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YAMAHA NEWS

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Yamaha 250 Street DS 7

**NEW
MODEL**



SPECIFICATIONS (DS 7)

PERFORMANCE

Max. speed range... 150~160km/h(93~100mph)
 Climbing ability 24 degrees
 Min. turning radius 2,300 mm (90.6 in.)
 Min. braking distance 14m @50 km/h
 (46 ft @31 mph)

ENGINE

Type 2-stroke, 5-port, Parallel Twin
 Lubrication system Autolube
 Bore & Stroke 54x43mm (2,126 x 2,126 in.)
 Displacement 247 cc (15.07 cu in.)
 Compression ratio 7.1:1
 Max. horsepower 30hp @7,500 rpm
 Max. torque . 2.92kg-m (21.1 ft.-lb.) @7,000 rpm
 Transmission 5-speed gearbox
 Starting system Primary kick starter

DIMENSIONS

Overall length 2,040 mm (80.3 in.)
 Overall width 835 mm (32.9 in.)
 Overall height 1,085 mm (42.7 in.)
 Wheelbase 1,320 mm (52.0 in.)
 Min. ground clearance 150 mm (5.9 in.)
 WEIGHT (Net) 138 kg (304 lbs.)
 FUEL TANK CAPACITY ... 12 lit (3.2 US gal.)
 OIL TANK CAPACITY 2 lit. (2.1 US qt.)
 TIRES front 3.00-18-4 PR
 rear..... 3.25-18-4PR

Highly Performing Sportster

In response to the needs of ardent sport enthusiasts, Yamaha have recently released a new model 250 Street DS7 for marketing. It is a modified version of the previous model DS6 which has so far enjoyed unsurpassed reputation in the lightweight sportster class throughout the world.

All of the quality technical features which should be required of a lightweight sportster have been more successfully incorporated in this model.

First, your attention will be invited to its refinements in appearance including a slimmer two-tone colored fuel tank and black buff finished power-unit. Then, sample it, and enjoy its zippy steadfast performance.

Excellent Features

A unique 2 stroke 5-port parallel twin engine delivers a maximum output of 30 hp/7,500rpm. A primary coupled kick starter enlivens the DS7 regardless of the position of gear. Yamaha's exclusive Autolube eliminates messy premixing of fuel and keeps engine always fed with a proper amount of oil. Both wheels are equipped with waterproof and dustfree

brakes to sharply operate under whatever riding conditions. The DS7 is fitted with larger and brighter lighting equipment to secure top class safety for riding at night. Also, included among its quality features are rigid double-cradle frames, both efficient suspensions incorporating oil dampers, well-cushioned comfortable dual seat, etc.



K. Kato's spectacular riding form. He has once trained his techniques in America.

Circuit No.3 Opened

Growing enthusiasm is also same of road race in Japan. In correspondence with increasing speed-thirsty fans, a new course called "Tsukuba Circuit" has been constructed and opened recently at the foot of Mt. Tsukuba in Ibaragi Pref. some 50 miles northeast of Tokyo.

It is a 2-km closing course incorporating so many bends including a tricky R25 hairpin curve. A paddock, pits, parking area, riders saloon, workshop, lodgings, and other auxiliary accomodations are provided. A whole view of the course can be commanded from the main stand.

It is a modern technical circuit established third in Japan, and designed for big road race events promoted on a national or international scale. Some rounds of the Japanese Road Race Championship Series are to be staged here in future. Besides Tsukuba Circuit, two courses are now under way. One is Hokkaido Speedway (HISCO) in Hokkaido, and the other, in Shizuoka Pref.

Japanese GP Moto-Cross Bigger Yamaha's Victorious Debut

The Motorcycling Federation of Japan (MFJ) organized the 7th Japanese GP Moto-Cross Meeting for a two-day period, from 25 to 26 July over a 1.5km circuit of volcanic ashes specially prepared at the foot of Mt. Asama, about 100 miles north of Tokyo.

Reflecting a swelling boom of motorcycle sports in this country, the meeting was participated by over 500 contestants, including all of Japanese top class riders, and attracting enthusiastic spectators estimated at 30,000 around the course.

Three-category 10 races were run on a sun-drenched circuit, but spectators' interest focussed on the first-ever staged senior 500cc event where Yamaha, Suzuki and Kawasaki fielded their own

two-man team respectively.

At the start K. Yajima on a works Suzuki pulled ahead closely followed by a couple of Yamaha 360cc RT1-based motocrossers ridden by K. Kato and H. Suzuki, reigning junior class champion. During lap 2, both Yamahas overtook Yajima's Suzuki and took over the lead.

Yamahas proved excellently dependable on this punishing circuit. Kato piloted his Yamaha in a very dynamic way to lead the entire field with team-mate Suzuki upholding the safest 2nd position.

For the latter stages of the 12-lap racing, no threat came from other rivals at all. Yamaha domination was perfect!

Kato comfortably rode his Yamaha into goal first amidst spectators' excitement and acclamation.



The course opened with the meeting staged by the MCFJ (Motorcycle Club Federaton of All Japan). Yamaha riders won four races in the meeting.



▲ A race starts in a cloud of dust.
◀ H. Suzuki on a Yamaha is leading the 125cc field.



YAMAHA Topics

Mr. Keany fights all the way



He is piloting his 250cc TD2 in full throttle.



He asks anything questionable. A discussion follows in English-Japanese mixed language between them.

A young American mechanic working for Sasaki Motors, Yamaha distributor in Ube City, Yamaguchi Pref., Western Japan is providing a good topic of conversation for the people.

He is Mr. Malcolm D. Brown aged 24 from Pennsylvania. Mr. Brown has become a great Yamaha fan since he witnessed Yamaha machines brilliantly winning races in Florida. He, without hesitation, switched to a Yamaha 350cc R1 from his old favorite BMW model. But, he felt it not enough for him. For three years when he was a student of Rincoln

The 1970 TT lightweight 250cc class was entered by over 100 contestants, the majority of whom were Yamaha riders. Included in them was Mr. Danny Keany, Yamaha distributor in Ireland who ventured to take part in it wishing to demonstrate a Yamaha's outstanding performance on the most punishing 37.75-mile mountain circuit of the Isle of Man for himself.

Really, he did it! He fought all the way to finish the 6-lap race watched by Mrs. Keany, and was awarded a bronze replica in spite of his first-ever TT participation. This racing success will greatly benefit his business in future.

Wonderful Yamaha

University, Mr. Brown worked for a neighbouring Yamaha garage as an apprentice mechanic to learn repair and service techniques.

He gets chance

Recently he came over to Japan as one of the interchange students, which was a big chance for him intending to learn much more about Yamaha motorcycles. He succeeded, to his joy, in taking up a duty for Sasaki Motors as a part time mechanic, while serving as a teacher of



Amidst the moment of tension when the start time is closing on, Mr. Keany is smiling to his wife.



"Welcome to Great Britain" Mr. & Mrs. Keany (center) warmly receive the Japanese moccross team at Douglas Bay Hotel, Isle of Man.



"What a wonderful machine" is his impression sitting astride a 650cc XS1.

English in some Japanese schools. Now he is working diligently twice a week studying every detail of Yamaha trail technical know-how. According to Mr. Mitsuaki Hayakawa, chief mechanic, he is quite a reliable mechanic.

He has an ambition to save money enough to buy a Yamaha 650cc XS1 by the time he leaves Japan.

CORRECTION

A sum of capital cited as ¥1,720 million in the last issue is corrected as ¥1,750 million.

Amazing Popularity Winner

Yamaha 100 Street L2G



**NEW
MODEL**

Another addition to the Yamaha Street Series is the 100 Street L2G which has been developed to replace the previous model YL2. Primarily, it is designed for novice or ride-to-work motorcyclists in the world. Wonderfully steady and reliable performance plus excellent economy are ideal features for them. But, a 2-stroke rotary valve single cylinder engine is so powerful enough to prove this model a brisk ultra-lightweight runner on open highways as well, whenever requested.

Displaying superb fitness to dual purpose, the L2G is claimed to be one of the best small performers on market, and expected to be an amazing popularity winner in its class.

Attractive Appearance

Sparkling chromed fenders coupled together with yellow finished components remarkably enhance this model in appearance. Beneath those glittering fenders are tyres designed for particular riding comfort, safety and stable road gripping. A rear tyre is oversized for extra stability, balance and pulling more power. Both brakes are of larger diameter,

waterproof, dustfree and powerful enough to assure a rider of outstanding safety under every riding condition.

Its maximum output is around 9.7hp/7,500rpm, which are regarded as reasonable figures for this type of bike. Also, it hits speeds up to 70mph with no adverse effects through an efficient 4-speed gearbox. Just like bigger brothers, it features Yamaha's world-famed Autolube oil injection system for more efficient function of engine. A scrambler type handlebar, primary kick starting, larger lighting equipment and seven-type welded frames are other features incorporated therein.

SPECIFICATIONS (100 L2G)

PERFORMANCE

Max speed range . 100-112 km/h (65-70 mph)
Climbing ability 22 degrees
Min. turning radius 1,870 mm (73.6 in.)
Min. braking distance 6.5 m @ 35 km/h
(21.3 ft. @22 mph)

ENGINE

Type 2-stroke, Rotary valve, Single
Displacement 96 cc (5.86 cu.in.)
Bore & Stroke 52 x 45.6 mm (2.047 x 1.795 in.)
Compression ratio 7.2:1
Max. horsepower 9.7 hp @7,500 rpm
Max. torque 0.95 kg-m (6.9 ft-lb.)
@6,500 rpm

Lubrication system Autolube
Starting system Primary kick starter
Transmission 4-speed gearbox

DIMENSIONS

Overall length 1,915 mm (75.4 in.)
Overall width 715 mm (28.1 in.)
Overall height 1,060 mm (41.7 in.)
Wheelbase 1,190 mm (46.9 in.)
Min. ground clearance 140 mm (5.5 in.)
WEIGHT (Net) 92 kgs. (203 lbs.)
FUEL TANK CAPACITY.. 7.0 lit. (1.9 US gal.)
OIL TANK CAPACITY..... 1.6 lit. (1.7 US qt.)
TIRES front 2.50-18-4 P.R.
rear 2.50-18-4 P.R.