

JT-1: SMALLEST



REAL MOTORCYCLE

After half-an-hour's instruction, a nine-year-old kid (small for his age) was charging around the paddock like a veteran. Even when he fell off, he couldn't hurt himself. For adults, it's a load of fun, too. Yamaha's new JT-1 60cc Mini Enduro.

From PETER CHAMBERS

WHAT LOOKS LIKE the last, for the time being, of a bewildering array of new Yamahas, the JT1 completes the Enduro range.

It's still a bit big for a small nine-year-old, but as a first step to real motorcycling, Yamaha's 60 cc JT1 Mini Enduro is an excellent trainer.

It's fun for all the family, too, and behaves well with an adult on board.

An exact scaled-down replica of the larger Enduros, it is designed as a proper trail-bike-in-miniature rather than a toy.

The bike is so well-proportioned that, seen in the back of a ute, it looks much bigger than it is.

There are smaller mini bikes, there are faster mini bikes, and there are cheaper mini bikes — but most of these are dangerous to ride, with uncontrollable wheelies the order of the day — particularly for an adult, whose weight completely unbalances the machine. Not so the JT1.

Our chief tester on this occasion was nine-year-old Timmy Day, who had extensive riding experience of two wheelers, but until then limited to legpower models.

The test patch was not ideal for a beginner; it was on a grassy slope, interrupted by small gullies, trees and dead branches.

After a couple of dummy runs with someone on the back, Timmy was instructed in the co-ordination of the controls, which are the same as on any other Enduro.

He took half-a-dozen tries before operating clutch and throttle correctly to move off, and wobbled uncertainly between the trees before falling off gently on the grass.

But he soon managed to keep his balance, turn and stop adequately.

He became wildly enthusiastic, at which time the killjoy adults decided to call it a day. In less than half an hour he had mastered all the basic controls.

There were only two drawbacks. Timmy could kick the motor over easily enough, but not quite fast enough to start it. He would need more practice; and his legs were a bit short to balance the bike when stationary and at very low speeds. In this respect a mini-er mini would have suited him better at this stage.

However, the most significant part of the exercise is that he now knows the basics for riding any motorcycle, not just a toy unrelated to bigger bikes.

For the parent anxious to set his child on the right path, with the long-term aim of making him a safer rider and driver on the road, the JT1 is an excellent



Just their size! Yamaha's new 60 cc Enduro model JT-1 with nine-year-old Timmy Day and sister Kate.

Timmy gets a crash-course on the JT-1 controls, having never ridden anything but a push-bike before.

Off he goes — a bit wobbly and uncertain, but mobile! Shortly after, he gained confidence.





start, so long as the youngster's legs are long enough — some long-legged seven-year-olds show complete confidence and a fair degree of skill on the Mini Enduro.

For an adult rider, this mini bike's size is an advantage: it is possible even for a six-footer to ride safely on bitumen or graded road up to the maximum speed of 47 mph, and at lesser speeds to negotiate obstacles in paddocks.

Needless to say, this means the JT1 is eminently suitable for nervous novice adults, too.

Sharp undulations can unseat a tall rider, but again the JT1 is better than most minis in this respect.

The trail-type suspension both front and rear is a big factor in the bike's controllability.

The Mini Enduro will climb many a steep hill quite satisfactorily, and when you have to push, it's certainly easier than the bigger Enduros.

Downhill, the only limiting factor is the rider's skill and nerve, and an expert on a JT1 will go faster, safer, than a non-expert on any bike.

Although the controls are more complicated than on most other mini bikes, gear selection is made easy by a positive-stop neutral, from which the four well-spaced forward gears are all "down".

And with the primary-gear kick-starter you don't have to be in neutral to start the machine.

Starting is simple: the ignition switch is located next to the speedometer; a knob on the right beside the rotary-valve engine is lifted to apply choke; and a couple of kicks bring the quiet motor to life.

Power output is docile, and the bike will pull away from relatively low speed in any gear.

There's something to be said for small trail bikes in general — they encourage the rider to try difficult manoeuvres which he wouldn't dream of attempting on a larger bike.

Get into trouble on a little 'un, and it's quite easy to throw it away, then pick yourself and the bike up again, with no harm done.

Not just a Christmas toy, the JT-1 is possibly the smallest real motorcycle.

Then it was Kate's turn to get some instruction.

Timmy gets set to take Kate for a quick squirt around the paddock — actually a difficult grassy slope.



SPECIFICATIONS

PERFORMANCE

Maximum speed range	47 mph
Climbing ability	20 degrees
Minimum turning radius	59.1 in.
Minimum braking distance	24.6 ft at 22 mph

ENGINE

Type	2-stroke, rotary valve, single
Displacement	58 cc
Bore and stroke	42 x 42 mm
Compression ratio	6.4:1
Maximum horsepower	4.5 bhp at 7500 rpm
Maximum torque	3.62 ft/lb at 5500 rpm
Lubrication system	Autolube
Starting system	primary kick-starter
Transmission	4-speed gearbox

DIMENSIONS

Overall length	62.4 in.
Overall width	27.6 in.
Overall height	36.6 in.
Wheelbase	41.3 in.
Minimum ground clearance	6.3 in.
Seat height	24 in.

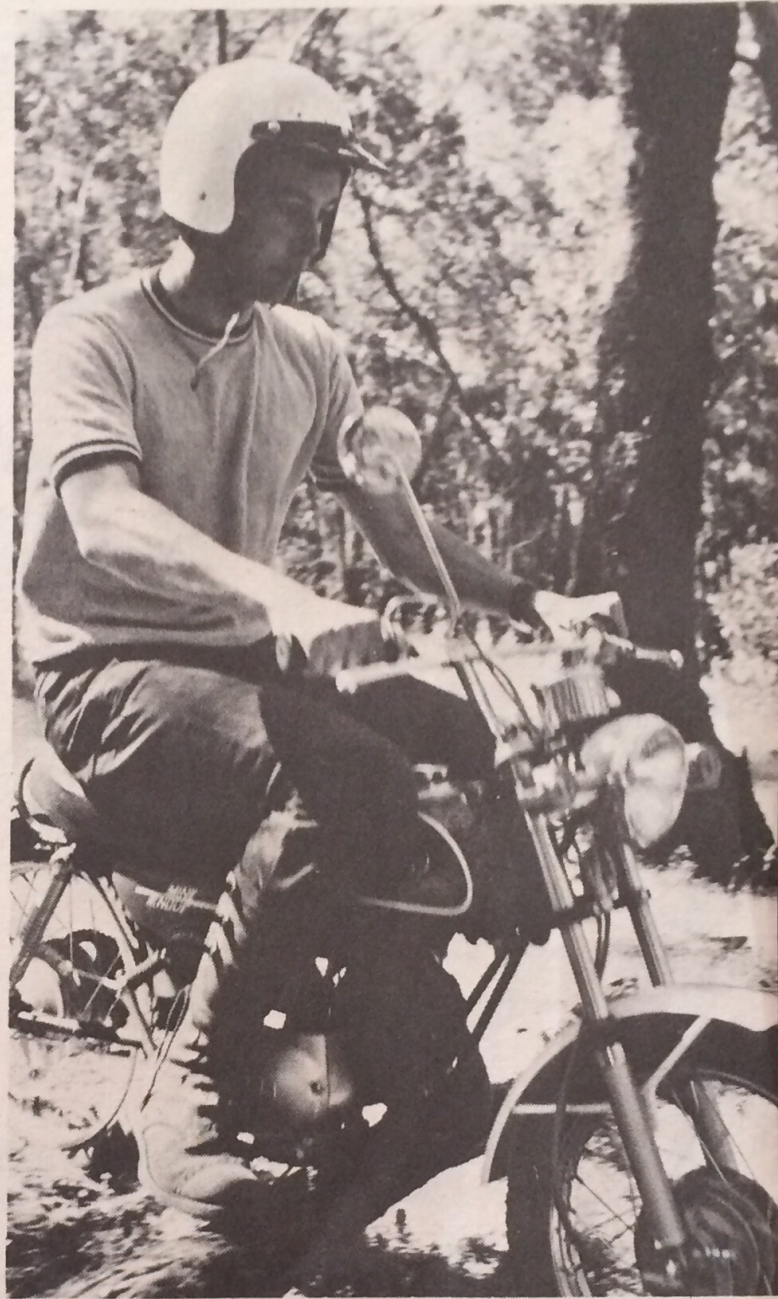
WEIGHT (Net) 132 lb

FUEL TANK CAPACITY 1.1 gal

OIL TANK CAPACITY 1.1 qt

TYRES: Front and rear 2.50-15-4 PR

PRICE (Victoria) \$349



For an adult rider, the riding position is equally comfortable, but concentration is required.

In an unwary moment, our adult rider fares no better than did Timmy on his first attempt!



APRIL, 1971

two wheels

40c

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OF
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CYCLING

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