

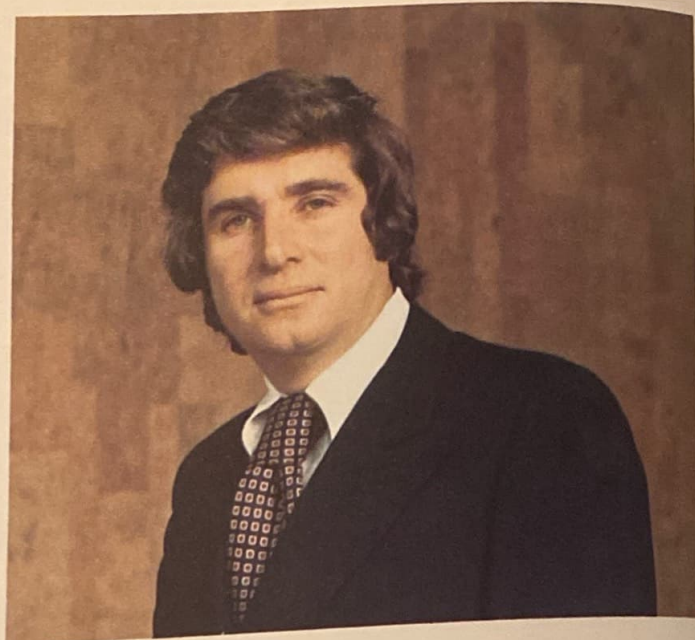
YAMAHA

www.legends-yamaha-enduros.com

HORIZONS



By Dick Thomas
National Manager of
Advertising and Public Relations



A Look At 1975

For some of us, 1975 was a year highlighted with joy; fortunately, for some, it was a year mixed with both pleasant and joyous remembrances.

As the new year approaches, each of us has a tendency to sit and reflect on the events that occurred during the last year.

Needless to say, 1975 will be remembered as a year of severe national economic conditions. This, in one way or another, has had a direct bearing and influence on our family and lifestyle.

1975 saw the country leave war and enter peaceful times which were absent during the last decade. The American people have suddenly experienced a calm in international relations which would call for no U. S. servicemen fighting abroad during the holidays. Gladly, Bob Hope had to cancel his traditional military base entertainment tour which spanned nearly twenty years.

All things considered, 1975 was a year to make this nation aware of mankind. Think about it...People are rekindling a new enthusiasm in brotherhood, a new faith in humanity.

Families are becoming more unified in their activities, whether they be social or leisure in nature.

We, at Yamaha, hope in some small way that our product has brought some joy and happiness into your life during 1975. Motorcycle riding is a sport that also unites mankind in his pursuit of freedom and excitement. Man and machine united. Man and wife, father and son, mother and daughter. People, families, all sharing in the common bond of motorcycling. This country started with man and machine and it may well end on that note.

Yamaha hopes 1975 was a year to remember and more importantly, that 1976 offers a new Horizon in your life.

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Letters to the Editor . . .

Dear Yamaha:

I've been motocrossing for the past couple of years, but this year I decided I'd give trials riding a try. Boy, it's almost tougher than motocross. I don't think it can be beat for a real test of endurance, and I'm sure glad I had a Yamaha. I don't see how those other guys can make it with the clumsier motorcycles. Thanks for introducing me to trials, and thanks for a good trials machine.

Yours Truly,
Dick McDonald
Charlotte, N. C.

Horizons Editor:

As the owner of several of Yamaha's outstanding products, I'm glad to see that you've been featuring things like the Composite. When I'm not riding my Yamaha, I'm swinging my Yamaha, and my tennis game has really improved since I invested in the Composite. I figured if someone like Margaret Court thinks it's good, it's got to be good. As usual, I wasn't disappointed I bought a Yamaha.

Cordially,
Bonnie Hill
Berkeley, Calif.

Gentlemen:

My brother got a Moto-Bike for his birthday and it really makes me mad, 'cause you don't make a girl's bike, too, and my mom says it's not ladylike to ride my brother's Moto-Bike. I don't care about being ladylike, it's a really neat bike, and I want one. Are you going to make a girl's model someday? My birthday isn't for six more months.

Shelly Youngstree
Orlando, Fla.

Dear Horizons:

Your advertising has to be among the best I've seen for any motorcycle. You not only tell the story about Yamaha's racing experience and the help racing has given to you in designing motorcycles for the street, but you also tell enough about each model so that a person can figure out which one would be best for him. It makes choosing the right Yamaha a lot easier for a first-time buyer.

Enjoyably,
Colin McIntosh
Waterbury, Conn.

Dear Horizons:

That copy of the Cycle World Road Test you ran on the RD350 was super. I can't afford to buy all the motorcycle magazines I'd like to read, and since I'm going to school, I don't have too much time to read them anyway, so it's great that I read yours and still find out what other magazines are saying.

Sincerely,
Bob Clarke
Racine, Wis.

YAMAHA HORIZONS

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ABOUT THE COVER

This Christmas, thousands of people throughout America were overjoyed at the sight of a brand new Yamaha underneath the tree on December 25. If you weren't among the lucky ones in 1975, we hope your dream will come true in 1976. Remember, today is the day...

The '76's Are Rolling

A Spectacular Line-up of Yamaha Motorcycles

Responding to the ever-increasing demand for four-stroke motorcycles, Yamaha International Corporation, the recognized leader in two-stroke engineering, has introduced a 1976 product line highlighted by major new four-stroke designs.

The new street models are the XS360C, a four-stroke twin, and the XS750C, a four-stroke three cylinder, shaft-drive motorcycle. The two machines round out a street line which is composed of the 80 cc Chappy, RS100C, RD125C, RD200C, RD400C, XS500C, and XS650C. Added features on the 400, 500 and 750 cc machines include newly designed cast aluminum wheels replacing the standard spoked type, plus the all-new rear hydraulic disc brake.

Other additions to the line are two single-cylinder, four-stroke 500 cc off-road machines, the XT500C equipped with lights and turn signals, and an off-road competition version, the TT500C. Also introduced to Yamaha's competition products is the IT400C, a big-bore machine equipped with off-road lighting and Monocross suspension, designed for use by serious competitors in rugged international trials and enduro contests. The TY175C and TY250C trials bikes are also included in the '76 line.

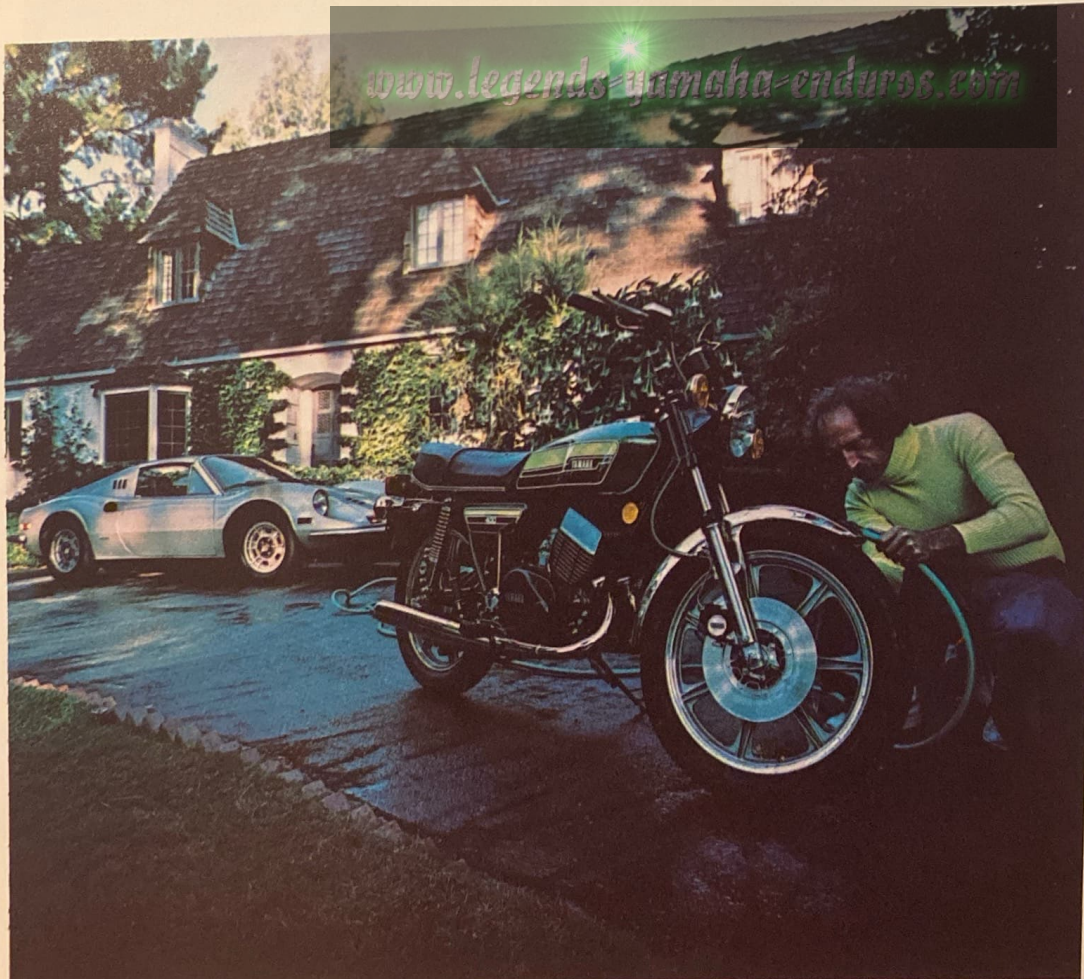
The motocross competition machinery has undergone some significant changes for 1976. Being produced are the YZ80C, YZ100C, YZ125C, YZ175C, YZ250C and YZ400C, all of which sport Yamaha's unique Monocross suspension system save for the YZ80C. The lower-priced MX125C comes standard with longer-travel front forks and forward-mounted nitrogen/oil shocks.

The 1976 dual-purpose enduro models include the GT80C, DT100C, DT125C, DT250C and the popular DT400C, all standard with Yamaha's patented Autolube Lubrication System which eliminates the unpleasant task of pre-mixing the gas and oil before riding, a function inherent in two-stroke engineering.

The new efficient four-stroke street machines come in the wake of recent gasoline price hikes which will make commuter cycling much more attractive to the average American during 1976.



YZ80C



RD400C



YZ250C



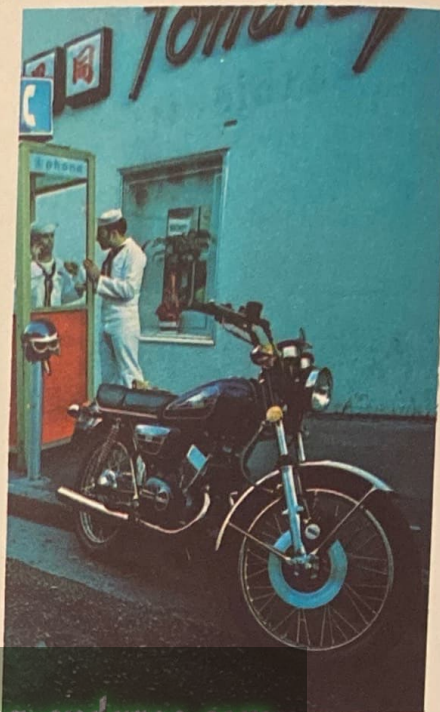
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GT80C, DT125C, DT175C





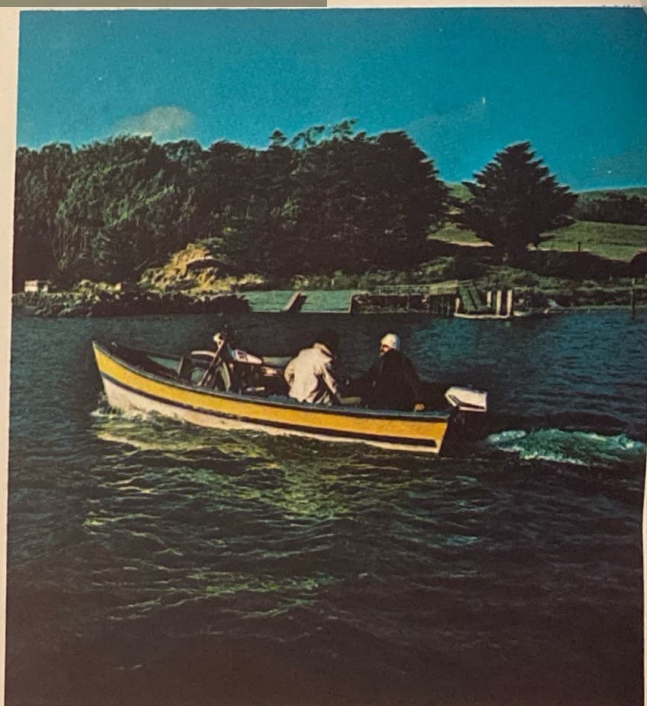
RS100C, RD125C



RD200C



DT400C



DT175C



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Reprinted from

MINICYCLE ACTION

**YAMAHA
YZ80C**

Honda really started the minicycle kick with their XR 75, but Yamaha was not too far behind with their Mini YZ. Sure, it could be said that Yamaha had the first mini in the form of the Mini Enduro, but that bike was far from a race bike.

Today's machines are highly specialized. They still aren't up to the quality of the 125 machinery, but they're getting there. Up until this year, when you bought a new minicycle, the shocks had to be scrapped, along with tons of other stuff.

Friends, things are a whole lot different now that the Yamaha YZ 80C is here. This bike looks fast.

Over the past couple of years, Yamaha has slowly been refining this machine, each one better than the last. It finally looks like they've reached the end. The new YZ is just about as far as a manufacturer can go; this bike is great!

To answer your first question, the bike isn't a Monocross for a couple reasons. First it would cost more to produce, and Yamaha wanted to keep the price at a reasonable level. Second, there is no room for the shock. To put one on this bike would mean eliminating the air box and all the stuff under the tank. It's just too small. Third, it would put too much weight too high on the bike, seriously affecting handling.

Time for a quick lesson in rear ends. Everybody seems to think that the Monoshock idea is the way to go. Well, maybe yes, and maybe no. It depends.

With this bike, definitely no. Like stated in the paragraph a few lines above, there are loads of reasons why not. One of them includes the fact that it wouldn't handle as well.

That's true. We don't think it would handle as well. Why? First, a comparable mono frame would weigh more. There is more metal involved in the trailing arm and it takes a pretty elaborate shock set-up to function properly.

Adding that weight to the rear wheel would mean slower reacting times when hitting bumps. That means that it would be easier to lose control over the real tough stuff.

Next point. The lay downs work just as good. With laid down shocks, you can achieve just as much travel in the rear as you can with a Mono. It's also easier to understand the way the shocks are working compared to one Mono-shock. Also, if you blow one shock, the other will still be there working, which will at least let you finish the race. A Mono blows and that's it, pure spring.

All the foof and fuss about Monoshock frames is getting out of hand. A rider can save bundles of money by just getting a good pair of shocks and having them laid down.

That's getting off the track, a bit, so back to the YZ 80C. It might not be an entirely new machine; in fact it is far from it. But the improvements are the ones that have been needed for a long time.

When we went out testing, we took AJ Whiting along. He seems to be able to ride the Yamahas faster than most and he has been racing a prototype "C" model for some time. We also let AJ's dad, Art, come along, since he knows these bikes inside and out.

Between the two of them, we learned a lot about the bike that could have been easily overlooked. Like we said, a lot has been changed this year other than the paint.

Speaking about the paint, it has been re-done to match its bigger YZ brothers (this year all Yamaha dirt bikes are YZs except for a 125 MX model). It looks good and really accents the bike.

Styling on the entire bike is great. It looks just like a full blooded racer like the "works" machines.

Heading from the front to the rear, we'll outline most of the changes. First and foremost,

the triple crowns. For many years these have been a sore spot on the Mini YZ. It appears as if Yamaha copied CZ in their fork holding arrangement. On the old bikes, the bottom crown had pinch bolts, but the top ones just held the tubes in line.

Front end flex on the older machines was quite common, if not a rule of thumb. It was so bad that D-G came out with a set of replacement triple clamps to solve the problem.

That's no longer necessary. The new trees come with bolts top and bottom. From what AJ says, it sure does make a difference.

Between that and the new rear end, things are looking up in the suspension department for the miniflyer. Complementing the new, strong clamps, Yamaha has seen fit to re-work the forks. They now have more travel and better damping.

We didn't have time to fiddle with the bike, but we hope to be able to see if we can improve on it. S&W has informed us that they are working on a kit to make the forks work like marshmallows. Man, that would be trick.

One thing that is very deceiving is the length of the fork tubes. It looks like they have about six inches of travel, but that's wrong. The tubes measure that long, but the forks use a maximum of four inches.

It's a shame, since it would be pretty easy to use that added length. Maybe the S&W kit will be able to improve on that situation.

Back to the rear suspension. We have covered it pretty thoroughly, but have yet to mention the shocks. Just looking at them, they appear to be the same old stuff that has been coming on the rear of Yamahas for years.

Wrong. These shocks actually work.

For a Novice, they would be fine until they blew up. Then a change to Konis, Boges, or Arna-

(Continued on Page 22)

Yamaha introduces a production motorcycle no one else is prepared to produce.

The new Yamaha RD400. Right now, there is no other motorcycle like it.

The cast aluminum wheels are an obvious innovation. They're easier to maintain than traditional spoke wheels. Certainly, they're more stylish. And on the RD400, cast aluminum wheels are standard equipment.

Another innovation is the self-cancelling turn signal. This is a Yamaha exclusive that's both a safety feature and a convenience all motorcyclists will appreciate.

Then there's the RD400's engine. A two-stroke, twin 400cc

engine that's a direct descendant of the 350 Yamaha world champion road racer. A motorcycle with legendary power.

Yet, for all that power, stopping will be quick and sure. Fade resistant disc brakes are the reason, and the RD400 has a disc brake on the rear, as well as the front. And that's another innovation.

Right now, no one else is prepared to produce a motorcycle like the RD400.

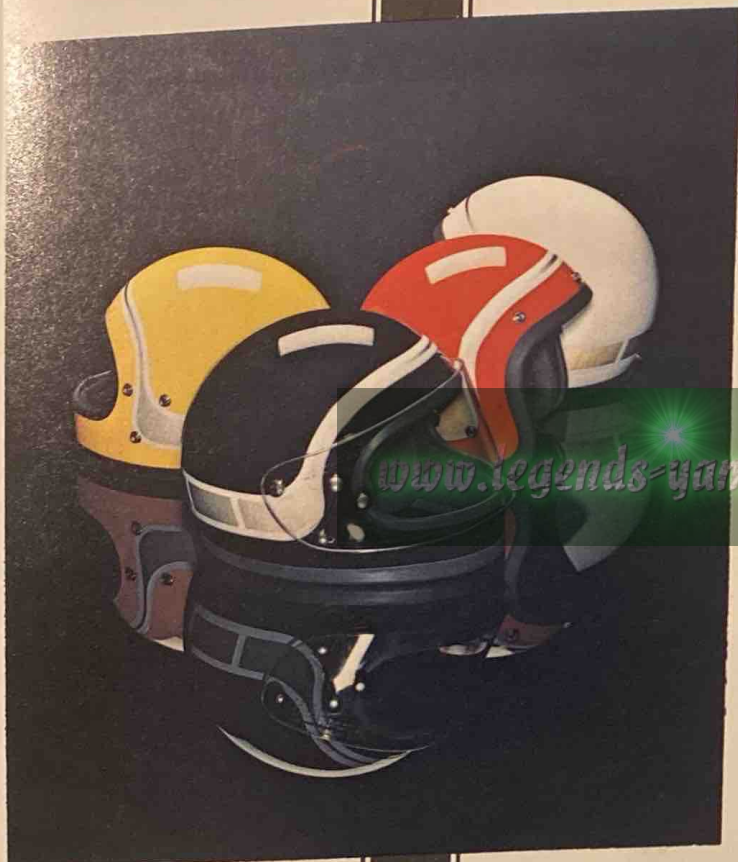
Right now, you could be on it.

**Someday,
you'll own a Yamaha.**

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YAMAHA Helmets



Combining good looks and safety, the new line of Yamaha motorcycle helmets features the Genuine Yamaha Track Graphic decal which decorates the helmet while providing a highly visible reflector. The helmet sports the stripe on all of its exciting colors and incorporates a tough fiberglass shell, a special liner and a comfort pad for safe, secure fit. The helmet is available in all sizes, both in standard and full-coverage models. Both carry all approvals — SCHM Certified, Z90.1, Department of Transportation, Snell and, when applicable, AAMVA. Improved visibility is vital to the motorcyclist and these helmets provide the best-possible visibility.

A photograph of a person on a small, white boat in the middle of a rough sea. The person is wearing a dark jacket and a cap, and is leaning over the side of the boat, possibly handling a rope. The boat is white with a dark stripe along the bottom. A thick rope is visible in the foreground, extending from the bottom left towards the boat. In the background, a tall, thin mast or pole rises vertically. The water is dark and choppy, with white foam from the boat's wake. The sky is a pale, hazy blue. A semi-transparent dark green rectangular box is overlaid on the image, containing the website address.

www.legends-yamaha-enduros.com

'Wing of Yamaha' Wins

To say that Yamaha breezed to victory in recent international competition would not be a trite sports-page phrase.

For it was the "Wing of Yamaha," borne by Pacific winds, which sailed first into Okinawa Harbor ahead of a field of seven other racing vessels in a race from San Francisco to Okinawa.

At the helm of the "Wing" was 35-year-old mechanical engineer Hiroshi Totsuka, a veteran sailing competitor who went to Yamaha last February to seek sponsorship for his entry in the 6,500-mile single-handed race.

Yamaha, Japan's largest producer of power and sail craft, considered Totsuka's 95,000 miles of ocean racing experience and accepted the challenge of designing and building a specialized yacht capable of competing in such a race.

The challenge was great. Entries included five Japanese-sponsored craft, one French, one German and one American, and represented the latest in racing technology.

In addition, several modifications of appointments had to be made to enable one man to navigate the boat on a long voyage.

In the end, however, Totsuka and Yamaha proved more than equal to the task as the "Wing" not only won the event, but did so in record time, establishing a standard of 41 days, 14 hours, 28 minutes and 33 seconds for the Trans-Pacific route.

The specially designed craft, which incorporates all of Yamaha's existing hull design technology, overcame a typhoon which struck on the approach to Okinawa and sailed into the harbor under full sail, in the glare of searchlights proclaiming the win.

The grueling man-against-nature test was sponsored by the Japan Association for the International Ocean Exposition and was sanctioned by the Nippon Ocean Racing Club under auspices of the Slocum Society.

Yamaha, by participating in the prestigious race, felt it contributed to the International Ocean Exposition and to a greater understanding of the sea and the men who sail upon it.

The "Wing of Yamaha" was conceived, designed and built in an amazing three months' time. To accomplish this feat, a special project team was formed in March and immediately went to the drawing boards.

During April, sailing tests were conducted on a half-size model of the original design. Necessary changes were incorporated and production started in May. The "Wing of Yamaha" was launched at the Yamaha Boat Works, Arai, Shizuoka, Japan, on June 5.

Before being shipped to San Francisco, the "Wing" was put through extensive sea tests by her skipper. Included was an 800-mile single-handed race from the main Japanese island of Honshu to Kushimoto. Final changes were completed in July and final sea trials were conducted during the first week of August.

Innovative features had to be incorporated in the "Wing" to make it especially suitable to single-handed ocean racing.

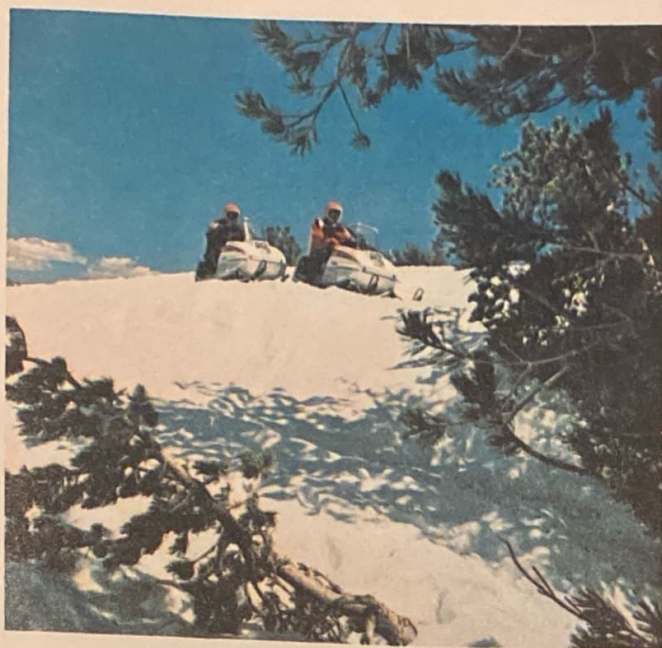
Considering that 90 percent of the race is sailed in the easterly trade winds on a broad reach or running downwind, "Wing of Yamaha" was made as light possible with a wide beam and minimum wetted surface. The net result is a boat that surfs downwind very efficiently in the seven- to sixteen-knot prevailing winds encountered on the course. The deck layout, which includes a wind-operated self-steering device, is arranged to make the boat as easy as possible to be single-handed.

Fatigue also was a consideration. A fully gimballed berth which pivots to maintain a level attitude and a solar battery system to maintain the standard battery system for lights and radio were two anti-fatigue features of the "Wing."

Those man-sparing amenities may well have spelled victory, as the typhoon broke the "Wing's" steering vane, forcing Totsuka to spend the last 48 hours of his trip awake to man the rudder.

The finish itself was a calculated gamble for the veteran, as he faced the decision of sitting out the typhoon or attempting to sail through the edge of it to victory and a new record for the distance. He decided to try to slip through the northern edge of the storm, a decision which was to prove the right one.

The highly publicized win adds to Yamaha's vast experience as a major producer of all types of boats, from nine-foot dinghys to large power and sail cruising craft. Yamaha Boat Works officials said they felt the Totsuka undertaking would provide them with the technology to build better, safer boats in the future.



The Snow is Here!

Yamahas meet the challenge



If there's ever a time that reliability counts, it's when the mercury dives below zero out on a broad, white expanse of winter's frozen cloak.

And reliability is what sets the 1976 line of Yamaha snowmobiles apart from its competition in what Yamaha calls "The Great Snow Show" of new models.

Optimism among snowmobilers is high with the introduction of two new snowmobiles, the EX340 and EX440. Called the "Exciters," they highlight a Yamaha lineup which includes five additional lower-priced sleds and two high-powered racers.

Favorable Northern United States market studies have given Yamaha high expectations for the 1976 model year after three seasons of unfavorable snow conditions and an over-saturated market.

Yamaha projects an increase in unit sales due in part to a significantly reduced number of snowmobile manufacturers, as well as to a model line designed to meet demands of consumers whose uses for sleds range from pure recreation and competition to pulling heavy loads and other industrial or agricultural tasks.

Meanwhile, research reports show that Yamaha has assumed a leading position due to progressive marketing programs and a reputation for dependability established in just seven years since their introduction in the United States.





In the area of sound reduction, Yamaha factory engineers have continued to improve on their technologically advanced expansion chamber/muffler design which cuts excessive sound while not inhibiting performance. In addition, all 1976 Yamaha snowmobiles are equipped with carburetor air intake silencers that help to achieve the below 78 dba sound level required on all snowmobiles manufactured after February 1, 1975.

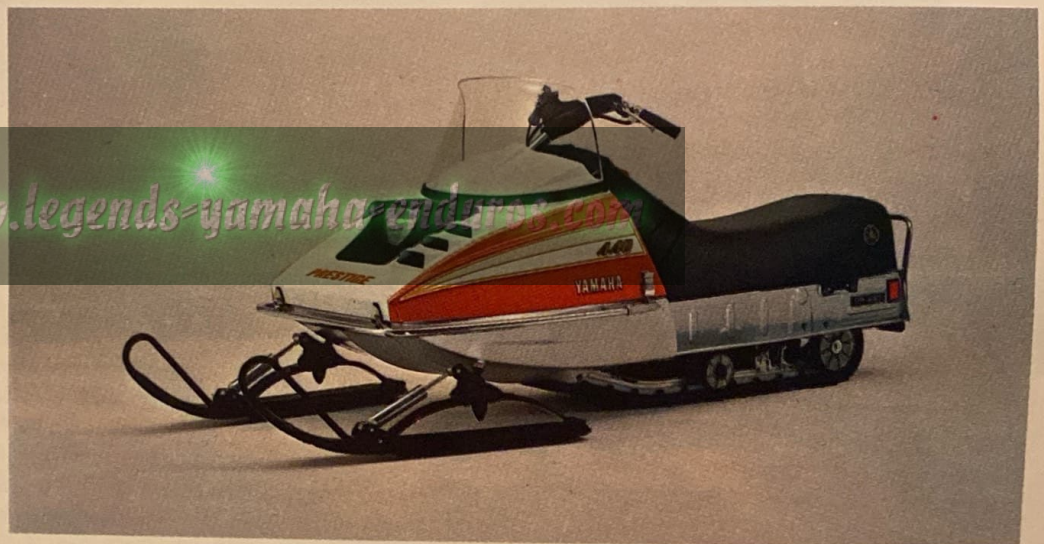
In addition to the Exciters, the 1976 Yamaha snowmobile line includes the economical GS300 single and the brand new GS340 twin, with lightweight, mid-sized frames; and the more powerful GP300 single and GP440 twin. Rounding out the basic consumer line is the Prestige 440 with Yamaha's exclusive hydro torque drive system which transfers the power from the engine to the drive train without the standard belt/clutch assembly.

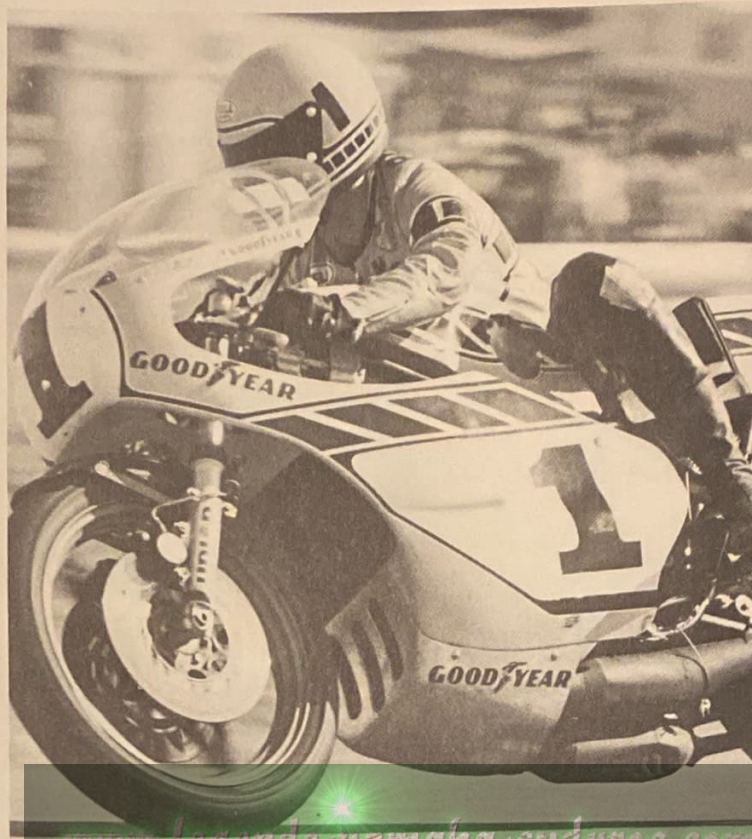
For pure racing, Yamaha has released the SRX340 and SRX440, both end products of two years of testing high-performance, liquid-cooled engines which have dominated snow racing over the past few years.

Features included in all 1976 Yamaha snowmobiles are fast-becoming standards in the industry, and have made Yamaha one of the best-selling snowmobile names on the market.

Autolube oil injection system to assure

(Continued on Page 24)





www.legends-yamaha-enduros.com
Kenny Roberts



Bob Hannah

Heading to Victory

A proven champion and a veritable newcomer will carry Yamaha's colors into the 1976 motorcycle racing season with both rated strong contenders for overall honors.

Anchored by Mr. Everything, Kenny Roberts, the team effort also will include highly touted newcomer Bob Hannah.

Roberts comes off a season in which he posted an unprecedented single-season Grand Slam of the five types of motorcycle racing and captured six AMA season victories. The six-win year moved Roberts to sixth on the alltime list headed by Bart Markel, who had 28 wins over 12 seasons. In just four seasons, Kenny has chalked up 16 wins.

The Grand Slam was Roberts' second of his career. The first came over two seasons in 1973 and 1974, and only one other rider in history—Dick Mann—bagged all types of racing and it took him 17 seasons to accomplish it.

Roberts and Hannah will be out to garner Yamaha's fourth consecutive manufacturers' title following the successes of 1975. In addition, Roberts will be shooting for his third AMA Grand National crown in four years after having been edged out for the

championship by Gary Scott in 1975.

Hannah, 19, has been dominating Southern California competition, often racing (and winning) in two divisions in the same day.

He began racing only a year and a half ago, and in a recent span of 10 consecutive appearances, he was victorious in 18 events at such California courses as Carlsbad, Saddleback, Valley Cycle Park and Escape Country.

"Bob is a gifted young man of unlimited potential," said Pete Schick, national racing manager for Yamaha, in revealing Hannah's appointment to the team. "His efforts clearly show a dedication to purpose. We feel he can become a great motocross racer."

Hannah, who was born in Lancaster, Calif., and now lives in Whittier, made an auspicious debut in the sport in July 1974.

He won the first race he entered, a 250cc Junior event against a large field of competitors at Indian Dunes in Valencia, Calif.

He will begin his career with Yamaha in a series of AMA National qualifying races scheduled to start February 1 at Jacksonville, Fla.

Some people will do anything

Debbie Evans guided her motorcycle into the soft, sandy area off to the side of the road and angled her handlebars, leaving her front tire diagonal to the frame. When the bike was perfectly balanced, she hit the kill switch and the motorcycle sat motionless, suspended upright without the help of a kickstand or any other object.

As she set atop her Yamaha TY175, the intensity of her next feat furrowed her brow and caused tiny beads of perspiration to blister on her forehead.

After several minutes of deep concentration, Debbie began to squirm. With her teeth, she yanked off her riding gloves and cautiously turned completely around on her seat to where it looked like the motorcycle was going one way and she was going the other. Debbie sighed and the group of onlookers that assembled to watch her antics applauded lightly.

Before the applause died down, Debbie crouched low on the Yamaha and put the top of her head on the seat (remember, the motorcycle is still balanced sans kickstand).

With a few swift movements and a ton of poise, Debbie Evans, age 17, from Long Beach, Calif., was standing on her head on the motorcycle.

The applause was much more generous now as curious riders gathered around her to get her secret.

"Surely there must be some wires holding up that bike!" chirped unconvinced skeptics.

She moved slowly back into her crouched position and finally dismounted.

Debbie Evans is not a stunt rider by profession. Her sport is trials and by most standards she is one of the best around.

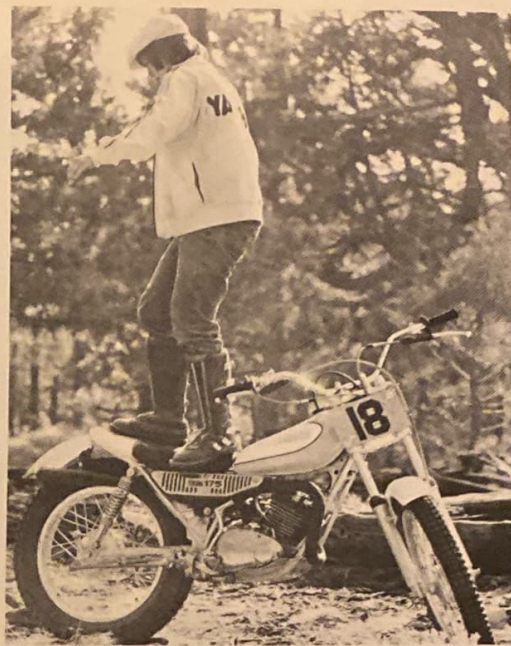
Instructed by her father, Dave Evans, holder of numerous motorcycle titles and generally considered the gentleman of trials and enduro competition, Debbie has been riding since she was 6 years old and competing since age 9.

Participating in the Amateur Class, Debbie has amassed 37 points to date on her way to the 70 she needs to transfer to the Expert Division, a feat she expects to accomplish sometime next year. As it stands, Debbie is the only female in the Amateur class in California and if she reaches Expert standing when she hopes, she'll be above all other female competitors.

When she's not competing, Debbie visits local high schools and appears on television and in magazines on behalf of Yamaha International Corp., who has given Debbie assistance over the past couple of years.

"The hardest thing to do is make people see the difficulty of trials," comments Debbie. "That's one of the reasons I practiced at standing on my head."

Debbie won't be going unnoticed much longer. Her star is definitely rising as is her standing amongst her competition. The next time you see her it won't be on her head, it will be on top of the heap.





Denim wind shirt protects without restricting movement

Wear the action

Whether it's for looking good astride your Yamaha in traffic or beside your Yamaha in the parking lot, proper apparel plays a key role in completing the image of an experienced motorcyclist. And Yamaha has the proper attire, from warm, highly visible jackets and parkas to safe, comfortable riding gloves. All Yamaha riding apparel is designed to ensure rider comfort and safety while maintaining good looks and a trend-setting air which separates the motorcyclist from the pack.



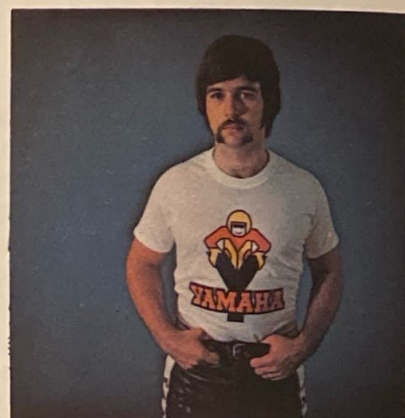
Competition jacket is 100 percent washable, is extra long



www.legends-yamaha-enduros.com
Two-piece all-weather riding suit tailored in several sizes



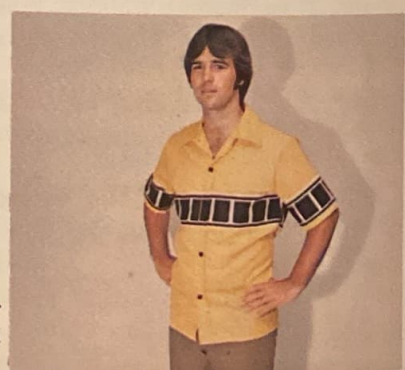
Extra-length street riding gloves have fully padded palm



T-shirts include motocross, road race, dirt riding designs



Yamaha yellow makes this western parka highly visible



Sport shirt is highlighted by Yamaha's black graphic stripe



Fast moving style



www.legends-yamaha-enduros.com

Modeled after the racing leathers worn by Yamaha's own Motocross Team, this superior pair of goatskin racing leathers is available in gold with a black stripe or black with a gold stripe.

Yamaha's chest protector offers built-in safety combined with extremely lightweight comfort, all wrapped in a distinctive Yamaha yellow package. A Velcro tab on the neck strap and an adjustable strap around the back assure good fit and comfort.



Featuring heavy canvas back supports and firm elastic sides to provide snug fit, long wear and maximum support, Yamaha riding belts are available in men's, women's and children's sizes.

The Enduro boot has large, heavy-duty buckles, double rivets and a super-grip cleated Vibran sole. In addition, the motocross boot features buckle/lace combination, full steel shank and 100 percent leather construction.



Road test

(Continued from Page 11)

cos would be in order. For the Experts, they should probably be changed right away. The good thing is that they work. The hot set-up would be to leave them on while breaking in the bike, then switch when it comes time to race.

There must be something right about this bike. All day we had to literally pry AJ off the bike, he liked it so much. Even after we went up to his private track, he wouldn't get off for more than ten minutes at a time.

So long as we're on the suspension, let's talk about the handling. The bike seemed to do everything right. Over the real rough washboard sections, the bike tracked straight and didn't want to hobby horse off line.

The bike went where it was pointed. Hitting berms, AJ could stuff it in and bring the bike out under power with the front wheel in the air, just like on a CZ 400.

AJ made things look easy. Cresting that many jumps on the International track at the Dunes, the bike went straight. Even when turning in mid-air and landing in a turn, the Yamaha had no trouble.

One thing that was obvious was the fact that the new rear end stays on the ground better than before. Instead of hopping in the air, it stays on the ground and gets traction.

For most minicycle tracks, this bike is suspended perfectly and will handle anything right out of the crate.

Power on this machine is just short of phenomenal. The new "C" is finally a full 80cc. Or more precisely, 79cc. It sure is a lot closer than 73cc.

The motor is very strong. All test long, we rode the bike hard, and it stood up well. When we received the bike, it only had a few minutes on the motor, and

those were around a parking lot at Yamaha.

It is so strong that one of the Yamaha mechanics took a YZ-C out to Saddleback Park to clown around. He finally ended up on the scrambles track. Sounds like fun, a near six-foot mechanic on a mini. Well, he was blasting around the track when he finally came up to a 250cc motocrosser. After a few laps, he passed him and started to pull away. This bike is really strong.

Also, in some other cases, they drag raced the mini against a 250 Enduro bike. The mini won!!! It's amazing how fast the new bike is.

Power comes on all over the place too. It isn't the least bit pipey. To prove this, AJ decided to do some plain ole trials riding. Sounds simple? Then read on.

Right next to the International track at the Dunes is a big mound of dirt, say about 30 feet tall. It is fairly steep and covered with rain ruts. There is an easy way up, but no easy way down, except off the sides.

AJ would climb right up the side of the hill, make a tight, trials-style turn, and head down the hill at a moderate speed. Mind you, this is the type of thing that is impossible to walk down, and he's riding on it. Amazing, truly amazing.

All this time the Yamaha motor was pulling real strong horsepower. There are no flat spots in the power band.

Torque Induction (Yamaha's fancy name for reed valves) really helps on this machine. On some of the bigger bikes, the reeds aren't that noticeable. On the Mini YZ, it would be lost without them.

A Mikuni carb handles the breaking chores, and quite well. It is a full 24mm and it is just right to feed the hungry 80cc motor.

An interesting side note is the fact that this year's carb is silver. So what, you say. Well, it was black and they painted it silver. That's odd.

Part of the good power can

also be traced to the pipe. It is redesigned a touch and keeps things quiet as well as running right.

One rumor we heard, but cannot confirm is the fact that Yamaha just used the GYT-Kit barrel on the new bikes and bored them. We did not have time to tear into the motor, so we can't say.

Either way, if you want more ponies, a grinding wheel will do it, but reliability will fly out the window. Take your choice.

According to AJ, the power is pretty good for a stock bike. Being that it is a new bike, when AJ went to race it, they made him ride the modified class.

It seems funny, since the bike was stone stock, fresh from the crate. What the heck, he raced it in the modified class. Funny thing is that he grabbed about a third against all the other modified bikes.

With a little work to the bike, it is going to be a screamer. It won't take much. Just blue printing the motor should bring out enough power to beat the XRs. Funny thing is, to make an XR really competitive, it takes a pipe, head work, cam, pointless ignition, oil coolers, five speed trans, etc.

All it takes to make the YZ fly is a dab of proting. Art Whiting says a pointless ignition really makes the bike a rocket, with no porting. Maybe that's the way to go?

On AJ's personal YZ 80C, all he has is different shocks and the ignition plus bigger wheels. That alone is a winning combination. This bike will kill the accessory market, since it needs so little to be just right.

If you don't have the cash for all these goodies, don't worry, since you can race this bike competitively out of the box.

Bits and pieces about the machine:

Rims are steel, but they look plenty strong and they do their job. The front hub is a holdover from the older GT models, since it still has the fitting for a



The Yamaha YZ80C

speedo cable. It would be nice if Yamaha made a new, conical hub for this mini rocketship. It would knock a couple more pounds of unsprung weight off, too.

The front tire is fine. It works about as good as possible. When it wears out, pop for some better quality rubber. It will stick better in the corners.

Controls are well laid out. The grips aren't half bad this year either. The levers have those good mud covers that keep your cables working longer.

There is a "run-off" switch on the throttle. It would be better on the left, and a button instead of a switch.

As already mentioned, the new triple clamps do their job.

Both the foot pegs and the brake pedal are cut so that your boot won't fall off in the mud. A few more drainage holes might help.

Shift lever is in the right place for all sizes of boot.

There is a new petcock, which is simple to operate.

Rear sprocket bolts have to be watched, since they loosen about as fast as the rear spokes.

There is a chain guide, but a chain tensioner could be used with the long travel rear suspension.

We can't figure why Yamaha wastes their money chrome plating the shocks. They would look better black in our opinion. Also black would throw off heat better.

Side plates look good and cover the air cleaner so all the dirt and goo won't get to it.

Both fenders do their job, keeping dirt off the rider, and away from the air cleaner.

Art suggests maybe a taller rear tire, or maybe replacing the rim with a bigger one.

Reed induction works perfectly. It is fed by a silver painted Mikuni. Air box is good. It lets the motor breathe and keeps things clean.

Pipe is sufficiently muffled, complete with spark arrester.

Rear tire comes complete with a rim lock, which is needed when a bike is spinning so quick.

Claimed weight is only 141 pounds. Sounds light, but we didn't have time to weigh the machine.

Everything else seems to be in its place and functioning just right.

Summing up the bike, it looks like a cold year for all the other manufacturers. The Yamaha YZ 80C will kill the competition. It will take a lot more than a stock XR can dish out, and still the Yamaha will come back for more.

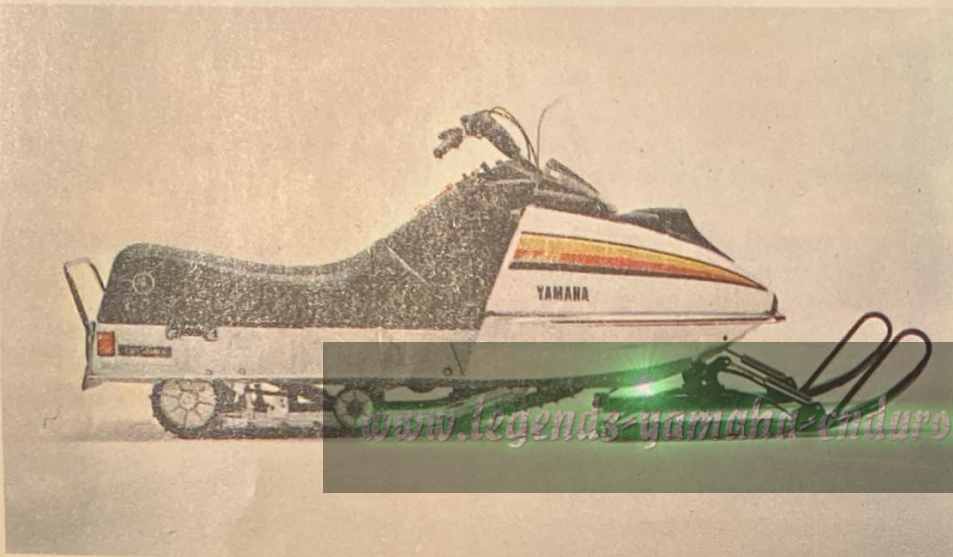
Kawasaki and Suzuki better get hopping, this bike is one large step ahead of the competition.

It is the first mini to seriously offer good suspension stock. Luckily, Yamaha realized the shortcomings of the old model when this one was built, namely the bad triple clamps. So when they went to a better rear end, it improved the front end as well.

It looks like loads of gold will be going the way of the Yamaha riders this year at the feet of the "C" model YZ. It has most of the flaws worked out, with little room left for improvement, other than personal shaping by the owner.

Minicycles look out, Yamaha, it's a better machine, really.

Yamaha Snowmobiles



(Continued from Page 17)

proper mixture at all engine speeds, a disc-type brake for quick safe stops in all weather conditions, a redesigned instrument panel with increased accessibility and instant reading, wider skis to increase buoyancy in deep snow, an emergency shut-off switch and tethered engine shut-off switch for double safety against runaways, and specially designed intake air silencers are but a few of the host of special Yamaha features.

On special models, additional systems for increased comfort and performance have been incorporated. These include the Hydro-Torque power transfer system on the Prestige 440, and Torque Induction reed valve engine for faster throttle response and more usable horsepower through the low and middle RPM ranges. The Torque Induction system is incorporated into the GP 300, GP 440, Prestige 440 and Exciter 440 models for 1976.

In all, Yamaha snowmobiles offer unmatched workmanship, performance and reliability for 1976 in the "Great Snow Show."



YAMAHA INTRODUCES SON OF THUMPER.

www.legends-yamaha-enduros.com



Introducing the new Yamaha TT500: a modern

Son of Thumper.

The basic concept of the TT500 goes back to the Thumper—the four-stroke single machines that dominated off-road riding in the fifties. The Thumper was a classically simple engine. It was reliable and easy to maintain. And it delivered terrific low-end torque.

Yamaha has built a completely new motor-cycle around that concept. Yamaha has built the ultimate Dirt Bike.

The modern four-stroke.

The TT500 engine is the four-stroke single at its most advanced. (See cut-away.) Bore and stroke are 87mm by 84mm. Compression ratio is 9.0:1. The engine produces usable torque from idle all the way up to 6000 rpm. The TT500 literally pulls like a tractor.

The engine is fed by the 34mm Mikuni carburetor, with starter jet. The TT500 is actually easy to start. The air filter inlet is high up, just under the seat; so you can ride through water practically up to your knees.

Lubrication is by a dry sump system. The oil reservoir

The TT500 can be fitted with optional Yamaha off-road lighting kit. (Lighting coil is incorporated into the magneto.)

Oil tank.

Camshaft runs in ball bearings.

Front forks have 7.7 inches of travel.

Aluminum alloy piston and cylinder for better heat dissipation.

Counterweighted ball bearing crankshaft.

Engine has 8.5 inches of ground clearance.

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version of the classic 500cc four-stroke single.

is in the main upper frame tube,

and oil is fed in and returned by trochoidal pumps.

This eliminates the need for a large crankcase, and gives the engine 8.5 inches of ground clearance. The TT500 also has a new exhaust system that keeps sound level down below 84-db.



Suspension and braking.

The suspension of the TT500 is a direct adaptation of the latest in motocross design. The bike has long travel MX front forks and the new nitrogen/oil rear shocks. Of the rear shocks, Cycle World says: "Each time we encounter them, we are sold more and more on their performance and near indestructibility."

The Yamaha leading/trailing

When you know how they're built, you'll buy a Yamaha.

shoe brakes have magnesium backing plates and are attached to lightweight conical hubs.

www.legends-yamaha.com

Nitrogen/oil shocks provide 5.7 inches of rear wheel travel.

In summary:

The TT500 has an elegantly simple, reliable engine. It has incredible torque. It has modern, motocross suspension. As Cycle World says: "As a general all-purpose off-road recreation machine, you just can't do better."

As we said: It's the ultimate Dirt Bike.



Richard Leach

The YAMAHA Family

It's a lot more than motorcycles ...



Leaving nothing to chance, Yamaha searches out the finest woods worldwide, personally selects each piece, then ages, dries, cuts and prepares it in unique Yamaha facilities to produce the world's only guitars whose production is totally controlled by one group of craftsmen, even down to making the strings. Yamaha guitars are offered in both classic and folk styles.

The crown jewel of piano finishes—polished ebony—now is available on all superb Yamaha grand pianos. No other instrument craftsman offers as many different models as does Yamaha, the recognized leader in pianos.



Play any Yamaha saxophone, or play all four—from soprano to tenor. The same expressive response, the same attention to detail exists in each of them because Yamaha has spent the last 87 years refining a system combining the best in traditional craftsmanship with fully scientific design and production.



Breakthrough achievements in state-of-the-art audio components are coming from Yamaha, where an all-out research and development program has created The Ultimate System. Yamaha's much-heralded B-1 Vertical FET Basic Amplifier combines the superb clean sound of the tube with the best operating characteristics of the transistor.

The C-1 Preamplifier's clear tonality and exceedingly low distortion are the result of using advanced FET design exclusively throughout the signal path—a Yamaha first.

The CT-7000 Tuner includes the new technology of three unique circuits for ultra-low distortion, while Yamaha's

YP-800 Turntable meets the highest professional standards for accurate sound reproduction.

Finally, the NS-1000 Series speaker systems utilize the new Yamaha beryllium alloy diaphragm, developed to achieve a new quality standard of tonal transparency. These systems are such engineering masterpieces that they're equally as impressive with the screen off as with it on, although the fine-quality furniture finish of the speakers is a complement to any decor.

Other vital state-of-the-art developments and resulting advanced features may be found throughout the line of Yamaha sound system components.

... It's other actions and sounds, too



The PM-1000 mixer provides incredible versatility, in the studio, on the road or on stage. Musicians almost feel it's another musical instrument as it becomes an integral part of any group or individual's performing equipment.



Wherever you take your music, it'll come out note-for-note perfect on each of the nine Yamaha amplifiers, designed with the latest audio developments to provide distortion-free, full-range sound reproduction for instrumentalists, regardless of their performing specialty.

Yamah's Composite is the champion's tennis racket, chosen by all-time great Margaret Court for its consistent shot-making ability and its wide-ranging performance, whether providing rifle-delivery serves or game-winning volleys.





Barbara Ann Cochran, America's only Olympic gold medal skiing champion, has joined forces with Yamaha to compete internationally on the newly designed Yamaha skis, offering superb control and predictable performance under a wide variety of snow and ski conditions.



Test rider Tom Parks knows that the Viscount Aerospace bike, distributed by Yamaha, is world-renowned for its racing leadership. The ultra-lightweight 10 speeds have won more than 240 races this year alone, and professionals like Parks appreciate the host of features that set the Viscount apart from its competitors.

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