



# YAMAHA NEWS

1976  
No. 12

130 guests from North America

## Renovated Determination for Another Leap Forward

It is a well-known fact that the market of North America is always given much weight in the worldwide motorcycle industry. It is worth special mention that North America, like other always-growing markets in the world, has set one of the most distinct examples for every successful business activity such as new model development, marketing promotion or public relations exercise. The friends of North America have rendered tremendous contributions throughout the process of establishing a new golden age of motorcycles for the general public by making them renew their recognition of motorcycles—handy, pleasurable vehicles.

### Biggest tour party

130 dealers and their families from North America! It was the single biggest tour party ever invited by Yamaha. Reflecting active sales in the United States and Canada, every face was bright and cheerful.

All of them were active in the first line of a sales battle. Their excellent business results were rewarded such a nice prize.

Personally witnessing a true picture of the always-growing Yamaha industrial group, they renewed confidence in every product of Yamaha, and at the same time, renovated their determination for an important sales battle yet to become hotter in their own countries.

On the other hand, a tour schedule was prepared in such way that all of them could enjoy the most tasteful sightseeing around Kyoto and Nara to their hearts' content at the time of mid-autumn.

Inviting foreign dealers to Japan is Yamaha's long-established custom. It has greatly helped Yamaha tighten its cooperative relation with worldwide dealers for the past years.



A big party just arrives in Japan!



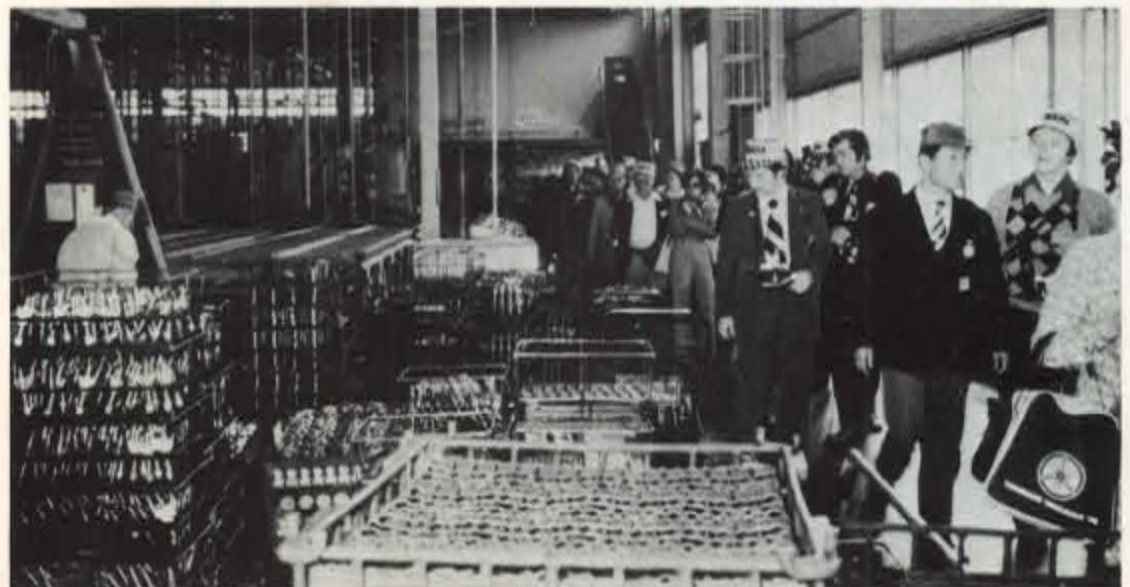
A Japanese-style viking party



Welcomed to the main office at Iwata



Thanking for his laudable efforts



Deeply impressed by every efficient work process

## News from America

This is a story of one of the most enthusiastic American motorcyclists who is called "Captain America".

Brooks Joseph Breece is his real name. Captain Breece is at the age of 30 and serving as Academics Instructor of the Officer Candidates School at the US Marine Corps Base in Quantico, Virginia.

Riding Yamaha bikes around the vast continent of North America, he has already covered 39,000 miles for the last three years!

### Never commonplace!

Touring on a bike — you may say it is nothing more than a commonplace practice". But never say so. The Yamaha bikes used by Captain America have been mostly lightweight ones ranging from 60cc to 125cc!

### Mirthful moments

Captain America summarizes his wonderful experience as follows:

#### In May, '73

I was riding the RD60 in the DC-Atlanta-Indianapolis-DC run. I had just left the Indianapolis 500 and crossed the Ohio border when all the red lights in the world came on — speeding? No 65 in a 70. It seems that some souvenir hunters had stolen my Virginia license plate. The kicker was that the officer checked all the engine numbers and never caught it was a 55cc (illegal in Ohio) probably because I was going so fast. Once he found out I was a Marine Officer, he lectured me for about 30 minutes on the glories of being an Ohio State Polizi — Ha! Ha!

#### In August, '73

Niagara Falls, Canada, I was walking around by the Falls one night when a little old lady came up and wanted to take my picture. She thought I was the man they shot out of the cannon at the circus (maybe it was because I was in my Yamaha Bumblebee Leathers?)

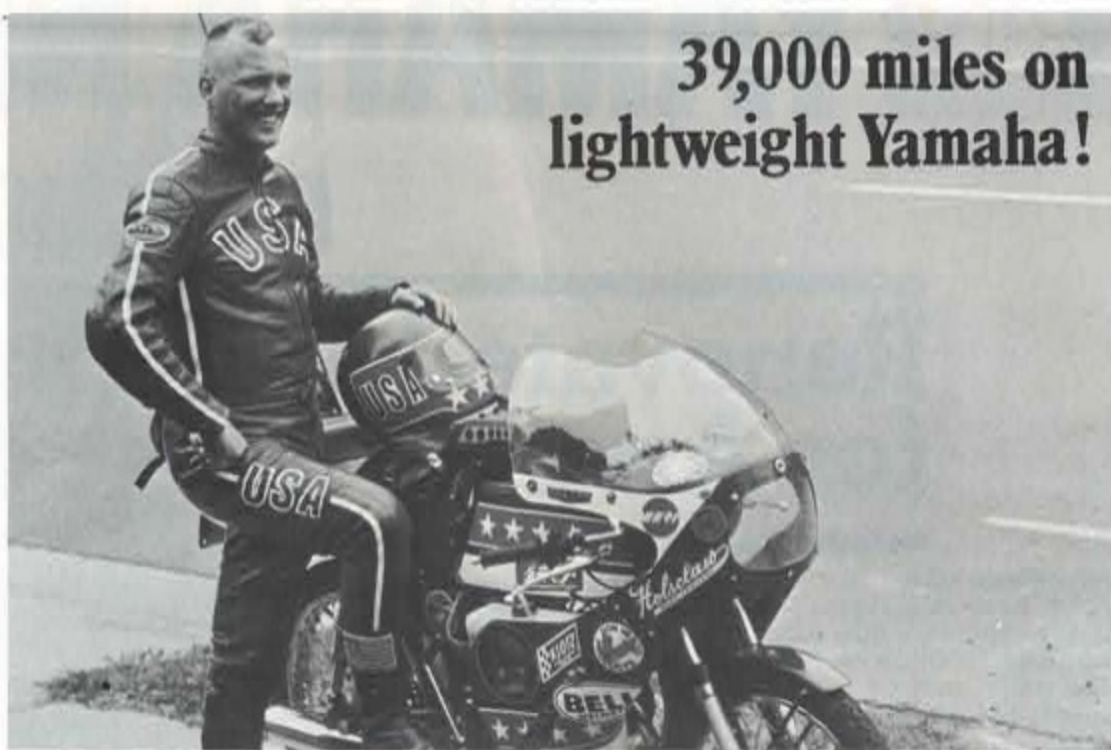
#### In May, '74

I was on the Penn Turnpike trying to make up time on the RD125 Prototype. It was raining and I was following a Turnpike Smokey at about 1/2 mile 70mph. He disappeared so I wound her out to 78-82mph and just started cruising. A little later it was "red light and siren city" — I pulled into the traveling lane, playing good citizen — nothin' doin' in behind me — so pull off and stop. The officer got out of his car wide eyed and said, "You're going 78 in the rain, passing everything on the road. I've been chasing you for the last ten miles. There's only two things I'm going to say to you, either you're crazy or you're pro." I quickly produced one of my business cards and said, "I'm a pro."

One thing led to another. He told me I didn't use much gas and if I had a wreck, I would be the only fatality. He was very interested in the trip so I tried to give him one of my "BJ BUDDY shirts" — he couldn't take it so he bought it. He also gave me his

# "Captain America" Rides around the Vast Continent

## 39,000 miles on lightweight Yamaha!



cigarettes!

#### In Jun, '74

82mph on the 125 Prototype in the passing lane. Ohio State Police pulled me over — all he wanted to do was to look at my bike and leathers. He told me to slow down and stay out of the passing lane.

#### In May, '76

CB Show Superdome, New Orleans. When I went to the show, I thought it was a motorcycle show — not so — my bike was the only one there and 95% of the people had never seen leathers before — hell! I might as well have been Jack Mangus, Robert Redford, Bob Lenk or somebody — just had to

keep fightin' 'em off!!

One lady thought I was a parachutist — one thought I was modeling ski fashions!!

#### In May, '76

71mph on the toll road in Florida. Cop told me he would let me go but it was his buddy's first ticket — 45 minutes later I was on my way.

#### In May, '76

Pit stop at a gas station in South Carolina. Two state police were interested in my Capt AMERICA suit and come over for a look at my bike — they loved the FUZZBUSTER and even tested it for me with their cruiser mounted radar.

### Machines

#### RD60YAMAHA (55cc, 5.4hp, 90MPG)

The engine was left stock. For set up we just turned the stock handle bars upside down, installed footpegs on the rear swing arm and up geared it two teeth over on the countershaft sprocket. In a full racer's tuck (the only way to ride this mini motorcycle) you can cruise at 64mph with a top downhill speed of 80+. On stock tires however 80+ is madness so say the least so we installed a 350X18 Carlisle on the rear. Ha! Ha! only 56mph flat out so back to stock gearing — perfect.

#### LS2 YAMAHA (97cc, 10hp, 70MPG)

What power! blinding speed! — would you believe you could actually go 60mph sitting up! Initial set up was simple: we just turned the stock bars over changed the shifter so it could be operated from the rear pegs and went 2 teeth over on the countershaft.

#### TX500 YAMAHA

Stock everything except the clubman bars. I rode it the southern route from Washington, D.C. to San Diego to Wash.

D.C. to recon the route. In California, Cycle Engineering Corporation fitted it with a 5 1/2 gallon Read-Titon tank, 1/4 fairing, and 1/2 seat.

#### RD125 YAMAHA (Prototype) (124cc, 13hp)

Vesco 250 Water pumper fairing, Denzilube chain, Jacwal 2 1/2 gallon seat tank (oil), 5 1/2 gallon Read-Titon tank and 2 teeth over on the countershaft sprocket. The prototype would cruise at 82mph and got 45-50mpg. From it we learned that stock Yamaha point wires will not hold up under extreme heat.

#### RD 125B YAMAHA ("Paul Reveere Special") (124cc, 13hp)

Vesco 250 Water pumper fairing, Jacwal 2 1/2 gallon set tank (gas), 5 1/2 gallon Read-Titan tank, rain tires, one tooth over countershaft Beltek CB radio, points reconstructed, and Bicentennial paint job. The "PRS" would cruise at 76-80mph and got 45-50mpg. This machine never ran (fast) up to its potential during the Oct. '75 Trans Con — reason: water in the gas at the second pit stop.

## News from Tahiti

Tahiti — the largest of the Society Islands lying on the Southeast Pacific Ocean has long been noted for its scenic beauty which was once admired by Eugène Henri Paul Gauguin, a most celebrated French artist (1848-1903).

# MOST SUCCESSFUL SPORT ACTIVITY

## Tahiti Automoto



Yamaha riders score more wins than others.

### Popular motocross

Tahiti Automoto located in Papeete now forms an important link of Yamaha's worldwide dealer network. Yamaha-made motorcycles as well as outboard motors are gradually finding their way into this market, thanks to long, untiring efforts on the part of Tahiti Automoto.

Now, it draws special attention that enthusiasm to motorcycle sport is growing with increased rapidity on this island. It may well be called "dawn of sport age". Motocross is the most popular discipline of all. Each motorcycle maker branching out into this market has come to admit successful sport activity as a most effective PR exercise for products. A big event often takes place, attracting a large entry of enthusiastic motorcyclists using their favorite machines.

Yamaha riders entered by Tahiti Automoto prove most successful by scoring much more wins than any other riders. Their success is expected to be an exceptionally strong impact on the market.



Race officials



Rushing into the first bend



Struggling for the lead



Yamaha vs. Suzuki

## Review of Japanese Motorcycle Market — Part IX

### Important sense to traffic safety

At a time when worldwide motorcyclists were demanded of higher sense to traffic safety, it should be one of the main objectives of this survey to investigate how Japanese motorcyclists thought of this extremely important matter.

### Two different categories

Findings were roughly divided into two categories as follows:

1. It was found that much more owners of motorcycles, regardless of displacement class, used a helmet while riding than before. Especially, almost all the users of over 251cc bikes never failed to put on it. This indicated the definite growth of higher sense to traffic safety on the part of motorcyclists here.

To take it more concretely, traffic accidents involving motorcyclists or motorcycles for the period covered by this survey were greatly reduced, compared to the two previous cases.

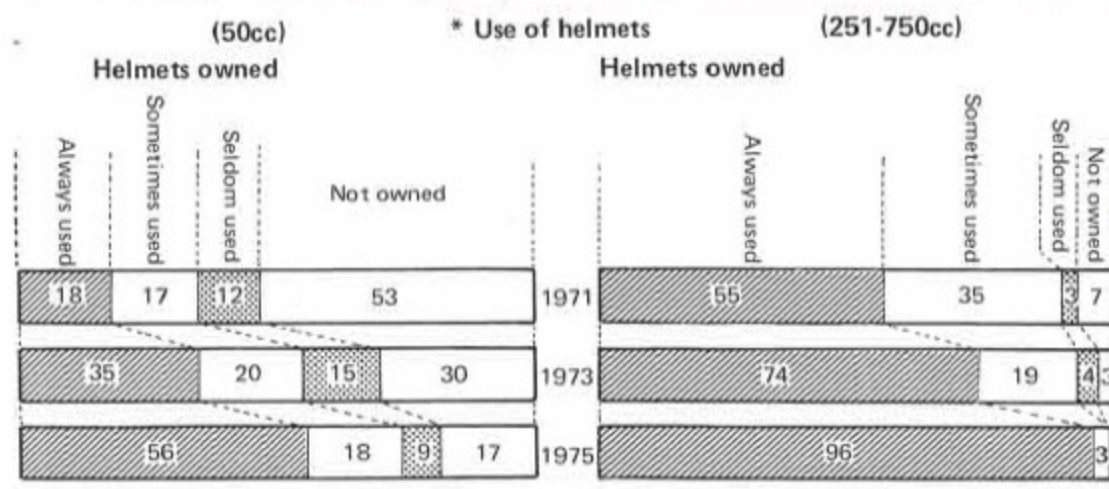
(See charts for more particulars)



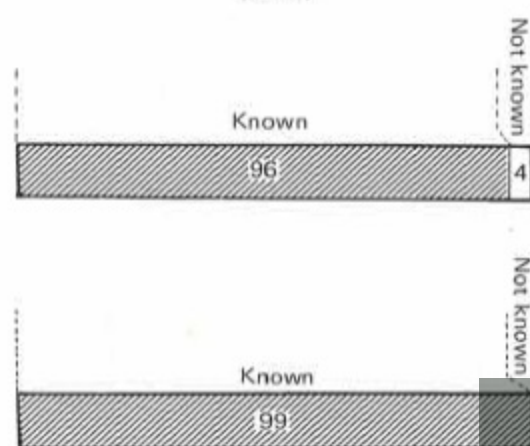
2. It was also revealed that different patterns of riding reflected different life styles. Generally speaking, younger motorcyclists, especially, users of larger bikes, oftener preferred group-touring than aged motorcyclists, especially, 50cc bike users. The former could be classified into "social" while the latter, "wholesome".

The number of group-favorite motorcyclists as a whole was found much smaller yet than that of those motorcyclists preferring solo-riding. But, there were signs that more younger motorcyclists using over 251cc bikes would become more interested in group riding.

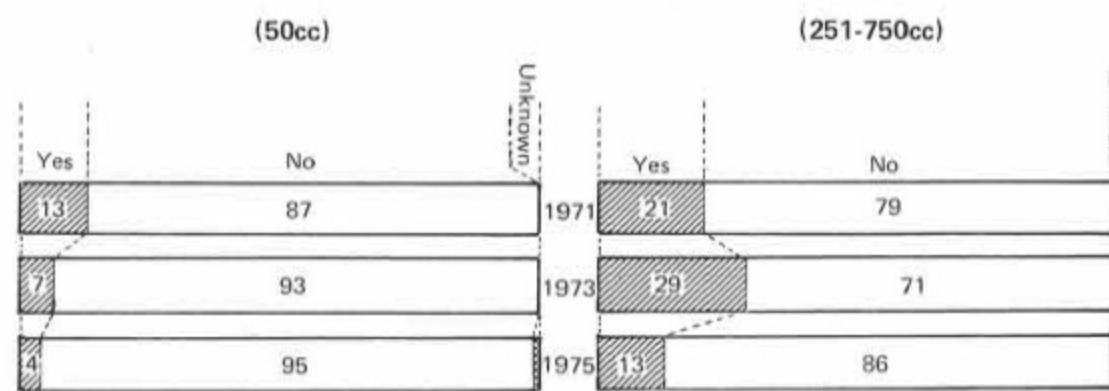
(See charts for every detail)



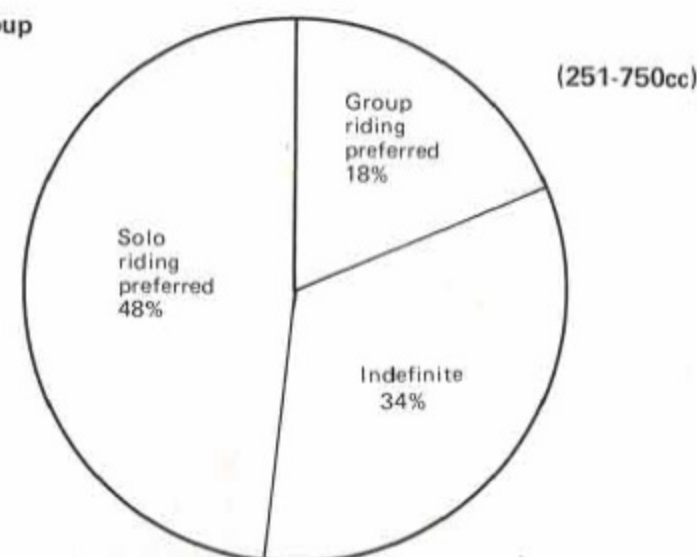
**\* Knowledge of helmet regulation (50cc)**



**\* Involved in accident or not for the past year**



**\* Solo or group**



## YAMAHA RACING HIGHLIGHTS



Yamaha's winning trio

### Yamaha Riders Sweep Indonesian GP!

Oct. 23 & 24, Jaya Ancol Circuit, Jakarta

The Indonesian Road Racing Grand Prix is reputed to be the most important and prestigious event of the kind in the area of Southeast Asia. The GP '76 took place at the 4.47-km Jaya Ancol Circuit in the outskirts of Jakarta on Oct. 23 & 24.

#### Unrivaled Yamaha team

The Yamaha racing team entered by P.T. Harapan Motor in Jakarta and consisting of both Japanese and Indonesian top riders proved unrivaled, really, throughout the meeting. Hideo Kanaya riding an ultra-fast YZR750 machine outright won the 2-leg 20-lap GP, beating the toughest challenge from Australia's Gregg Hansford on a Kawasaki KR750.

Also, another highlight was provided by three Indonesian riders who monopolized the first three places of both senior 100cc and 125cc races. They all piloted newly-developed Yamaha RX100R and RX125R racers.

They were awarded "President Soehart Challenge Trophy" for their brilliant victory.



New Yamaha racers attract the keenest attention.



A grandstand is full of spectators!



#### Final results

##### GP, first leg

1st.	H. Kanaya	Yamaha
2nd.	G. Hansford	Kawasaki
3rd.	J. Woodly	Suzuki
4th.	S. Soh	Yamaha
5th.	A. Azis	Yamaha

##### GP, second leg

1st.	H. Kanaya	Yamaha
2nd.	G. Hansford	Kawasaki
3rd.	H. Azis	Yamaha
4th.	T. Soeswanto	Yamaha
5th.	S. Soh	Yamaha

##### Senior 125cc

1st.	B. Soeswanto	Yamaha
2nd.	R. Abdulrahin	Yamaha
3rd.	B. Tajudin	Yamaha

##### Senior 100cc

1st.	B. Tajudin	Yamaha
2nd.	R. Abdulrahin	Yamaha
3rd.	B. Soeswanto	Yamaha



# Yamaha Racing Highlights INDONESIAN GRAND PRIX '76

## Significance of sport activity

Indonesia has already grown into one of the largest markets for Japanese-made motorcycles. Marketing promotion efforts continued by each maker is inevitably resulting in a hotter share contest than ever before.

Last year, basing on its foresighted business policy, Yamaha established the system of local KD production in Indonesia earlier than any other manufacturers so that the needs of local users could better be met. Since that time, Yamaha motorcycles have continued to lead the Indonesian market, reinforced by well-planned campaigns and untiring sales promotion efforts on the side of P.T. Harapan Motor.

At this time, sport activity is considered as an effective form of PR exercise for products. It is at a racing track that each manufacturer can have the best possible chance to demonstrate the performance of products at the presence of the buying public.

## Strongest impact

As stated before, the Indonesian GP is the most important road racing event in the area of South-east Asia. The event attracts a large entry of top class riders including those from Australia and is watched by a lot of enthusiastic spectators. (estimated at 50,000 this year) each year.

Consequently, GP victory quite naturally turns out to be the strongest impact onto the market. This year, in addition to winning all major races, Yamaha riders convincingly won four other classes. It was the most sensational success ever recorded by a single brand in the history of Indonesian road racing. Also, it is now hoped that Yamaha will further tighten its leadership on the market.



A fantastic RX100R racer!



The GP is successfully organized in fine weather.



The Jaya Ancol is one of the best circuits in this part of the world



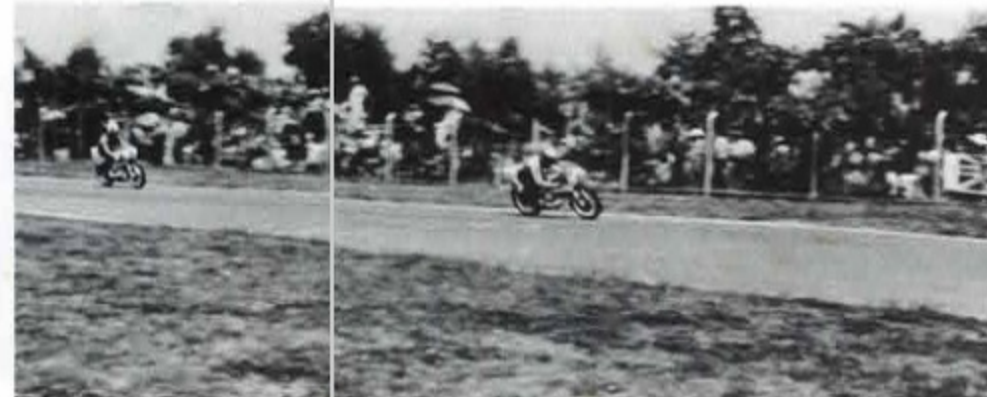
Yamaha pit personnel



Start of senior 100cc race



Young riders of Yamaha do it well, too.



Going on and on!

## Fantastic machine, trained technique

— Sugo, Japan —



Pre-test technical meeting

Aiming at winning the major events of the Indonesian GP '76, three top Indonesian riders (B. Soeswanto, R. Abdulrahin and B. Tajudin) had a special training at the racing circuit of Sugo late in September.

Developed and engineered through Yamaha's long, successful experience of the world's GP racing, new RX100R machines were found fantastic racing weapons. Assisted by top Japanese riders such as H. Kanaya, I. Takai or H. Kawasaki, they repeated their test ride day and night for every advanced racing technique.

Their laudable efforts were embodied into the most brilliant GP victory. They shared the first three places in both 100cc and 125cc races of senior category.



Every advanced technique is mastered.

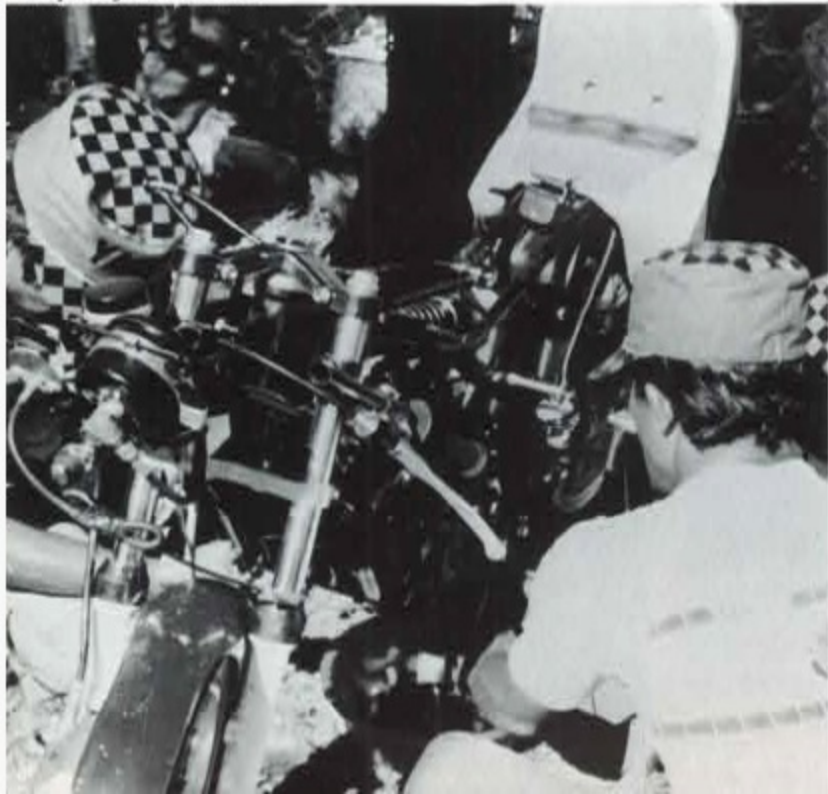


Explanation as to the sugo circuit



Start for an initial test

Preparing a 125cc racer



www.legends-yamaha-enduros.com



## Prawn catching around Central Japan

Yamaha FRP boats prove a new power for drift-net fishing of prawns around the Bay of Mikawa, Central Japan.

### Important tide

Prawns live at the sandy sea bottom up to 20m in depth. Operation starts just after sunset when they begin to move about for food.

In this case fishermen must think of a tidal current, above all things. A drift net about 300 meters long is set in such a manner as illustrated, with a boat kept at a right angle to the direction of a tidal current. Many net bags drifting around the sandy sea bottom are designed to catch all the prawns moving in the direction of a tidal current. Everything must be done quickly and accurately. The DW-35 model of Yamaha



Operation just starts

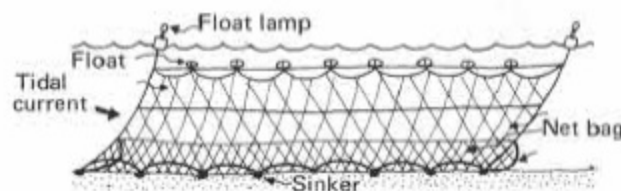


Pulling up a net



Big catch of prawns!

specially designed and constructed for this particular type of fishing, enables fishermen to finish all arrangements within 4 minutes in the most efficient way. A net is pulled up about 30 minutes after it is set. Fishermen are greatly pleased to find all net bags full of prawns!



# "Propeller selection" is most important Part 2



You have already known the importance of "propeller selection" partly at least. What is mentioned in this part is designed to help you better know "why".

Let's explain the mark a little more.

As mentioned before, each mark indicates a particular group of outboard motor models employing the same type of a propeller.

As for all the models belonging to the same mark group, a propeller shaft and other fitting parts are of the same size. In other words, those models can change their propellers with each other within the said group.

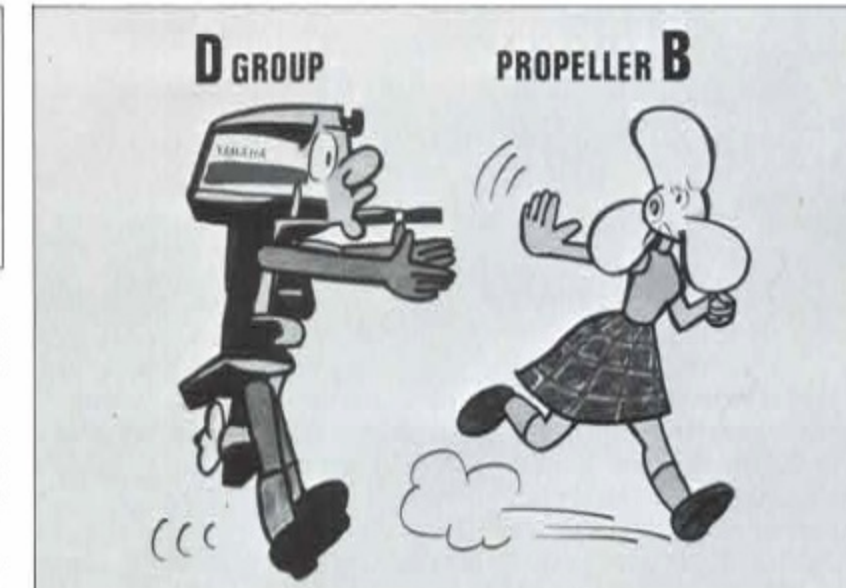
On the other hand, no propeller can be fitted to any model belonging to a different mark group. For example, a propeller marked "B" can be fitted to any model belonging to group B, but, never to group D.

## "Interchangeability" of propellers

Here introduced is a chart showing "interchangeability". Each mark is specified in a parts list.

Learn by heart to which group your own model belongs. Each mark group has several different types of propellers. For example, let's take up group D. These four propellers have the same diameter. Then, what is difference? Take a closer look at them. You will find all pitches different from each other.

Almost all the propellers fitted to group D models are 9 1/4 in. in diameter but they have different pitches ranging from 5 in. to 11 1/2 in.



MARK	MODEL
A	2A
B	3.5A 3.5AC 5B 5BS
C	6A 8A
D	8.5A 12A 15A E15A E15AK 20A 25A
E	P125A P125AK
F	28A
G	48A 55A 68A
H	48A



## Different pitches

You may well say "Why".

As you have already learnt, a propeller with a bigger pitch covers a larger distance in one complete turn. But, such a propeller does not always push a boat ahead faster.

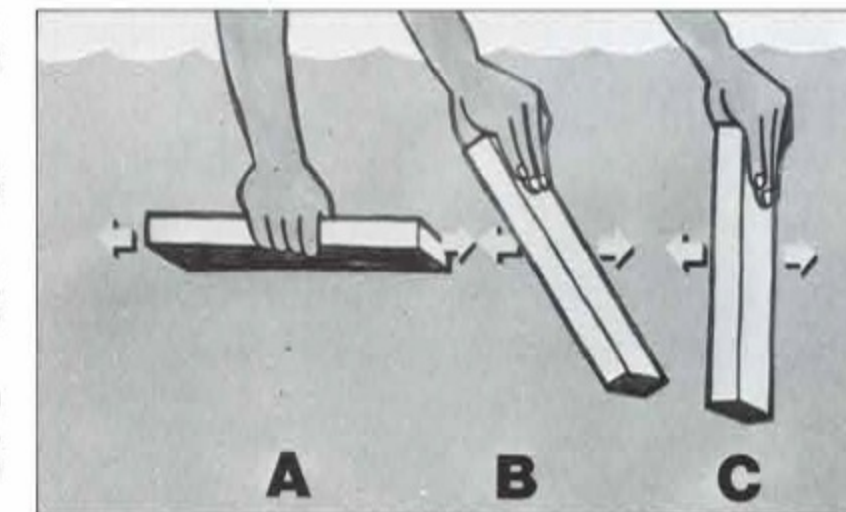
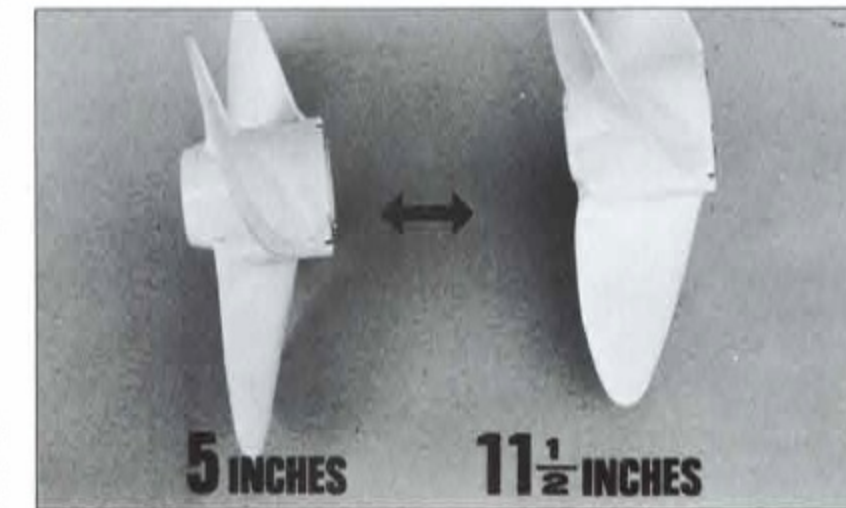
Make a test as illustrated and you will know the reason why. Try to move a block of wood in the direction of an arrow in the water.

In the case of "A", a block can be moved easily.

"B" requires a little more effort. But, you have to encounter the strongest resistance of water in the case of "C".

A propeller with a big pitch just falls under case C. Stronger water resistance takes place as a propeller cuts a larger volume of water. Also, case "A" or "B" can apply to a propeller with a small pitch.

If pitch is too big, engine's rpm will be lowered and a boat can not move forward so fast. On the contrary, if pitch is too small, engine's rpm will easily exceed an optimum level. This may cause damage to the engine.

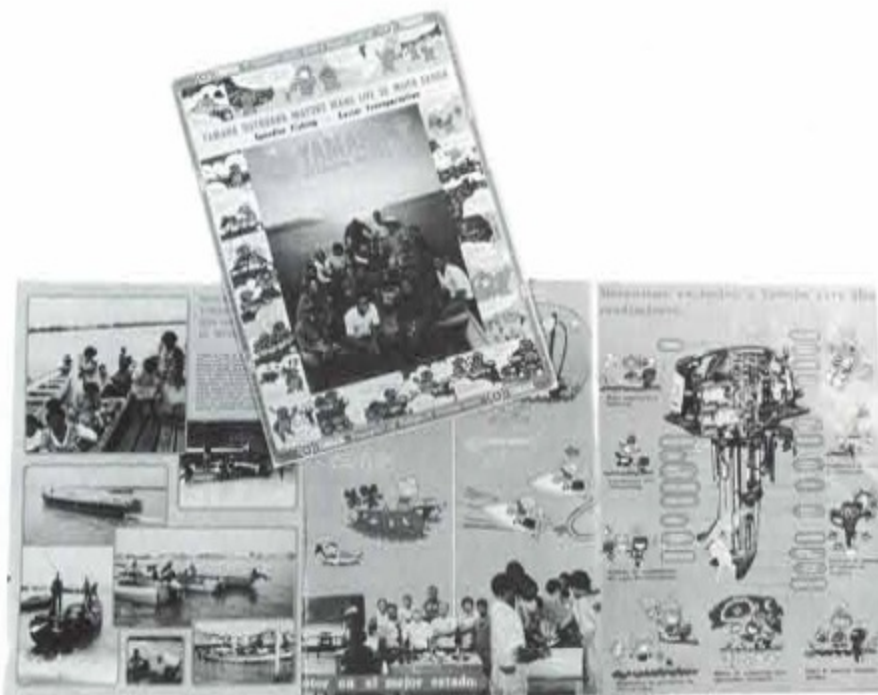


## New PR Catalog for Outboard Motors

New PR catalog for Yamaha outboard motors is now available for use by worldwide Yamaha distributors and dealers. The new catalog is designed to publicize the tremendous utility of Yamaha outboard motors in a most efficient way through introducing varied scenes where Yamaha outboard motors are widely used for fishery operations and for transportation as well. The catalog is available in English, French or Spanish.

Contact the following address directly or through your distributor:

AD & PR Department, Yamaha Motor  
2500 Shingai, Iwata-shi, Shizuoka-ken, Japan



## V. Palomo(Spain) New F750 Champion



1st. V. Palomo (Yamaha) 61  
2nd. G. Nixon (Kawasaki) 47  
3rd. J. Newbold (Yamaha) 37  
4th. M. Rougerie (Yamaha) 32  
5th. D. Potter (Yamaha) 27  
6th. G. Choukron (Yamaha) 22

Victor Palomo, Spanish former world water ski champion, won the Formula 750 championship '76. It was finally confirmed at the FIM Congress held in Bruges, Belgium late in October.

American Kawasaki star Gary Nixon lodged a protest that he had won the Venezuelan 200-mile race, the second round of the series.

It so, he should have collected the three extra points and won the series by one point from Palomo.

After hearing Nixon's protest, the Road Race Committee of the FIM decided to drop the Venezuelan round from the championship due to inconclusive lap scoring evidence.

That left Palomo, who performed well in the later rounds, in first place with Nixon second.

## Calendar '77

### World championship road races

March 20	Venezuelan GP
May 1	Austrian GP
May 7-8	West German GP
May 15	Italian GP
May 21-22	Spanish GP
May 29	French GP
June 19	Yugoslavian GP
June 25	Dutch TT
July 3	Belgian GP
July 24	Swedish GP
July 31	Finnish GP
August 7	Czechoslovakian GP
August 14	British GP

### Formula 750

March 13	USA (Daytona)
April 3	Italy
April 24	Spain
June 5	France
July 9-10	Great Britain
August 21	Austria
August 28	Belgium
September 4	Holland
September 11	USA (Laguna Seca)
September 18	Canada
September 24	West Germany

From '76 FIM Congress

## New TT Formula Settled

The new production four-class TT Formula will go ahead from next year at the status of world championship.

To be eligible for the TT Formula, machines must be available on sale to the public through normal commercial channels before March 1 of each year. Also, proof must be given that as for any model, at least 200 machines have been sold to the buying public.

All machines must be originally supplied with complete electrical equipment in working order.

Though modifications can be made to frames and brakes, engine alterations are limited.

Fuel consumption regulations are shown below: TT1 24 liters, TT 2 20 liters, TT 3 18 liters and TT 4 15 liters.

The bore may be increased without changing the pattern of the cylinder and provided that the increase does not result in exceeding the limit of the class.

## New Venezuelan GP

Venezuela will be given a full world championship grand prix next year. Four solo classes - 125, 250, 350 and 500 - will be run at the circuit of San Carlos on March 27, the first GP of the season.

But, the organizers must meet the exact conditions for running the championship event.

The United States will have two F-750 events next year. The first will be held at Daytona as usual on March 13 and the second, at Laguna Seca in California on Sept. 11. Also, the new Canadian round will be added to the series next year.

## F750 world championship

From next year Formula 750 will be promoted to the status of world championship.

Minimum cylinder displacement will be raised to 501cc from 300cc. Also, it is likely that maximum displacement could be increased to 1,000cc in the future.

## Three titles won by Yamaha

Yamaha became a triple title winner this year. Though Walter Villa of Harley Davidson won both 250 and 350 championships, the maker failed to qualify for the make award as no manufacturers' licence had been issued to them. The same thing could be said of Konig of Austria. Rolf Steinhausen won the sidecar championship but no licence to the maker!

Yamaha, the second best in those classes, monopolized championships, eventually!

## New scoring system

Next year's world championships in road racing, moto cross and trials will be scored on a new uniform system.

An everything-counts system will take the place of the current half-the-rounds plus one scoring system.

An everything-counts system will take the place of the current half-the-rounds plus one scoring system.

Only four countries - three from behind the Iron Curtains and Australia - voted against it for the reason of a tremendous distance to be traveled by them but it will come into force with an overwhelming majority from next year.

## Motorcycle Market

### Increased sport-biking fans

It is not too much to say that most of the imported or locally assembled bikes have been intended just for such a use for the past years.

But, it is noticed that things are taking a gradual turn from what they were. In brief, more and more people are getting interested in the sporty side of bikes, apart from their genuine utility. It is Yamaha's active campaign that is setting strong spurs to such a new tendency. Especially, Yamaha moto-cross school campaign which was promoted in close cooperation with the staff of Norkis Trading this year, helped them understand how to enjoy "sport-biking". Now, moto-cross or trail riding is fast rising to popularity among novelty-minded young motorcyclists in this country.



Sport models gradually rising to popularity



A main dealer's shop



Norkis Trading's branch shop



Young sport-biking fans

## They attend school on Yamahas — Japan

High school boys and girls aged at 16-18 years are still occupying the largest share of total bike users in this country.

Teachers or parents may well react to such a trend quite differently from each other.

It is true that some of them are unwilling to allow their pupils or sons to ride a bike for the reason of safety, but, on the other hand, not a few of them are taking a very sympathetic attitude toward it.

Understanding teachers or parents permit their pupils or sons to attend school on a bike, but on the condition that they have finished the full course of Yamaha licence school. This indicates that they have come to highly appreciate the merit of Yamaha's unique training scheme for novice motorcyclists.

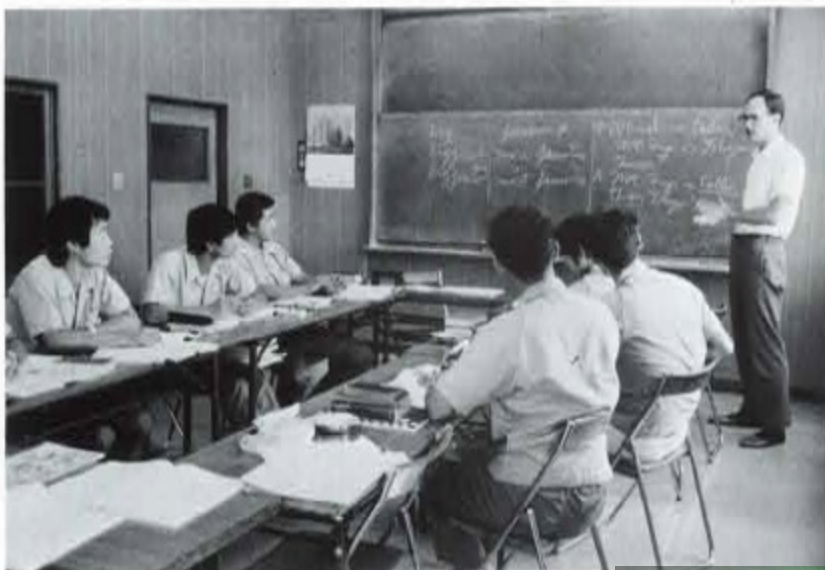


### Overseas Service Training Center Newly Established

As reported from time to time, export shipments of Yamaha motorcycles are steadily increasing. Especially, KD production program has made a remarkable advance in many a developing country for the last few years. In order to better meet such an overall upward trend, Yamaha has newly established an overseas service training center (supervised by Mr. Eguchi, managing Director where the selected employees of Yamaha are educated and trained for smoother performance of their business abroad. The center is located near the Hamakita Factory and 15 first-term students are now taking a 4-month course. They are all aces selected out of

all Yamaha employees, regardless of their work divisions. Training schedule is so hard and severe that they can be completed into "out-and-out" Yamaha men within such a short period of time. Special importance is naturally attached to the improvement of their linguistic ability. They are also taught the history, culture and religion of each developing country, while they have to acquire a comprehensive knowledge of export business essential to the first-line overseas staff.

In addition, they must be strong enough to withstand every hard working. Therefore, "Karate" is included in a curriculum.



### Leisure-biking in Japan

In line with Yamaha's big-scale campaign for the furtherance of 50cc licence school program, leisure bike fans are developing their brisk activity everywhere in Japan. In most of cases, Yamaha dealers take the initiative to promote this type of event, thus more than doubling the positive effect of Yamaha 50cc licence school program.

Here introduced is a big leisure touring recently organized by a Yamaha dealer in Aki, Kochi Pref., Western Japan.

All participants, old or young, used their favorite Yamaha leisure bikes, except for two leaders riding GR50 machines.

They took a route along the picturesque coast of the Pacific Ocean as the event was designed to be a sightseeing tour in fine, refreshing autumn weather.

Most of them had had little experience of this type of riding, and therefore, the leaders led the group with "safety first" in mind while trying to make this event as enjoyable as possible. They were pleased to have a good chance of practising their acquired techniques on a normal road.

It is expected that leisure-biking will get more popular as Yamaha's campaign goes on.



### New target is 400 mph! — Don Vesco

Don Vesco of America who set the world motorcycle speed record of 303.812mph last year, aims to break the barrier of 400mph next year in a streamliner powered by four TZ750 racing engines. It will be a completely new record machine to more than double the power. The combined power output of the four 750 engines is estimated at 500hp, sufficient to propel the super-streamliner across the Bonneville Salt Flats at a speed of over 400mph.

Vesco's sensational attempt is scheduled for August.

### Warren Willing — New Australian Champion

Young Sydney rider Warren Willing won the Australian national road racing championship. He took over the title held by Kawasaki's Gregg Hansford since the six round series started four years ago when he won the final round at Wannan Park, Western Australia on Oct. 31. Riding an ex-Agostini TZ750, Warren was unchallenged and won this race 50 seconds ahead of Hansford's mate, Murray Sayle.