



Handy but Dependable

YAMAHA V50 & V75

Yamaha has recently added to its line, a couple of new sparkling models, V50 and V75. Both have been developed from their predecessors U5 and U7, but remarkably improved in performance as well as in appearance. Included in technical refinements added are a dual reed valve powerplant, illuminated oil gauge and enlarged fuel tank for smoother performance together with particular emphasis laid on extra safety. Those merits combine together to make them ideal easier-handling machines even for the novice.

Both models are available in kick or electric starting type.

New Model

V50 and V75 have definitely contributed to such an upswing.

The street model of this class is, in general, required of easier or childproof handling and the least upkeep cost. Yamaha has developed its new models to satisfy those needs better than ever.

The new models feature a newly developed dual reed valve engine to assure so called ride-to-work motorcyclists of more effortless trotting through city traffics, though they are even riding beginners. Those models also incorporate an air cleaner of larger capacity and a well performing muffler to hold exhaust noise to a minimum. The automatic clutch type 3-speed gearbox enables even the novice to shift gear effortlessly for carefree riding through city traffics or in the country.

Yamaha Autolube oil injection system is a standard equipment to meter a correct amount of oil to an engine in accordance with a throttle opening and engine rpm at any time, of course. Powerful both brakes are waterproof and dustfree. Larger lighting equipment has added extra safety to riding at night.

The seat is lower by 20mm, handle position higher by 30mm, wheelbase longer by 40mm, and powerplant layout more compact than their predecessors for improved riding comfort.

In a word, Yamaha's new models are small but dependable to do much for a lot of people. They are claimed to be the efficient developers of important base market.

Ideal developer of base market

The smallest class may be admitted one of the mainstays to form the important base of motorcycle market. Yamaha has recently

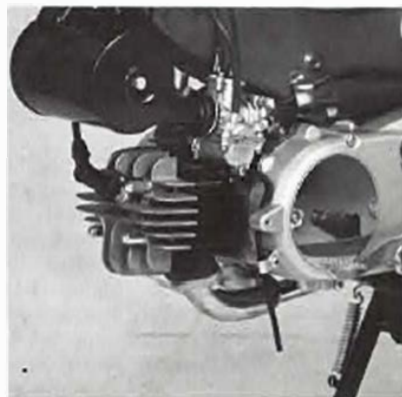
registered a spectacular upward trend in this field as well as in the fields of bigger displacement classes. The newly marketed



www.legends-yamaha-enduro.com

Specifications

	V50	V75
Overall length	1840 mm	1840 mm
Overall width	645 mm	645 mm
Overall height	1005 mm	1005 mm
Wheelbase	1180 mm	1175 mm
Ground clearance	135 mm	135 mm
Weight	70 kg	72 kg
Engine	2-stroke single, dual reed valve	2-stroke single, dual reed valve
Bore x stroke	40 x 39.7 mm	47 x 42 mm
Displacement	49 cc	72 cc
Compression ratio	6.5	6.8
Max. power	0.54 kg-tr/5000 rpm	0.70 kg-tr/4500 rpm
Tire front & rear	2.25 - 17 inch	2.25 - 17 inch
Top speed	70 km/h	85 km/h
Climbing ability	19.5°	20°
Fuel consumption	90km/ltr. 130km/h	80km/ltr. 130km/h



A newly developed reed valve engine assures higher performance.

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Yamaha World-Wide Family



The managing staff with Mr. H. Kawashima, Executive Vice President at center

YAMAHA International Corporation

They spearhead Yamaha's advances to the largest market in the world

Largest overseas base

Yamaha International Corporation in the United States is the largest Yamaha-related overseas company. It was established in 1960 in Montebello, California as the main base of operations to market Yamaha products throughout the United States. For the past ten years it has continued to lead all the activities concerning sales, after-sale service,

spare parts supply, advertisement, racing, dealer education, and so on in a very efficient way. As so often reported, the expansion of Yamaha products in those parts of the world has been something marvelous for the said period. Yamaha International Corporation has done much for it. The U.S. market would not have grown at such an amazingly high rate without strenuous efforts by the people of Yamaha International Corporation.

New Headquarters for Another Leap Forward

Yamaha International Corporation is due to take the most important role in sales promotion activities in the future as well as in the past. The Corporation has recently established its new main office at Buena Park near Los Angeles, California to further solidify its comprehensive sales and service setup just to meet the forthcoming sales increase. The new headquarters consists of an ultra-modern two-storyed 4,551m² office, and a warehouse and service building covering an area of 13,230m² on the site of some 81,000m². The new headquarters will be the base of operations to market Yamaha motorcycles, snowmobiles, pianos, and

skis throughout the continent. The steel and glass office has been designed with particular emphasis laid on more functional, and flexible business operations. The internal layout permits the flexibility for future modifications and expansions. The warehouse and service building are intended to be the center of spare parts supply for the West, incorporating the facilities for testing and servicing motorcycles and snowmobiles, too. The warehouse features a tow-veyor system to speed parts to the shipping area. The overall site plan has been designed to give room for future expansions.

Grand opening ceremony

On March 26 an opening ceremony for the new headquarters took place on a grand scale attended by some 700 people concerned including Mr. H. Eguchi, Director of Yamaha Motor and Mayor of Buena Park City.

The new headquarters has been already put in full operation and is now hard pressed to meet evergrowing demands to Yamaha products in the U.S. market to correspond with notable upward swing in production by Yamaha Motor. Now, high prospects are held with Yamaha International Corporation to display another leap forward for the years to come as the largest member of the Yamaha World-Wide Family.



Racing success combines directly with sales promotion

It is with pride today that I express the thanks of all the personnel at Yamaha International Corporation to our fellow team members at Yamaha Motor Company. Yesterday, a Yamaha 350cc road racer won the National Championship road race at Atlanta, Georgia. This event reflects the engineering skill of Yamaha, as we were competing against machines with more than



Mr. T. Tiernan, National Sales Manager

twice as many cc. The BSA and Triumph three cylinder 750cc, Suzuki 500cc, H.D. V-twins, all were behind the 350cc Yamaha. The riding skill of Kel Carruthers and the technical advantage of the Yamaha could not be beaten. This same quality and engineering is evident in our complete line of motorcycles for '71. Each team member's task is important to the finished product the customer receives. From the design engineer to the skilled hands of each and every assembler to the salesman, we all depend on each other. Quality control is becoming more and more critical as the competition gets keener. Each step in assembly is important for the reputation and growth of our business. Yamaha is known for quality and this is only due to each person doing his job with pride and his very best effort to maintain our fine reputation. We are gaining at all times and this looks like the best year in our history. We are all very proud of our complete team effort and congratulate each person for a job well done.

Terry Tiernan
National Sales Manager
Motorcycle Division
Yamaha International Corporation

"Interesting and educational" says she

INTERESTING, EDUCATIONAL, EXCITING, ENJOYABLE, are some good adjectives for what it is like to be a part of Yamaha. INTERESTING because something new is always happening. New products are constantly being explored and developed. Existing products are always being improved and it is interesting to see what new features will

be available on them each year. EDUCATIONAL because of the opportunity to learn the customs and ideas of people who were totally foreign to me. I have learned to appreciate Japanese art and other facets of the Japanese culture. I truly enjoy working with and learning of customs and attitudes of my Japanese friends I now have since my three years employed by Yamaha. EXCITING Yamaha is bound to be exciting. Especially with the Snowmobile and Motorcycle Divisions. We have fast and fun machines, and the people involved with this industry are just naturally exciting people. ENJOYABLE is what it is like to work in our new building with modern facilities. It's refreshing to be able to work in a building with so many windows. Ours is a very modern structure of steel and glass with the latest furnishings including carpeting throughout. Beautiful plants decorate the interior while lush green lawns surround the outside. It creates a pleasant atmosphere which results in happy employees who are friendly and cooperate to help one another. From my own personal use and experience. I have a very high opinion of the quality of products which are manufactured by Yamaha, and when someone asks me where I work I very proudly answer, "I work for YAMAHA."



Miss D. Tanksley, Secretary, Snowmobile Division



The tow-veyor speeds parts to the shipping area.



The teletype room puts Yamaha in instant touch with worldwide offices.



Engines and parts are tested and refined in the motorcycle machine shop.

Milwaukee Snowmobile Parts Center

The snowmobile parts stockhouse which was established in Milwaukee, the market center, last autumn is planned to be complete with comprehensive parts supply facilities for snowmobiles and motorcycles as the service center in the Central-West. If the plan is materialized, it will be Yamaha's third facility of the kind to massively strengthen the setup of parts supply and service.

Snowmobile Dealers Enjoy Holidays in Japan



Yamaha recently invited a party of snowmobile dealers in the U.S. as a special award for their excellent sales results for the past months. They went on a 10-day tour from April 10 around Japan after visiting the Yamaha Main Office and plants of Yamaha industrial group.

Canada and North America in the future. Yamaha has solidified a 50,000-unit production setup already to meet forthcoming sales increase. The party was accompanied by three conspicuous figures who had aroused a big sensation in the field of snowmobile sports in Canada and North America earlier this year.

They were Mike Trapp, the winner of this year's Eagle River Championship Snowmobile Derby driving a Yamaha, and his cousins Lyne and Wayne, who had also taken major placings on Yamaha machines. Champion Mike is aged 24 assisting his father's construction work in Wisconsin, and Lyne and Wayne are students, aged 20 and 19, respectively.

Special Training for Trail Riders from Southeast Asia

Yamaha-originated trail riding is now being rapidly popularized in Southeast Asia as well as in other parts of the world, as the merits of this new off-the-road motorcycling activities are winning higher appraisal. Along with the establishment of Yamaha Trail Lands all over Japan, Yamaha has been so active to carry forward a program of trail training sessions called trail school intended for furnishing riders with correct knowledge and techniques enabling them to enjoy trail riding safely. Recently, Yamaha promoted special training sessions for prospective trail riders from Southeast Asia.

7 trainees from Thailand, Singapore, Philippines and Okinawa attended the sessions for a 3-day period from May 13, after having observed motocross races organized by the Motorcycling Federation of Japan. Japanese top class riders, N. Otsuki and M. Aoki acted as instructors giving lectures and displaying correct riding techniques over a course specially prepared at the Asagiri Highlands at the foot of Mt. Fuji. A lot of questions were asked by ardent trainees about every detail of trail school promotion including the arrangement of grounds and technical knowhow of trail

bikes. Also, they were dauntless to ride the Yamaha Trail DT1, AT1 and HT1 over the rough-surface course training their trail techniques, though rather punishing for those who had never had such an experience before. A 3-day program ended in a big success. All of them proved themselves well competent enough to be leaders in their own country. Besides, they made an inspection trip to Yamaha industrial group around Hamamatsu. They looked deeply impressed with a real state of evergrowing Yamaha.



—Australia Their Better Business



With the recent opening of extended showroom and workshop in Ringwood, Australia, Col White Motor Cycles Pty. Ltd. dealing in Yamaha motorcycles, can now lay claim to the most extensive display of motorcycles in the district. With the larger well-equipped workshop, the new owner can be assured of his machine receiving the correct servicing necessary for trouble-free motorcycling. In the showroom a good stock of spare parts is held, as well as a most extensive display of English waterproof clothing and gloves. By sheer hard work and an excellent customer relationship, the company is promised to increase sales in the future, too.



He wins Yamaha FS1P

The Dutch National Kidney Foundation recently held a lottery for a good cause. Het Motorpaleis, Yamaha distributor in Rotterdam, placed free at the Foundation's disposal a Yamaha 50cc FS1P as one of the first prizes. Pictured here is one of the happy winners of this lottery receiving the FS1P from the hands of Mr. de Bruin, sales manager.

Better Machine, Yamaha

Yamaha Enduros proved themselves "Better Machines", indeed, during the Sunraysia 250 Desert Rally recently held in Australia. Some 50% of all motorcycle placings were taken by Yamaha riders as follows:

- | | |
|---|--|
| Trail up to 250cc | Yamaha DT1 250cc Enduro |
| 1. G. Leighton | Yamaha AT1 125cc Enduro (also 1st 125cc machine) |
| 3. I. Carrington | |
| Trail over 300cc | Yamaha RT1 360cc Enduro |
| 1. R. Jordan | |
| Scramble up to 250cc | Yamaha DT1-MX 250cc Moto Cross |
| 1. R. Bate | Yamaha RT1-MX 360cc Moto Cross |
| Scramble over 300cc | |
| 2. G. Taylor | |
| Outright placings | |
| Yamaha riders took five of the first ten (10) places. | |

Capital increases to ¥ 1,925 million

Yamaha has recently increased its capital to ¥ 1,925 million from ¥ 1,750 million in May, 1970. It is another stride taken by Yamaha toward a target of 800,000-unit production within the year. As earlier reported in this journal, Yamaha has already established its comprehensive production setup aiming to boost its annual output of motorcycles to a level of 800,000 this year, with the gigantic Iwata Main Plant in full scale operation.

Business Tie-up with Yanmar Diesel

Yamaha recently combined a business tie-up with Yanmar Diesel, one of the leading diesel engine manufacturers in Japan. Yanmar Diesel has a 50-year experience in the field of marine engines and other internal combustion powerplants. It is a licensed maker of rotary engines by West German NSU/Wankel, and is enjoying higher appraisal for its development technologies. This business tie-up is basically intended for mutual cooperation concerning the supply of respective products for sale at home.



YAMAHA Topics



-Venezuela Traffic Safety Float

Venemotos, Yamaha Distributor in Venezuela made an impressive campaign of traffic safety overall supported by the Police of Caracas, at the recent carnival. A float decorated with various traffic marks together with the latest models of Yamaha attracted particular public attention.

-America Mint 400

Trail enduro events over vast wastelands are the most popular sports in America. Especially, Mint 400 which is annually run over the Nevada desert featuring the most gruelling topographic conditions, may be the ultimate of the kind.

The event is fought over a 35-mile course for eight laps by 2-man teams riding trail bikes of various makes. Rider's skills plus machine's stamina are absolutely necessary to negotiate such rugged and punishing conditions successfully.

Here Yamaha trail bikes prove themselves ideal for this type of sport, too. Pictured here is Mike Patric, the hero of Mint 400 on a Yamaha 360. He has won this event twice since 1969.



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-Brazil Thrill of Interlagos

PHOTOS:

A winning pair of Yamaha, H. Kawasaki 2nd from right, and A. Motohashi 3rd from right. (right) Local papers show tremendous response to this brilliant victory. (below)



A pair of A. Motohashi and H. Kawasaki riding a Yamaha 350 cc TR2B brilliantly won the Interlagos 500 Enduro which was recently held near San Paulo, Brazil. The event is the largest of the kind in the Central-South America. Motohashi and Kawasaki, both top class riders in Japan, had monopolized 1st and 2nd places in official practice time. They lost their lead to none from start to finish, proving their Yamaha amazingly fast and reliable. Their winning time was 6h 39' 44" (120.69 km/h).

-Thailand Yamaha Wins GP



Preeda Chullamontorn (93) heads into the lead on his Yamaha 250 at the start of the open class final in the first Lions Grand Prix.

Preeda Chullamontorn riding a fantastically fast 250cc Yamaha snatched two wins to be an overall winner in the first Lions Grand Prix motorcycle race meeting held at Kittikachorn Sports Complex, Hua Mark, Thailand.

In the main event open capacity class, Chullamontorn won a race after a thrilling dice with Vicharan Chaithong on a Suzuki 250cc machine. His winning time was 54 min. 11.05 sec.

In the 250cc class race, Chullamontorn lost his lead to none throughout 50 laps, beating challenges from rivals on a Suzuki and Kawasaki.

He was awarded the trophies for these brilliant successes.

CONTRIBUTIONS INVITED

Just send us pictures you've taken of stories, interesting happenings or, extraordinary incidences-any-thing if it's about YAMAHA. A commemorative gift will be sent to those subscribers whose pictures are accepted for publication.

YAMAHA MOTOR CO., LTD.
NAKAJO 1280, HAMAKITA
CITY, SHIZUOKA PREF. JAPAN



Smaller competition winner

The Yamaha Mini handles good. Tires of 2.50 - 15 trial pattern, sharp braking and ideal road clearance of 6.75 in., dry weight of 121 pounds combine together to give this model excellent performance far above standard levels in its own class.

It can get through tougher curves at higher speeds than somewhat larger displacement machines. Because well considered handling balance enables a rider to accurately negotiate corners at more advantageous speeds.

In fact, one of our staff participated in a 100cc class race riding this smaller model. The Mini displayed a wonderful performance beyond expectation, much to spectators' surprise, beating larger displacement machines, though a little handicapped by his big weight of some 160 pounds.

Trail boom setter

The Yamaha Mini Enduro is the smallest and latest addition to the world-renowned trail series of Yamaha. It is a masterpiece model in its class, and is suitable for big funs and little funs alike. In a word, it features big performance in small body.

It is more than a minibike and is a real motorcycle in miniature that can be manhandled.

It is claimed to be a new trendsetter of trail boom ever hotting up in America, increasing the number of enthusiasts at higher rates than ever.

bigger and more powerful bikes. Like other models, the Mini is equipped with Autolube to keep an engine properly fed with oil just to meet every running condition. Oil level is visible through a check hole on the side of oil tank. A seat is detachable by pulling a knob for refilling.

Yamaha Mini Enduro Road Test Small Body, Big Performance

The Yamaha Mini Enduro is a unique model in its own class. In the first place it attracts attention to a compact but real trail style, and performance is also proven worthy of "trail". Its toughness and dependability have been so often demonstrated on terrains rather punishing for the smaller displacement model. Here introduced are extracts of tests, recently conducted on this model by an expert rider of American monthly motorcycle magazine "Cycle World".

Real compact trail

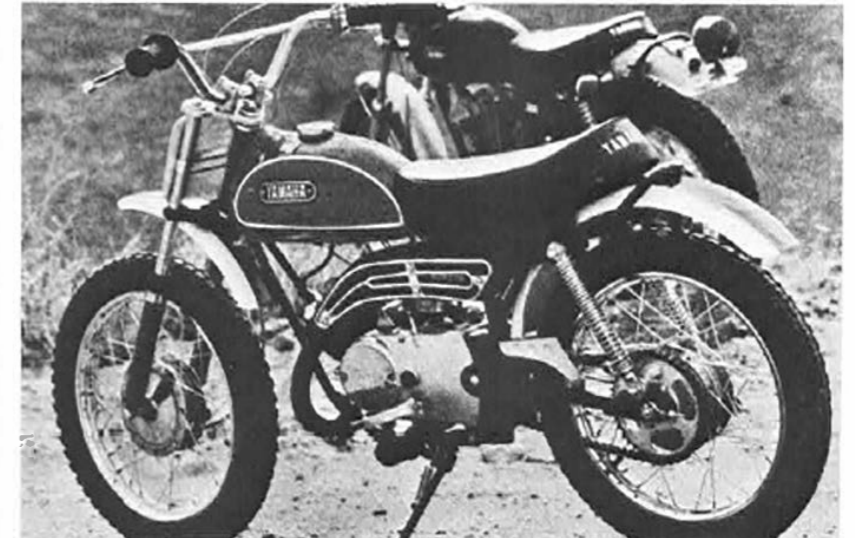
A glance may make you take this model for a minibike designed just for children's use, but it will prove itself a real compact trail model worthy of rough terrains. The Yamaha Mini Enduro never fails to make an adult rider fully enjoy off-the-road going by displaying steadfast performance.

A 2-stroke single Autolube engine gets enlivened at a single kick. Exhaust noise is surprisingly quiet, though this model has been initially designed for off-the-road uses. The layout of upswept muffler is well considered. It never touches a rider's inside knee for improving riding comfort.

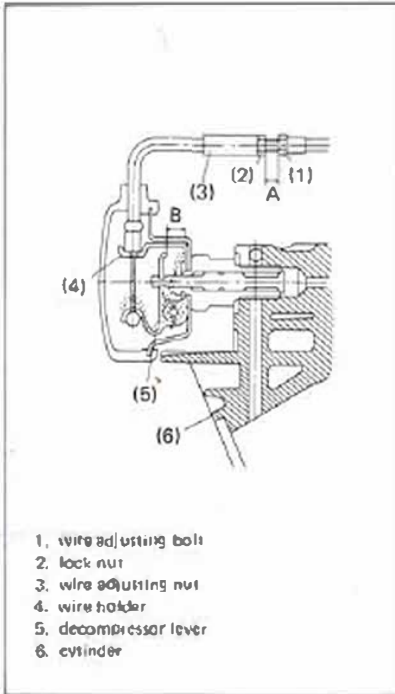
The engine features the displacement of 58.2cc, 7:1 compression ratio, and develops the max. power of 4.5ps/7500rpm. Its wider power band is one of the precious merits of this model. Frames are compact but particularly rugged.

Controls are excellent. A clutch, throttle and front brake are all hand operated. These

controls resemble larger machines in their layout, and they provide ideal training for youngsters who may someday be riding



DECOMPRESSOR



- 1. wire adjusting bolt
- 2. lock nut
- 3. wire adjusting nut
- 4. wire holder
- 5. decompressor lever
- 6. cylinder

The larger engine displacement is, the larger the output becomes. Higher rpm develops higher output, too, as for a given displacement. Higher compression ratio will bring on higher rpm.

It, however, is also noteworthy that a larger displacement engine with higher compression ratio, in general, is not so easy to start, and a single cylinder model is so often more resistable against kick starting than a twin cylinder one.

RT 360's decompressor

The Yamaha RT 360 trail is the largest displacement single model at the market. It features a device called decompressor for easier starting. The decompressor, in a word, has a function to reduce pressure. It weakens pressure to a level enabling a rider to kick-start an engine effortlessly.

The decompressor is mounted on the upper part of cylinder's exhaust port and is hand operated by a lever on the left side of handlegrip.

A passage leading to the exhaust port from the upper cylinder is opened by pulling a lever and weakens compression pressure.

Unlike former devices mounted on smaller displacement models, the RT 360's decompressor's valve is automatically closed

when a piston moves upward. In case an engine fails to start, a lever must be returned to its original position instantly.

Decompressor servicing

The function of decompressor must be kept flawless to prevent incorrect decompression. Following instructions for servicing must be followed.

1. Fully tighten decompressor wire until dimension A reaches "zero". Pull decompressor lever toward you.
2. Adjust dimension A so as to make dimension B "zero".

dimension A:
gap between decompressor's wire adjusting bolt and lock nut

dimension B:
gap between wire bolts.

— Tokyo Racing Car Show —

Yamaha go-karts attract attention



Carroll YS2A, overall length 1700mm, overall width 925mm and tread 800/820mm. (right)
Carroll B STD powered by the multipurpose engine MT 110, overall length 1510mm, overall width 925mm and tread 800/820mm. (above)

The 4th Tokyo Racing Car Show took place recently at the Harumi International Trade Center, Tokyo. Reflecting evergrowing motor sport enthusiasm here, custom models of racing car, kart and buggy were made on display in wider variety than ever.

A couple of Yamaha-powered go-karts were exhibited to attract spectators' interest. One was the Yamaha multipurpose engine-mounted Carroll B STD, and the other the Carroll YS2A powered by a couple of the AT 125 powerplants.

Yamaha engines which have already been proven excellent in the field of motorcycle sports, are establishing a fame in this new type of sport, too.

