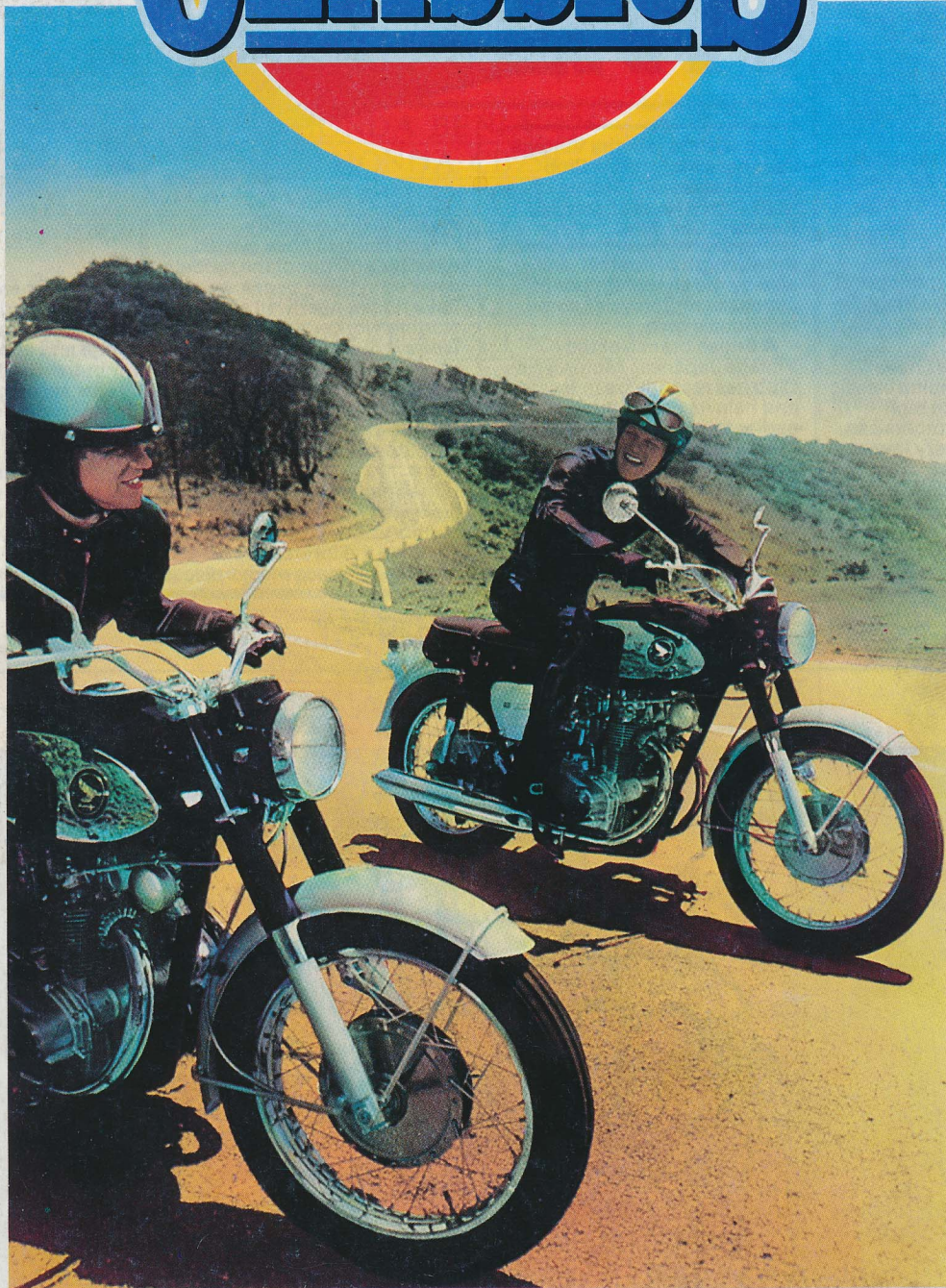


JAPANESE CLASSICS



20 Golden Greats
from the Land of
the Rising Sun
1960-'72

JAPANESE CLASSICS

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Designed by:
Creative Publishing Services,
Peterborough 253203.

Publisher:
Bob Berry.

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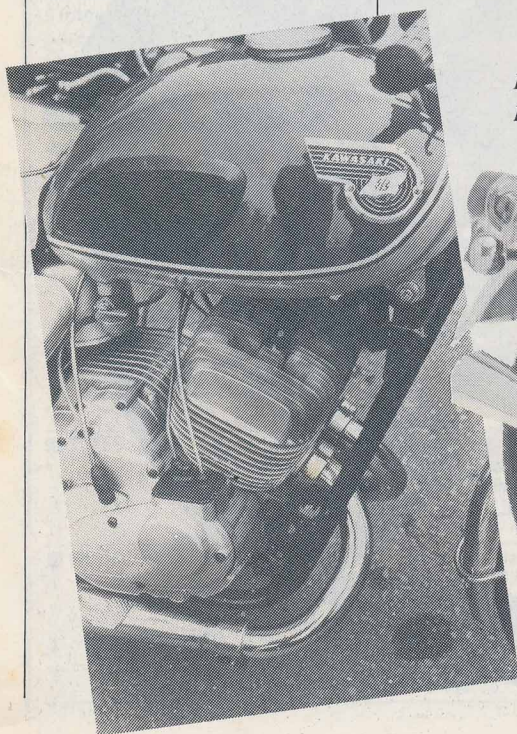
Japanese Classics is a Motor Cycle News magazine published by EMAP National Publications, Bushfield House, Orton Centre, Peterborough PE2 0UW. Telephone 0733/237111.

Typesetting, colour and mono origination by East Midland Litho Printers, Woodston, Peterborough.

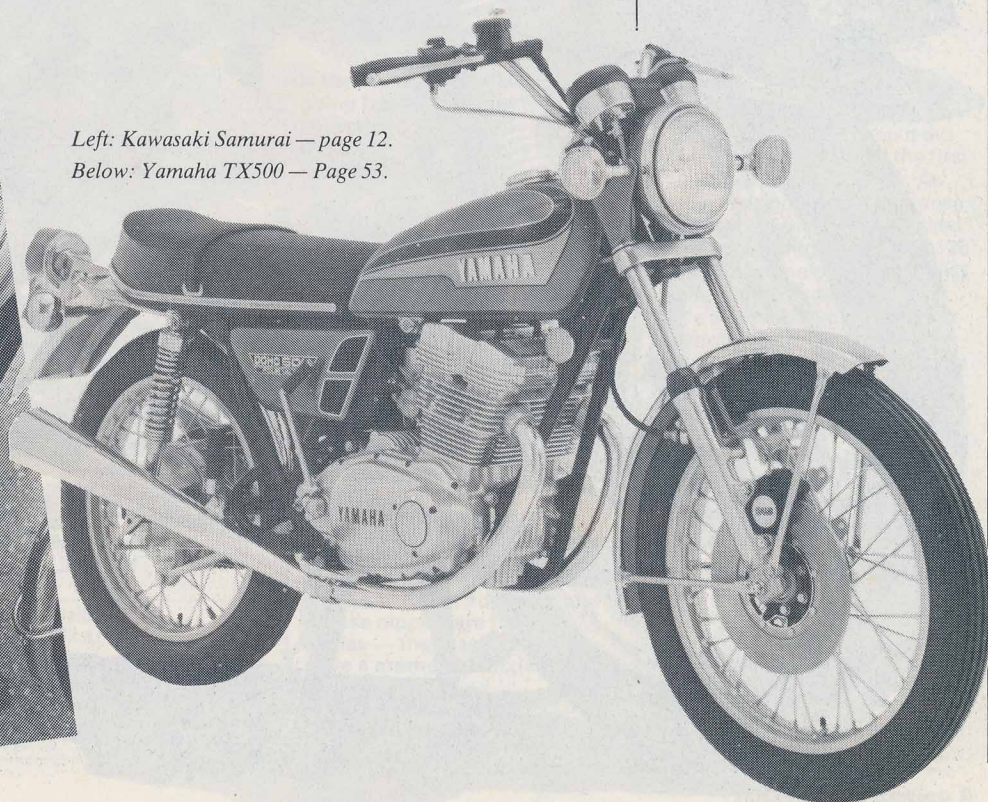
Printed by Alabaster Passmore and Sons, Tovil, Maidstone, Kent.

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*Left: Kawasaki Samurai — page 12.
Below: Yamaha TX500 — Page 53.*

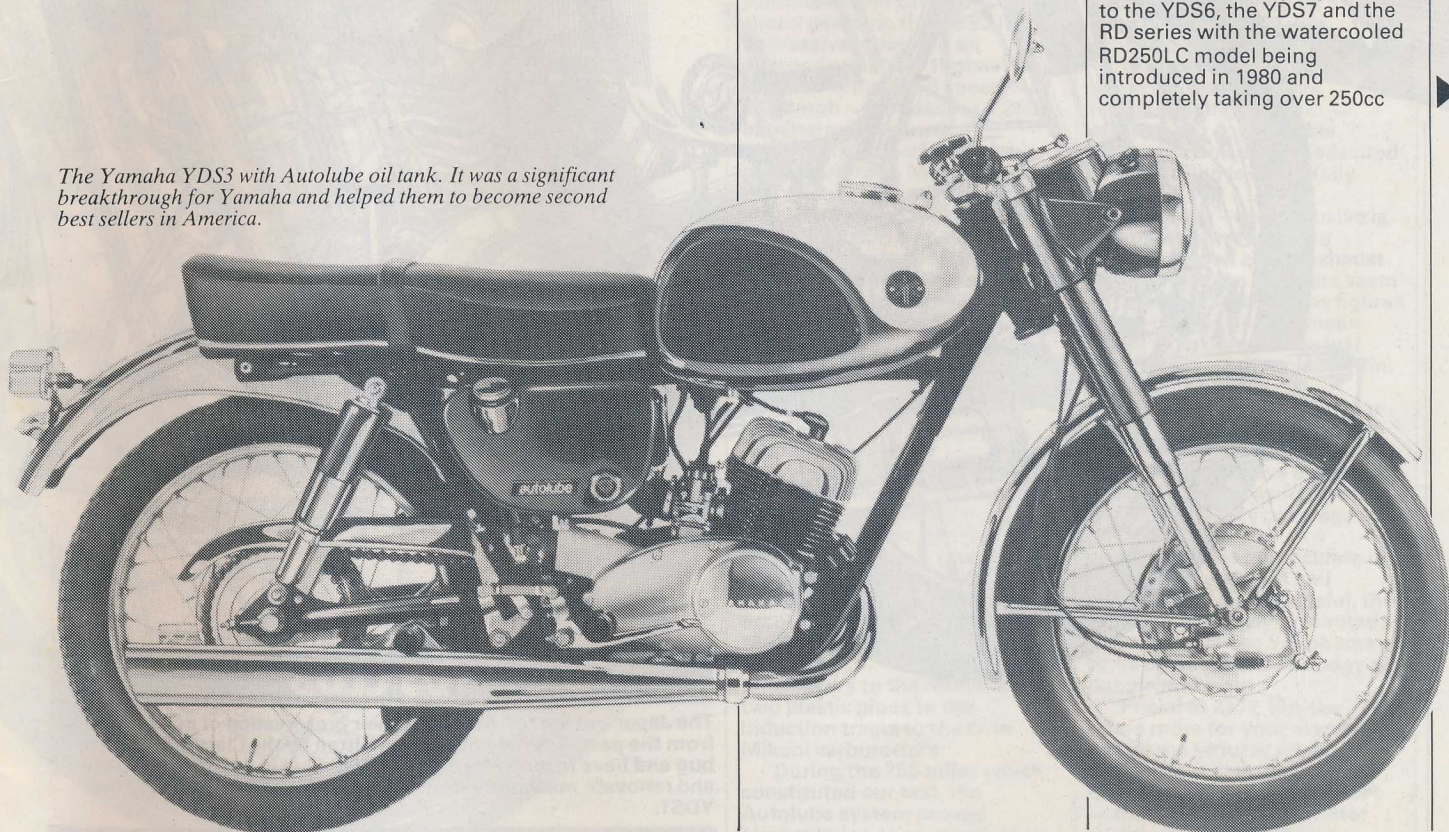


A STROKER OF GENIUS

‘ Priced at £272 19s, the YDS3 offers more for your money. It has all the virtues of an out-and-out sportster, but its rider also enjoys rare comfort. ’

Sean Wood, MCN tester

The Yamaha YDS3 with Autolube oil tank. It was a significant breakthrough for Yamaha and helped them to become second best sellers in America.



YAMAHA regard the 250cc two-stroke YDS1 twin of 1959 as their first true sports bike.

It started a regime of Yamaha performance two-strokes which filled race programmes en bloc wherever motor cycles met for action.

For example 250 and 350cc road racing, especially at club level, has been dominated by Yamahas for almost two decades.

Phil Read won the 1964 and 65 250 world road race championships for Yamaha. They were the first of many.

The Japanese factory built road racers which were freely available and of such excellence that privateers could take on works teams and sometimes come out on top.

All Yamaha's road racing hardware, and there's a lot of it, can be traced back to the YSD1.

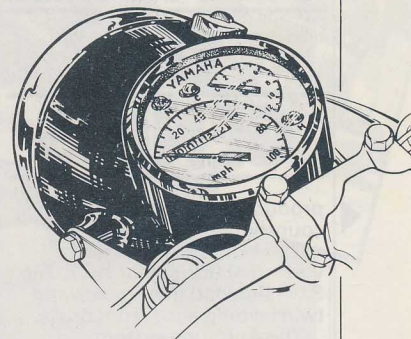
This model was never imported to Britain. The first Yamaha to arrive was the YDS2 in 1962.

Obviously if you can get hold of a YDS1 it's "the" machine to go for, followed by the YDS2 and the YDS3 which is the subject of a line drawing on page 71.

The piston port YDS2 like the YDS1 had cast iron barrels. As the model gained sales more and more were tuned, and it was found to suffer from crank failures.

As a result the YDS3 featured a stronger crank with more durable bearings. Later, in 1965, this model was fitted with Yamaha Autolube lubrication in place of petroil mix.

Another modification was the use of a labyrinth centre oil seal on the crankshaft, and improved combustion chamber shape.



YDS3 Speedo and rev counter in one. Warning lights are for neutral, charge and high beam.

There was no YDS4 because in Japanese tradition the figure 4 is an omen of death.

The YDS5 came in 1967 and featured the most radical changes so far.

These included 12 volt instead of 6 volt electrics, DC generator which also served as a starter motor, new exhausts, larger 26mm carburettors (the YDS1/2 had 20mm carbs and the YDS3 24mm units), clutch on the gearbox first motion shaft instead of at the end of the crankshaft, and alloy barrels with iron liners.

The following year another change was made to the combustion chambers and the barrels were changed to five-port design for better efficiency.

The model then progressed to the YDS6, the YDS7 and the RD series with the watercooled RD250LC model being introduced in 1980 and completely taking over 250cc

A STROKER OF GENIUS

production racing in this country.

The YDS1 was the sports version of the YD1 of 1957. The S version had five speeds and twin leading shoe front brake.

The Autolube system introduced on the YDS3 — *Motor Cycle News* reported this innovation in November '64 — was claimed by Yamaha to be a world debut for this system of forced fed lubrication.

Much more convenient than mixing petrol and oil it starting a revolution. Other manufacturers had to follow Yamaha's lead or lose sales.

The price of the new 1965

SPECIFICATION IN 1966

■ ENGINE	246cc two-stroke twin. Bore x stroke 56x50mm. Light alloy cylinder heads, compression 7.5:1. Crankshaft supported in four roller bearings, needle roller big and small-end bearings. Two 24mm Mikuni carburetors.
■ LUBRICATIONS	By Autolube pump using two-stroke oil. Tank capacity 3 pints.
■ TRANSMISSION	Five speed gearbox in unit with engine. Ratios: first 19.81, second 31.2, third 9.72, Fourth 7.61, top 5.95:1. Helical gear primary drive, chain final drive. Wet multiplate clutch mounted on left side of crankshaft.
■ ELECTRICS	Mitsubishi 65 watt DC generator charging 6v battery through automatic voltage regulator, coil ignition, 6in diameter headlamp, 35/35 watt.
■ FRAME	Tubular steel duplex cradle.
■ SUSPENSION	Telescopic forks with hydraulic damping and friction steering damper. Pivoted rear fork with three position preload suspension units.
■ BRAKES	Twin leading shoe front, single rear.
■ TYRES	Yokohama 3.00x18, ribbed front, studded rear.
■ DIMENSIONS	Fuel tank 3.5 gals, wheelbase 52in, ground clearance 7in, seat height 31in, weight 358lb as tested.

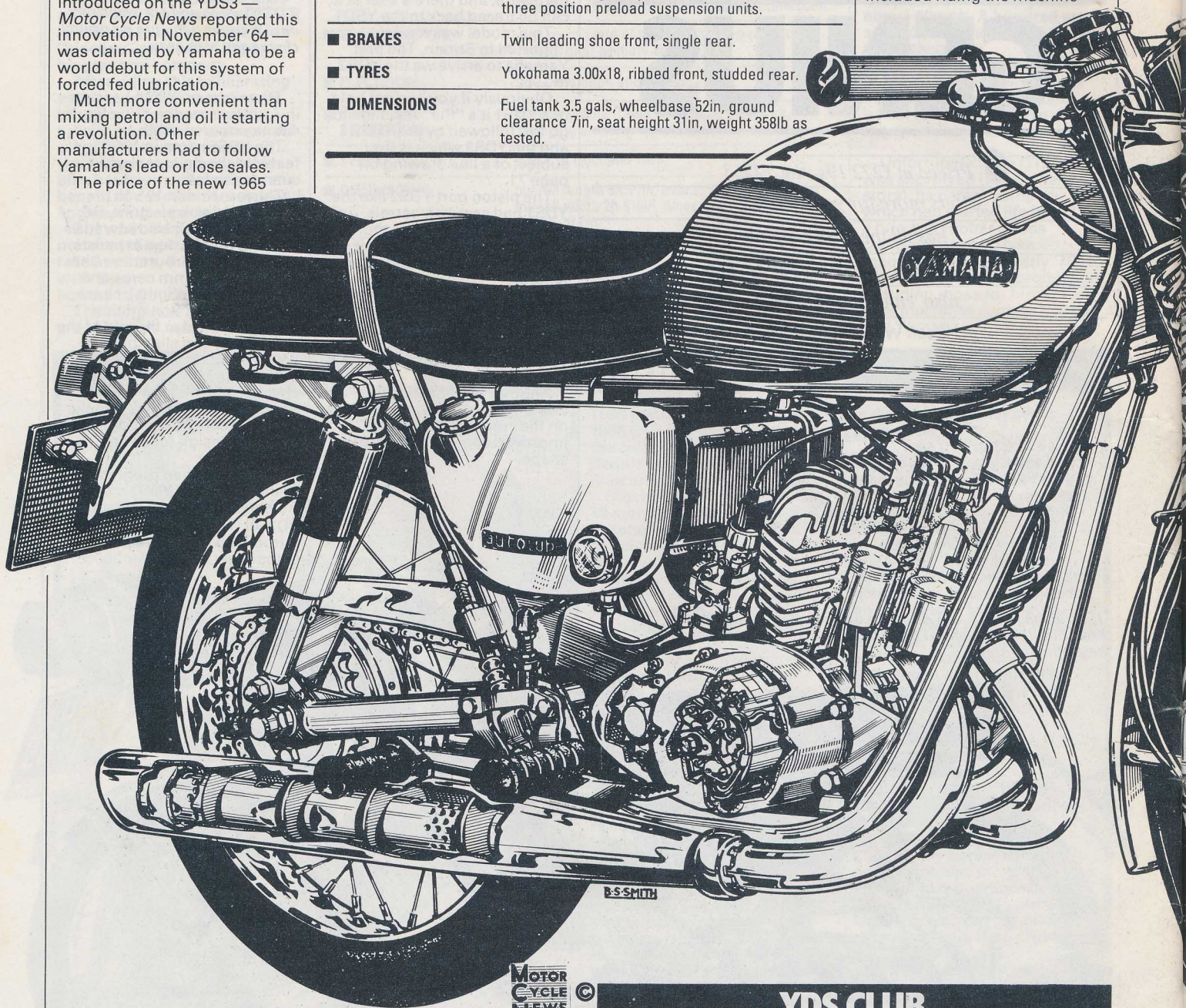
Autolube YDS3 was to be £258 19s plus a small increase in import duty.

In the same November '64 news report MCN announced a new Yamaha production 250 road racer, the TD1B, which was to take over from the original TD1.

Considering Yamaha had only started motor cycle production in 1955 things were happening fast for them.

By 1965 the factory had built 250cc V4 two-stroke disc valve road racers in both aircooled and watercooled forms for Read to claim his second world title.

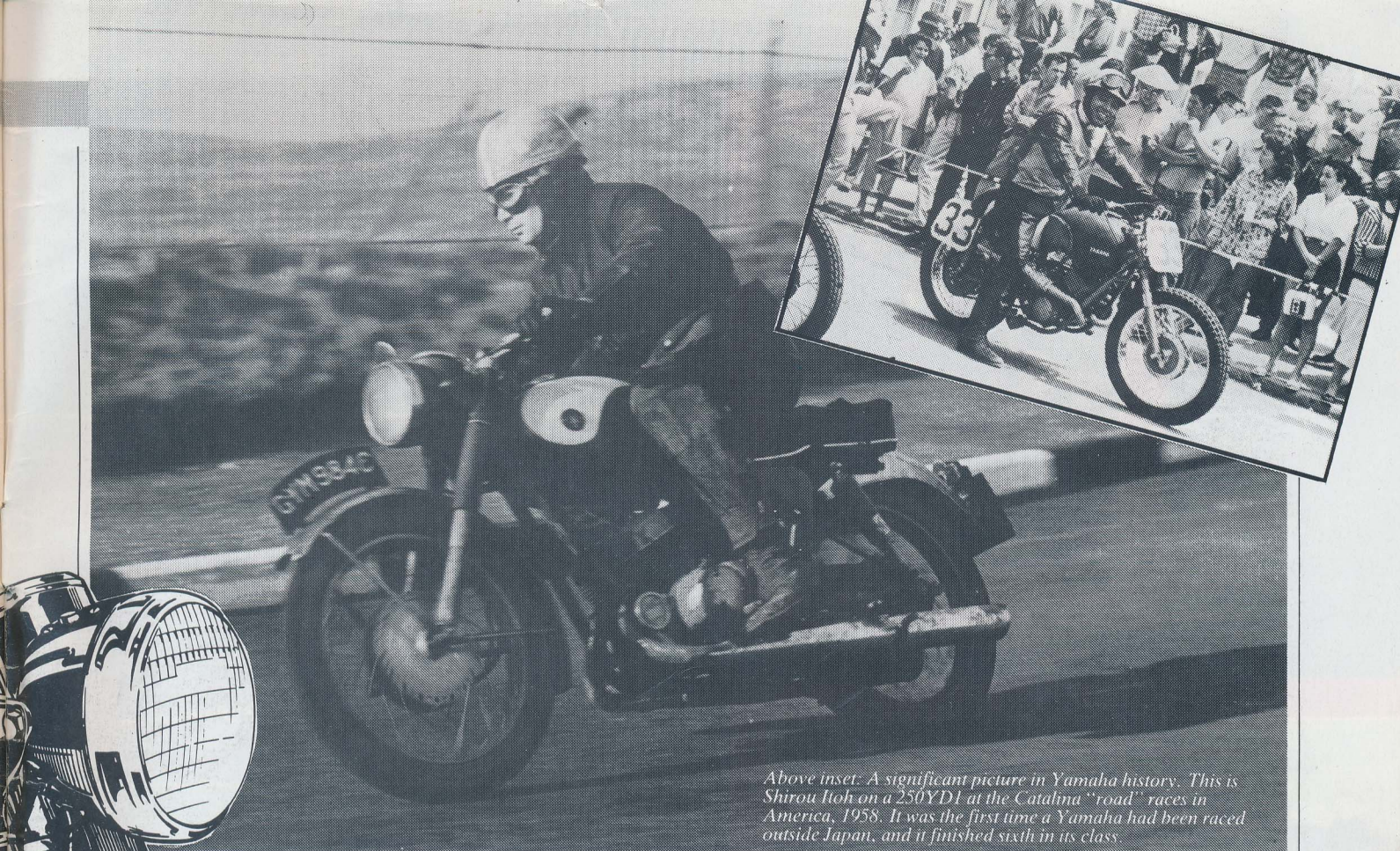
MCN didn't get to test the YDS2. They had to wait until February 1966 and the YDS3 before compiling a report which included riding the machine



MOTOR
CYCLE
NEWS ©

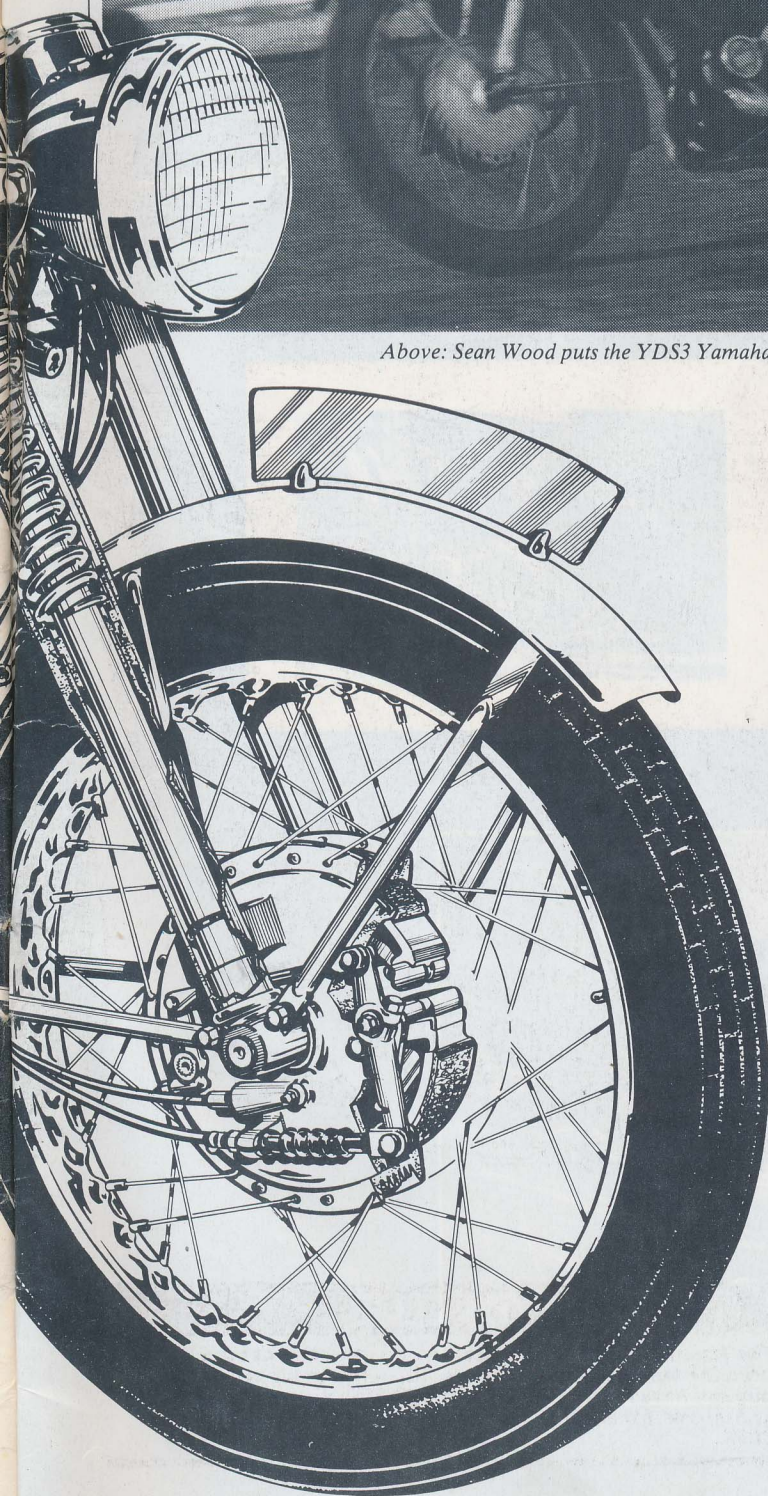
YDS CLUB

The Japanese are not noted for their preservation of machinery from the past. Yet they have been bitten by the Classic Japanese bug and have recently formed the YDS Club in Japan to keep alive and renovate machinery from Yamaha's early days, notably the YDS1.



Above inset: A significant picture in Yamaha history. This is Shirou Itoh on a 250YD1 at the Catalina "road" races in America, 1958. It was the first time a Yamaha had been raced outside Japan, and it finished sixth in its class.

Above: Sean Wood puts the YDS3 Yamaha through its paces for MCN round the TT course.



round the Isle of Man TT circuit.

This is what tester Sean Wood had to say:—

"If there's little wrong with a bike, we tend to take it for granted. If everything goes smoothly, the machine becomes a slave of pleasure. The 250cc Yamaha YDS3 is just that — a fast reliable fun bike.

"A two-stroke twin, with Autolube, twin carbs and a five speed gearbox, the YDS3 has aggressive looks and an aggressive nature. Highest electronically timed speed was 83.33mph — not bad for a 250 of generous proportions!

"Penalty for performance is paid in fuel bills. Making full use of the Yamaha's searing acceleration and high cruising speeds, 42mpg was the consumption to contend with.

"But remember, it's not petrol at about six shillings a gallon that the Yamaha burns, but medium grade pure petrol at around five shillings. With a remarkably low compression ratio of 7.5:1, there is no possible excuse for using the 'Super' stuff.

"Lubrication is by a relatively new component on the scene, the Autolube pump. Driven from the gearbox, the pump draws its oil from a three-pint tank on the offside of the machine, and meters it according to the dictates of throttle opening and engine revs.

"Delivery to the motor is via two plastic pipes to the induction tracts to the twin Mikuni carburetors.

"During the 750 miles which constituted our test, the Autolube system proved almost twice as economical as

the mixture system. So as far as petrol and oil are concerned what you lose on the roundabouts you gain on the swings!

"One thing is certain, you lose nothing in speed and acceleration. Speeds in the gears go 25, 40, 60, 75, and that top gear of 83.33mph would doubtless improve with the inevitable loosening up of working parts. 0-60 was achieved in 12 seconds.

"In my opinion, the YDS3 offers the best possible roadster riding position — efficient but comfortable. Controls also cannot be faulted — everything is beautifully made.

"It's funny — unobtrusive is an apt description of the brakes, as well as the exhaust note. In use, the stoppers seem to be rather soft, but the figures prove otherwise. The mean figure from 30mph was just over 28ft, from 40mph 53ft 3in, and from 50-76ft.

"Handling is good. The rear suspension units have a three position adjustment for load. The front forks have a steering column damper which came in useful for speedy coverage of bumpy roads.

"The finish is immaculate in metallic blue, cream and chrome. The extras, useful, the instruments nicely presented, and the Japanese Yokohama tyres by no means as dodgy as people make out.

"Priced at £272 19s, the YDS3 offers more for your money. It has all the virtues of an out-and-out sportster, but its rider also enjoys rare comfort — the E-type of 250cc motor cycles you might say." □