

GONE
but not forgotten

Yamaha

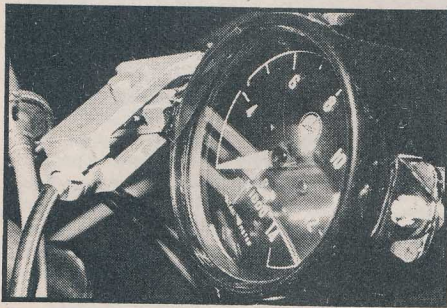
YAMAHA'S first production 350cc road racer was the 1969 TR2 quickly superseded by the improved TR2B, pictured here from the collection of Leicestershire chemist George Beale.

Public demand for an open class machine following the widespread successes of the 250cc TDI since 1963 prompted the TR series into existence.

The TDI had been based on the YDS2 road bike and the TR2 followed suit by having roadster origins. It was based on the R3 sharing the same engine and crank.

The 348cc TR2 was claimed to give 54bhp at 9500rpm and was the two-stroke cat among the big capacity four-stroke pigeons.

It never won the 350 world championship but it gave all-conquering Giacomo Agostini on the works MV a hard



Redline on this TR2B starts at 10,500rpm.

time. At home, Mick Grant won the 1972 British title on one.

In club racing the Yamaha was dominant. Along with the 250 twins it gave stars such as the late Jarno Saarinen and 1975 350 world champion Johnny Cecotto their footholds in the racing world.

Weighing 250lb, including oil, the five-speed TR2 was originally fitted with a kickstart. This was dropped on the later TR2B model which also had different expansion chambers, carburetter mountings and rubber engine mounts at the front.

On the TR series a Yamaha Autolube oil pump was standard equipment with the 3.8 pint oil reservoir in the hump of the racing seat. Most racers of the day scrapped this in favour of petrol mix.

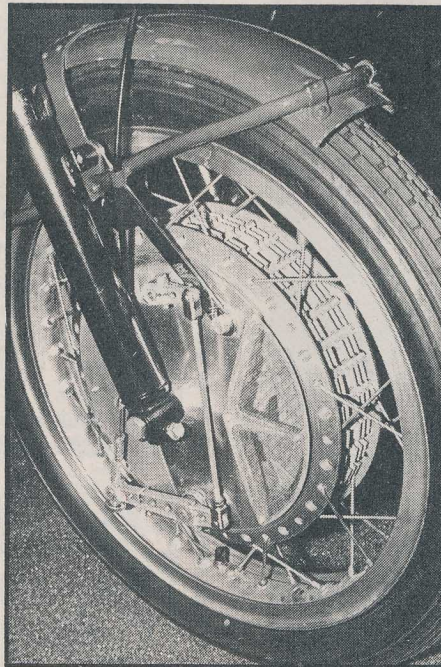
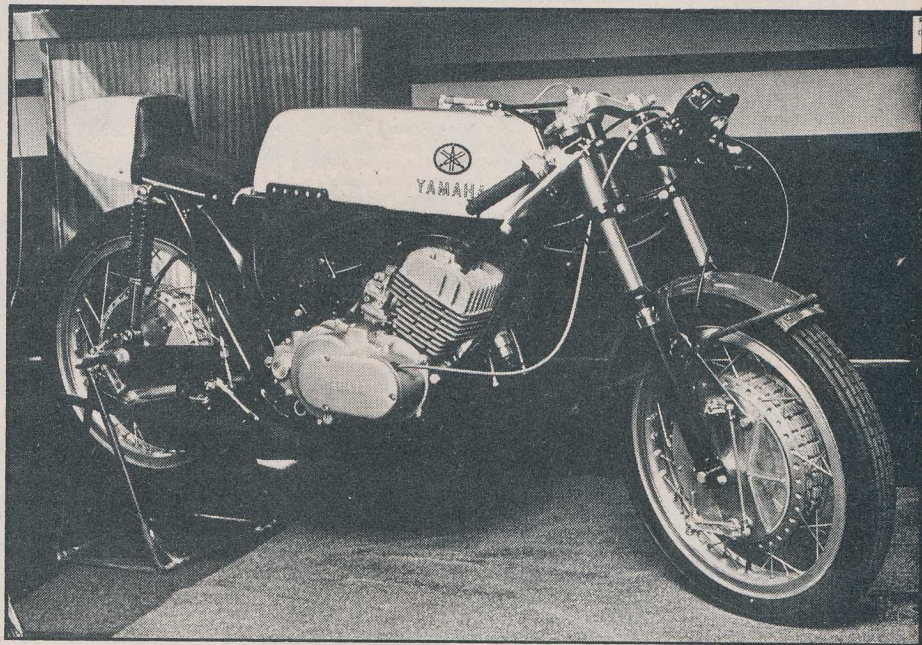
Unlike the TD series 250s the TRs had their secondary drive on the left side. A five-speed gearbox, wet multiplate clutch and 180 degree crank with gear primary drive completed the transmission.

A flywheel magneto provided the spark and mechanically driven rev counter helped the rider to make the most of his generous power band from 6800-9500rpm.

Top speed was quoted at 140mph. But some racers reckoned with high gearing the model was good for nearly 150mph.

Anchoring up for the bends was by courtesy of a four leading shoe lightweight alloy front drum and single leading shoe rear on 18 inch wheels.

Dimensions were: length 76in, width



Mammoth four leading shoe brake was reckoned to be very powerful. Forks are Italian Ceriani type.

Unfaired the bike reveals its ancestry in the R3 roadster and before that the 250 TDI road racer. The expansion chambers were unsilenced unlike today's racing two-strokes.

20.1in, height 36.4in, wheelbase 51.8in, ground clearance 5.9in, fuel tank 6.1gal.

Compression was 6.5:1 and maximum torque 30.2ft-lb at 9000rpm. The five port engine was piston controlled and gave equivalent power to the disc valve works Yamahas of the mid-60s. Mikunis provided the carburation.

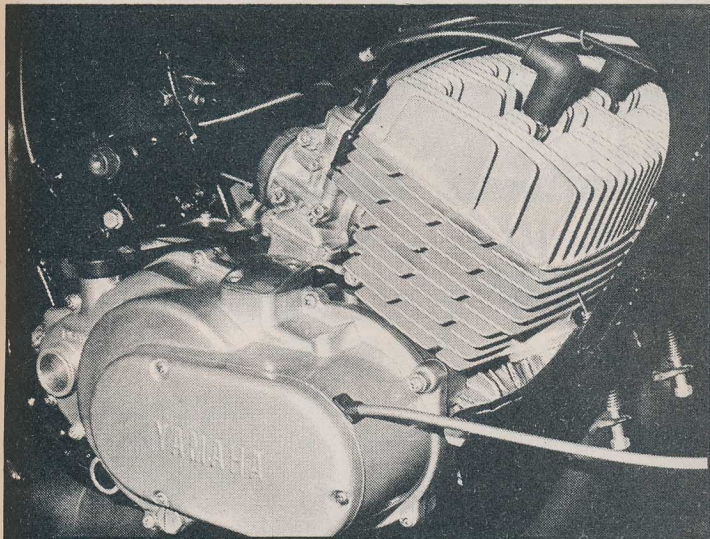
The bores were chromed and the pistons featured a single ring. The engine split horizontally to reveal the crankshaft running on four main bearings. Big-ends were caged rollers and small ends needle rollers.

The TRs were phased out after 1972 when Yamaha kept club and classic racing on the boil by introducing the water-cooled racers which have spawned the latest RD250 and 350LC water-cooled road bikes.

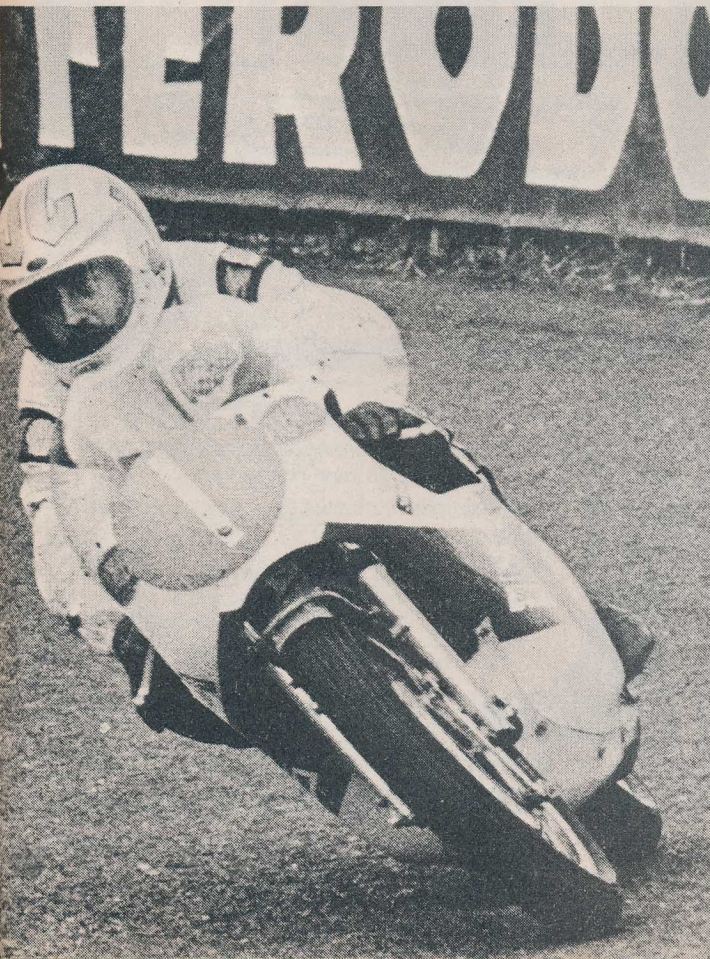
Brian Crichton

Right: Mick Grant climbed several Yamaha rungs on the ladder to success.

TR2B



The engine that put private owners in with a chance against the works machinery of the day.



CAN ANYONE HELP?

I HOPE soon to change my bike and would like information, advice, criticism etc from readers who own or who have owned the Sanglas V5. — Neil Gibson, 3 Nigher Moss Avenue, Kingsway, Rochdale, Greater Manchester.

I'M INTERESTED in buying either a Yamaha DT175 or DT250 but have heard contrasting views about them. Any advice from readers on the best buy? — Mark Woolley, 83 Audley Avenue, Stretford, Manchester.

I HAVE been trying in vain to obtain one of Honda's factory workshop manuals for the Honda 400-4. Does anyone have one that is of no further use to them please? — A. V. Bailey, 40 Cedar Crescent, Hazleton Gardens, Horndean, Hants.

HAS ANYONE owned a 1978 Honda CB 550K3 and converted it to a cafe racer? I'm considering this change and would appreciate any addresses and views etc concerning my machine, together with any problems riders have encountered with this machine while carrying out modifications. — B. Rooker, 14 Hatfield Square, Woodbine Estate, South Shields, Newcastle, Tyne-and-Wear.

MY 1976 registered Cossack 174cc seems to have no friends. It needs gaskets, piston rings and main bearings but I'm unable to get hold of any. I'd like to hear from anyone who might have an old but workable 174cc engine for this single cylinder, twin-ported bike or who knows of a refugee Russian mechanic. I'll refund postage. — Harold 'Dusty' Toone, Bennar Fawr, Crossing, Dyffryn Ardudwy, Gwynedd, Wales.

I HAVE just purchased what I believe to be an ALTA-Suzuki TC 120 trials bike, built around 1970. It has a three-speed, two-ratio gearbox with an engine based on the B120. The petrol tank is aluminium sheet on an aluminium frame. It has 21 inch and 18 inch alloy rims, air fork caps, Girling shocks, aluminium box section swinging arm and the fork yolk is a one-piece aluminium casting. I'd like more information about the machine and any improvements that can be made. I believe about 60 were made and I was wondering if there was an owner's list or club. I'd be grateful if anyone could write to me. — J. A. Shiers, Rookery Nook, Clays Hill, Bramber, Steyning, West Sussex.

I AM keen to obtain the tools necessary to undertake the simple service on the Honda CB 750KZ, which appeared in your June issue. Proving particularly difficult to track down are the valve lifting tool and dial gauge for measuring the shims, the T-bar wrenches and bent circlip pliers. Can anyone help? — Eugene Kirl, 56 Anerley Park, London SE20 8NB.

I AM trying to locate a source for a set of motorcycle goggles which are stamped with the trade name: Fospail, Milan, Italy. They were made for spectacle wearers and allow room for permanent lenses. — Thomas Powell, 14 Willow Street, Southport, Connecticut 06490, United States.

I HAVE a Cooper 250cc moto-cross motorcycle which has a 250cc 15LO engine. Does anyone know where I can obtain spares? I require a new magneto system. I also want to know if a different, common-type engine can be fitted into this frame. — R. Walker, 10 Bolam Grove, Billingham, Cleveland.

MY silver-blue Kawasaki Z1R (registration number EMT 53V) was stolen from the Finsbury Circus in London and, as the model is distinctive, I am hopeful someone saw it taken and can help with information. Frame number is 016956 and the engine number is 016990. Please telephone me on 01-606 6633. Ext 313 during working hours or Romford 42435 at other times. — Brian Campbell, Romford, Essex.

If you need some advice, information or general assistance, other readers might be in a position to help. Send in your request for help and we will publish it in this column. Write to 'Can Anyone Help?', Motorcycle Mechanics, Bretton Court, Bretton, Peterborough PE3 8DZ.