surface, off-road riding techniques are trained.

Ultra slow race

It is a speed race where the slowest wins.

These Yamaha-devised methods of riding have been so popularized as to be adopted as one of the events in so many athletic meetings held by schools, villages and towns. Each time both participants and spectators are fully appreciating a pleasure of riding.

The program is Yamaha's another big hit in sales promotion policy.