



YAMAHA NEWS

1973

NO. 10

Yamaha Trial TY80A



SPECIFICATIONS

PERFORMANCE	
Braking distance	7.5m @35 km/h
ENGINE	
Type	2-stroke, 7-port "Torque Induction" Single
Displacement	72 cc
Bore x stroke	47 x 42 mm
Starting method	Primary kick
Ignition system	Flywheel magneto
Fuel tank capacity	2.5 lit.
Oil tank capacity	0.2 lit.
Lubrication	Autolube
DIMENSIONS	
Overall length	1,560 mm
Overall width	690 mm
Overall height	890 mm
Seat height	600 mm
Wheelbase	1,025 mm
Min. ground clearance	220 mm
Weight (Net)	54 kg
TRANSMISSION	
Primary reduction	Gear
Reduction ratio	68/19
Secondary reduction	Chain
Reduction ratio	41/12
Clutch	Wet, multiple-plate
Gearbox	Constant-mesh 4-speed
FRAME	
Tubular double Cradle	
TIRE SIZE	
front	2.50-16-4PR (Trials universal)
rear	3.00-14-4PR (Trials universal)
BRAKES	
front & rear	Drum type (leading trailing)
SUSPENSIONS	
front	Telescopic
rear	Swing arm
CUSHION UNITS	
front & rear	Oil damper coil spring

Specifications subject to change without notice.

The Yamaha Trials TY80A, a real super-lightweight trials model has been just unveiled.

We have developed and engineered this model in an effort to further popularize trials riding even among action-loving kids in the world. Every technical feature of the TY80A has been gained through reigning European Trials Champion Mick Andrews' technical advices or recommendations basing on his actual competition experience, as is the case with the earlier introduced TY250. In this sense, the TY80A can be called the scale-down version of the TY250, but we have specially and precisely designed this model in overall maneuverability

and configuration for kids who wish to tackle the sport of this type in a serious manner.

The 2-stroke piston reed valve, single cylinder 'Torque Induction' engine mounted on this model is specially designed so as to keep the performance of engine constantly steadfast over the low rpm range, in connection with the increased flywheel mass. It proves a superb advantage for trials riding.

Weighing only 54 kg, with ideal dimensions fitting the build of kids, the TY80A enables a rider to enjoy the maximum pleasure of trials riding in a safe way.

It will also never fail to satisfy even an adult rider, when ridden for trials.

Overall Balanced Design

The TY80A has been designed overall slim, with the handlebar, fuel tank, seat, footrests, etc., all well positioned and arranged for the better balanced distribution of total machine weight, which will lead to improved riding balance and maneuverability.

Improved Riding Position

This model's well considered steering alignment allows a rider to take a very reliable riding position, in conjunction with smartly reduced weight and width. Net weight is only 54 kg, the lightest in its own class. The minimum ground clearance is 220 mm, quite enough to cope with the toughest trials



Both brakes are compact in size but powerful in performance. They are dustfree and waterproof for sure stops under varied trials conditions.



The double-cradle tubular frame has been designed more slim, but, with higher flexible strength, making it ideal for twists and turns in a tough trials section.

section. The handlebars smoothly turn up to 70 degrees on both sides. The seat is only 600 mm high from the ground. The change pedal is also positioned and arranged in such a way that it will not disturb a rider's action at all. The footrests are of folding type for extra riding convenience on rough surfaces.

The Andersson Champions on Yamaha

Quite Same!

Two world champions with the same name riding the same brand coming from the same country (and town...) both with exactly ten years experience in the two-wheel business.....may we present Mr. Kent and Hakan Andersson from Sweden? Kent is world champion in the 125 cc class in road racing while Hakan became world champ in the 250 cc class in Moto-cross both riding for Yamaha. After they both clinched their first titles and reached their life-time ambition they met with their bikes for a talk of their career and to try each others bikes—no one of them had any experience of the other man's sport.

- How long did it take you, Hakan, says Kent.
- Ten years. How about you, replies Hakan.
- Also ten seasons, but it was worth it. I've enjoyed every single minute of my road racing career, continues Kent.

These are the first words in the conversation of the two worthy and true world champions Kent Andersson and Hakan Andersson. Then they continue to talk about their way to the top. Here is how we made it. Kent starts to memorize on his first experience with the bikes:



Kent's Way to Victory

I was 21 and had ridden a bike for ten years. One day I was riding home on my BMW when suddenly a car drove right in front of me and crossed over to a smaller road. I was left without a chance to avoid the accident and we crashed heavily. The accident caused big troubles for me and I had to spend more than a month in hospital with severe back injuries. Then I had to wait for a whole year before I could take up work again. It was

now I made my decision: No more bike riding on the roads and in traffic. I thought it was too dangerous so I decided to buy a road racing machine and take up the competition instead. Consequently, in 1963 Kent started his career on the track off the road. And it proved to be a wise decision for only three years later the ace from outside Gothenburg (Landvetter) took his first national championship in the 250 cc class.

Kent was Husqvarna-mounted and this was the first year that the Husky factory put its stake in road racing again after the victorious thirties when the Swedish arm factory was competing with the big English motor cycle factories. After Kent's first title he continued to win three more championships in a row and in 1969 Kent wrote history by being the first Swede to place himself among the top of the world in the world championship when he came second. By this time Kent had switched from the Swedish brand to Yamaha and he came second in that year of 1969. The previous season Kent almost repeated his performance by finished third in the world table of the 250 cc class. Two years later he switched classes to 125 cc but Kent still kept riding for the Yamaha team. This season Kent started out in grand style and he won the four first GPs and took a comfortable lead in the 125 cc championship. With a second place in his "home" GP at Anderstorp, Sweden Kent could clinch his first ever world title. 31-years old Kent had taken five GP wins and two second places. No one could beat him during the two remaining event for the championship.



Hakan's Wonderful Comeback

Unlike Kent, Hakan started to race immediately after he had celebrated his 16th birthday. Hakan bought an old 175 cc Husqvarna which he participated at the Moto-cross meetings during the end of the 1962 season. And he had never ridden a road bike in regular traffic. At the beginning of 1963 Hakan tried to make a fast career by taking too many chances which ended up in a broken leg. And this was the beginning of all evil that would come for this bright young star who comes from Uddevalla outside Gothenburg in the western part of Sweden. In the years of 1966 and 67 Hakan did finish well up in the national championship. When he came third both years on a Husqvarna which brand he was faithful to until the end of 1971. Hakan was also a member of the winning Swedish team at the Trophee des Nations in 1967. But then his career took an end.

The big year for Hakan was to come in 1968. After four rounds of the championship Hakan lay second in the table after the impossible Belgian Joel Robert. Hakan had beaten Joel and won the Czech GP and everyone could see that this was the runner-up to Joel. However, at the Dutch GP in Markelo Hakan met wet his Waterloo.

- I was leading in the second race and went very fast when my handlebars broke, says Hakan.
- The bike went off the track into the wood and I broke my right leg seriously.

After a few months visit in a Dutch hospital I was finally sent home. When I came to the doctor he discovered that the leg was not healing satisfactorily and they had to reset my right leg which put me out of action for the rest of the 1968 season. Then for 1969 I was to make a come-back, but I obviously made it too quick. At one of the first meetings of the season in Belgium I went off the track once again and crashed. This put me out of 1969, too.

After these two serious incidents no one believed in Hakan's come-back any more.

The bright youngstar had suddenly become a forgotten man. But there was still one man who believed in Hakan and this was the competition manager of Husqvarna Mr. Bror Jaurén. Although Hakan was not one of the hotter names for 1970 he gave Hakan a new Husky with spare parts and everything which put Hakan back into action again after two

years of multiple fractures in Hakan's fateful crashes. However, Hakan could not make any good results during 1970 and it was not until 1971 that he could come back in his old form. Hakan won the national championship and finished second in the world championship after Joel Robert who took his fifth title at this time.

By the end of the season Hakan became an offer from Yamaha in Japan to ride for them during the 1972 season. Hakan accepted and thanked by giving the factory a second place in the world series after Joel once more and then Hakan won the national championship again. This season Hakan has proven to beat all his competitors in his very own grand style. Hakan has won most of the major events he has been taking part in and he has clinched his first title. Hakan could secure his crown when there were still three rounds of the eleven in the series to go.



Tremendous Potential



Both Hakan and Kent are great riders who have a big potential to take at least one more title in their respective class, but none of the two are looking forward to this as their greatest ambition right now.

- Once is enough, they both say, and it could still never feel like the first time.

You cannot really more than win the world championship.

However, they both want to go on racing. It has become a part of their lives and they say it always will be. Kent may want to quit racing in the near future in favour for a motor cycle job with the Yamaha concern though on Swedish home ground.

28-year-old Hakan Andersson on the other hand is optimistical about his future career now:

- I want to try to gain what I lost during those two or three fatal years, he says, so I shall most probably be in the moto-cross game for many years to come yet if everything works out all right.



Dieter Braun, New Road Race Champion

He started to race in 1962 as a moto-cross driver. He became the regional champion on Maico.

In 1965 Dieter Braun discovered his love and talent for road races.

In 1967 he became the German champion in the 350 cc class on Aermachi.

1968 he became again the German champion and ranked 5th in the World-championship but this time in the 125 cc class on MZ.

1969 German champion and World-Vicechampion in the 125 cc class on Suzuki.

1970 World-champion on Suzuki in the 125 cc class.

1971 5th place in the World-championship in the 250 cc class on YAMAHA; 4th place in the 125 cc World-championship on Maico.

1972 ranked 4th in the 350 cc World-championship on YAMAHA.

1973 World-champion in the 250 cc class on YAMAHA.

Since 1972 Dieter Braun belongs to the MITSUI RACING-TEAM—MITSUI is the general importer of YAMAHA motorcycles for Germany.

The 1973 World-championship was won on an originally air-cooled YAMAHA TD3. Dieter Braun converted this machine together with his mechanic to a water-cooled 250 cc racing machine.

Based on these facts his success should be rated even higher.

His personal wish: To ride next year for the YAMAHA factory racing-team—maybe in the 500 cc class.

Yamaha's Triple Victory

-Spanish GP-

Yamaha finished the 1973 classic season by winning three of the five races at yesterday's Spanish Grand Prix, twelfth and final round of the World Championship series.

The meeting was run on the Jarama circuit near Madrid and the race that really had the Spanish enthusiasts cheering was the 125 cc in which local hero and former World Champion Angel Nieto (Morbidelli) fought out a tremendous dice with Chas Mortimer (Yamaha).

Back to his best form, Mortimer held on to win—and the 15 championship points he gained lift him to second place in the final 125 cc title table to make it a Yamaha 1-2. The World Championship had already been clinched by Kent Andersson the Swedish Yamaha rider.

In the 250 cc race Australian John Dodds (Yamaha) set the pace to win from fellow Yamaha riders Bruno Kneubuhler, Chas Mortimer, Werner Pfirter and Werner Giger with Frenchman Michel Rougerie on a factory Harley-Davidson in sixth place.

One of the most improved riders of the year, Brazilian Adu Celso Santos, scored his first Grand Prix success when he won the 350 cc class on his TZ Yamaha. Again Yamaha machines took the first five places with Billie Nelson, Patrick Pons, Kurt-Ivan Karlsson and Alex George chasing Santos home.

Yamaha nearly scored in the 500 cc class too! Phil Read, the new World Champion, had to work very hard on his four-cylinder MV Agusta to beat Bruno Kneubuhler on a 354 cc Yamaha. Read made it—but only by a split second!

Commuter Drive Campaign

At a meeting of Sydney metropolitan dealers held recently in Sydney McCulloch's "Commuter Drive" was launched.

This special promotion, aimed directly at low to middle income earning commuters, offered the first two payments on a motorcycle hire purchase contract free. The cost of these two repayments was met by McCulloch and the dealer organisation.

The prime medium selected for these advertisements were the two leading metropolitan

daily newspapers, "The Mirror" and the "Telegraph". Half page advertisements were scheduled into these two newspapers, supported by banners on the sides of Government buses (these will be displayed for a full 12 month period) and illuminated signs at all major city and metropolitan railway stations' shopping arcades. Window posters were also provided for display by participating dealers.



Chief of U.S. Motorcycle Safety Education Foundation Visits Yamaha Motor

Mr. Hartman, president of the U.S. Motorcycle Safety Education Foundation, an organization dedicated to promotion of traffic safety, called at the head office of Yamaha Motor Co. in Hamamatsu on September 11. Mr. Hartman, accompanied by Mr. Robinson, assistant, had earlier come to Japan for a firsthand look at measures to enhance the safety of motorcycling, especially safety education for young motorcyclists.

The Motorcycle Safety Education Foundation has been established with the financial assistance of motorcycle

manufactures and agents, including Yamaha International Corp., in the U.S. to combat a steep rise in traffic accidents stemming from the great popularity of motorcycles in recent years. The foundation, set up only recently, sent the two-man mission to Japan to get pointers from motorcycling safety education being promoted in this country through cooperation among governmental and private quarters concerned under the leadership of Yamaha Motor.



Yamaha's Safety Drive Education by Mr. Hartman Lauded

The mission, arriving at the head office of Yamaha Motor at 10 a.m. September 11, was accorded a hearty welcome by staff members, led by Managing Director Eguchi and Director Ueshima, head of the safety Promotion Headquarters. Then the Headquarters showed the mission various aspects of Yamaha Motor's activities, including safety education, by means of films, slide pictures, etc.

Yamaha Motor, always in the forefront of motor sports, is making unstinted efforts to spread various types of sport recreations and the concept of safety under the motto of "Safe and Pleasurable." And its activities in this field are carried out by the Headquarters.

In the afternoon, the mission was shown over the motorcycle assembly plant and then visited the Technical Center for training in motorcycling techniques. As already reported in No. 4 of this magazine this year, the

Center, completed next to the Head Office last April 6, has lecture rooms and other facilities for refining safe riding techniques and inculcating the concept of safety on a 9,500-square-meter site. In only half a year since its completion, the Center has already produced remarkable results, attracting keen attention in various quarters.

Mr. Hartman was visibly impressed by the advanced facilities of the Center. Showing keen interest in the functions and management of the Center, he perused the ground plans of the facilities and asked detailed questions of the Center personnel. Moreover, he even donned a helmet and personally rode a motorcycle, trying out the sand course and 8-shaped course.

After that, he called at the Hamamatsu Technical High School not far from the Head Office and saw students motorcycling to the school. He asked teachers about safety education for motorcycling students.

At the end of the visit, Mr. Hartman said: "I have found the campaign for safe motorcycling in Japan is making wonderful progress. Particularly, various activities spearheaded by Yamaha Motor's Safety Promotion Headquarters have given us very useful pointers about our own activities. In this sense, our visit to Japan is of great significance. We are very much pleased and also grateful to all those who have welcomed us warmly."

Part II

Scandinavia of White Night

Finland



A ferryboat voyage from Travemünde, Germany to Helsinki, Finland—about 40 hours—was indeed a pleasant experience as I enjoyed chats with the eight delightful and kind motorcyclists I mentioned in the previous report.

Amid warm shouts of encouragement by other passengers, I landed in Helsinki with the eight friends in the morning tranquility of Sunday (July 1). The eight motorcyclists displayed their last kindness to me, finding a hotel for me, who planned to stay in the city for a few days, and helping me with even the check-in procedure. Moreover, they located for me Arwidron & Co., importer of Yamaha motorcycles in the city. After that, they departed for the Suomi district renowned for many beautiful lakes. I was very sorry to part from them, because they were the first motorcyclists on my tour with whom I enjoyed a friendly travel.

In Helsinki, Mr. Frederickson and other staffers of Arwidron & Co. were so kind as to make an overall check on my motorcycle. Two days after arriving in Helsinki, I departed on a tour of Scandinavia, first heading northward for Pori. The road was virtually for my exclusive use as I encountered few vehicles. I enjoyed a comfortable ride



along the road which threaded through needle-leaved forests and lakes alternately. I was joined on the way by a local boy and girl riding a motorcycle together. That night, I put up at a youth hostel in Pori through the good offices of the pair.

As I travelled northward, the night became shorter and shorter. At Tornit, a town on the border between Finland and Sweden (the northernmost point during my motorcycle trip), the sun set past 11 p.m. and rose past 1 a.m. I experienced the White Night for the first time, spending sleepless nights.

Sweden



I arrived in Stockholm one week to a day after leaving Helsinki. Favored by fine weather, the travel was pleasant throughout without any machine trouble. My prime purpose in Stockholm was to see Mr. Hallman who until last year put in remarkable performance at Motocross competitions in various parts of the world by riding Yamaha machines and in January this year, set up Hallman & I. Motor, Yamaha Motor's agent. Mr. Hallman, a handsome, affable man aged 33, briefed me on the situation and problems of motorcycles and motorcyclists in Sweden and gave me his opinions on them at length. I was also shown over his company and thus obtained very useful information. He kindly made an overall check on my motorcycle and even made hotel arrangements for me. Two days after, I visited the oldest Gothic structure in Scandinavia and the Viking's old castle, both in the suburbs of Stockholm, at the advice of Mr. Hallman and then headed westward for Oslo, Norway's capital, about 500 kilometers away.

Norway

On my way to Oslo, I experienced the worst condition since the start of the motorcycling



tour. While riding along a motorway between a steep rocky mountain and a deep gorge near the border, a heavy rain overtook me and my motorcycle came to a halt owing to a trouble in plug (this was found later). I managed to reach a nearby gasoline station and there put in a phone call to President Hegner of Gunn Hegna Co., Yamaha Motor's agent in Oslo. After that, his son came to help me. After arriving in Oslo, however, I spent a very pleasant three days thanks to the warm hospitality of Mr. Hegner and his family.

Mr. Hegna, an imposing man nearly two meters tall, answered my questions courteously and systematically, explaining the current state of motorcycles in Norway, especially, the traffic safety problem of youthful riders and his own comments. He is a really active and charming middle-aged gentleman.

He exuded dignity becoming a present of a long-established company. His firm, already 50 years old, handles even snowmobiles as well as boats, yachts and motorcycles and also operates a marina. Moreover, his wife was a really wonderful lady, who guided me to the marina and sights in the city. And at night, I enjoyed pleasant conversations with his family until very late hours, taking advantage of the White Night. I felt so cosy I stayed at his home as long as two nights. I braced myself up for the tour ahead, full of hopes to see more people as charming as Mr. Hégná's family.



Yamaha Leads off-Road Events

Yamaha riders riding the trail and motocross machines proved most successful in the off-road events such as desert rally and motocross race held in Australia.

Mike Landman, a rider of 17 years won the junior class of the annual Grand National which was run over 30 laps of the Christmas Hills circuit, Victoria, attracting 265 entries. Mike promoted to 'A grade'

due to his excellent performance in this most important event in Australia.

Neil Edney from Victoria won the over 250 cc trail class of the Sunraysia Desert Rally, riding his RT 2 trail bike. His Yamaha displayed a very dependable performance all the way against the most gruelling conditions on the desert.

Reports
from
Australia



Mick's victorious jump.



Winner Neil Edney.



Jack Pengally also ranks high in the larger displacement class.

Farm Field Days Honours

A large crowd of farmers watch the specially-developed Yamaha AG100 farm bike taking a steep hill at low speed during the National Farm Equipment Field Days at Hamilton, New Zealand. Yamaha's live display, organised by W. White (Waikato) Ltd., was judged best of the 422 equipment demonstrations presented.

The event was attended by over 35,000 farmers during the 3-day session. The site

selected by the organizers proved ideal for showing this bike's special capabilities—in particular the low gearing and high torque which enable the machine to climb steep hills or negotiate mud at walking pace or slower with flawless stability.

Such an excellent performance as displayed by the AG bike will add another dimension to its fame, thus leading to increase in sales.



Parks and Wildlife Service Buys Yamaha AG100's

Pictured is Mr. Ian McLeod, Assistant Sales Manager for McCulloch of Australia, Yamaha distributor in New South Wales, handing over seven new AG 100's to a ranger of the New South Wales Parks and Wildlife Service. The Service will be using the machines for patrol and maintenance work in all of their nature reserves throughout New South Wales.





High in the Sky

Demonstrating a wonderful high jump is Mr. Parviz Assadi, one of the Iranian champions, whose racing successes have been so often published in local newspapers. He has ridden Yamaha machines for the past 8 years, serving as one of the most active trendsetters of motorcycle sport in Iran. Enthusiasm to road racing and motocross is always growing up in this country, and Yamaha is the most successful make.

Motorcycle Show in Tokyo

The 3rd Motorcycle Show was recently organized in Tokyo under the sponsorship of the Association of Motorcycle Fans. Various interesting bikes all made or modified by manias were exhibited and attracted the largest-ever crowd.

Reflecting ever-growing enthusiasm to sports, sporty models most interested spectators.



20th Tokyo Motor Show

The 20th Tokyo Motor Show will take place during the period from Oct. 30 through Nov. 12 at the Harumi Seaside Court, Tokyo Bay as usual. This year's show is expected to feature much more internationality with a larger number of foreign models exhibited than ever.

Full reports will appear in the No. 12 issue of this journal together with many a highlight scene.

CONTRIBUTIONS INVITED

Just send us pictures you've taken of stories, interesting happenings or, extraordinary incidences-any-thing if it's about YAMAHA. A commemorative gift will be sent to those subscribers whose pictures are accepted for publication.

YAMAHA MOTOR CO., LTD. 2500 SHINGAI IWATA SHI, SHIZUOKA KEN, JAPAN.

Magazine Rack

The colourful, attractive vinyl-made magazine rack of folding type is now available for use by all of you.

It is designed to keep magazines, newspapers, or leaflets, pamphlets and any other literatures in good order, thereby elevating the image of inside shop. Also, it will be a very good complimentary gift to your customers.

Size: 24 x 37 x 24 cm (assembled),
24 x 37 x 2 cm (folded)

Price: @US\$3.60, FOB, Japan.

Half an amount will be borne by Yamaha as usual.



Tie Holder

Another sales promotional article is the Yamaha-original tie holder which is shaped in a fuel tank. A sparkling silver background with a red stripe will specially interest Yamaha enthusiasts, especially, youngsters, if used as give-away item.

Price: @US\$1.60, FOB, Japan

Half an amount will be borne by Yamaha as usual.

