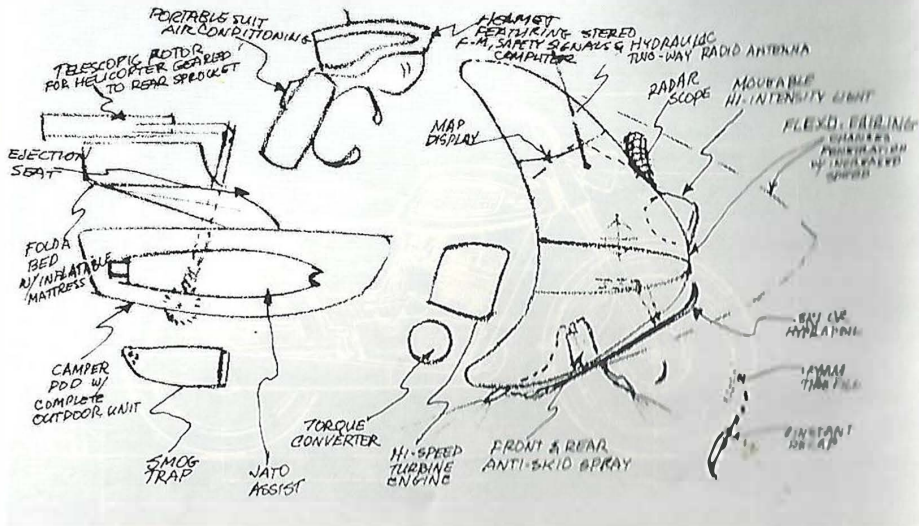


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YAMAHA WORLD

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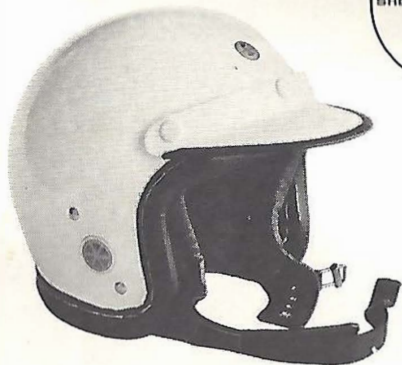
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Straight talk from the Editor

By James E. Jingu

Of the many pieces of motorcycle regulatory legislation now pending in certain states, some are in regard to noise level. Laws in some states, Connecticut for one, would require that motorcycles operate at the same sound level as cars.

This is at the same time both a rational and an irrational proposal.

It is rational in that all of us are interested in peace and quiet. We all deplore the upward tendency in the general noise level in our cities. Moreover, those people who are 'against' motorcycles for no reason except that, "I just don't like them" are, in the final analysis, generally offended by noisy exhaust systems. Loud and raucous motorcycle engines have probably done more to create a poor climate of acceptance for cycling than all the other causes of prejudice put together.

It must be admitted that many motorcycles are noisier than some automobiles. Here is where the irrationality comes in.

Why should the automobile be a sound-level standard . . . and if it is to be the standard, why not require all vehicles to adhere to that standard?

By its nature, an automobile engine can be muffled to a whisper without sacrificing an inordinate amount of efficiency. Diesel trucks and power equipment go relatively unmuffled because the exhaust systems are designed to extract the most horsepower from the amount of fuel used.

Jet planes, which scientists say create the most intolerable sounds for the human nervous system, screech low over hundreds of thousands of residences without regulation—albeit not without protest—simply because the

sound is an integral part of the jet turbine's operation.

Unfortunately for owners, motorcycles (inasmuch as they are considered 'pleasure vehicles'), are an easy target for discriminatory legislation. Planes, trucks, jackhammers and sirens are 'necessary' . . . and "nothing can be done," about their noises.

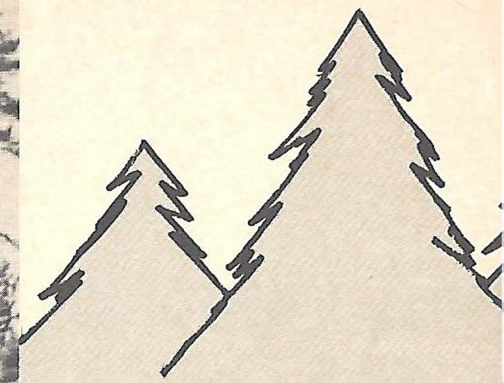
It isn't in the cards to make motorcycles as silent as cars. However, we wholeheartedly agree with the concept of reducing the contribution motorcycles make to the general sound level.

Yamaha motorcycles are muffled as efficiently as modern technology permits and it is quite important that the owner does not tamper with the exhaust system on his bike. Not only will the sound level be raised, but the engine will actually 'lose power' because the exhaust system on your Yamaha is designed to accomplish the greatest effect on the two-stroke principle while achieving the maximum in silencing.

So, as a Yamaha owner, you can do your bit toward improving public relations for the sport of cycling and contributing to a quieter community by maintaining the 'stock' exhaust system properly and refraining from deliberate over-revving in low gears for the sake of merely making more noise.

In addition, you can protest to your state representatives if such discriminatory legislation is proposed in your state. Ask your Yamaha dealer about such developments at your state capitol, it is his business to be informed on matters that affect your interests.

Our next issue of Yamaha World will feature an article on motorcycle exhaust noise control based on tests conducted by Yamaha International and Application Research Corporation. Owners Club members may obtain an advance copy of the tests by sending a stamped self-addressed envelope to: Exhaust Test, c/o Yamaha Owners Club, P.O. Box 60094, Terminal Annex, Los Angeles, California 90054.

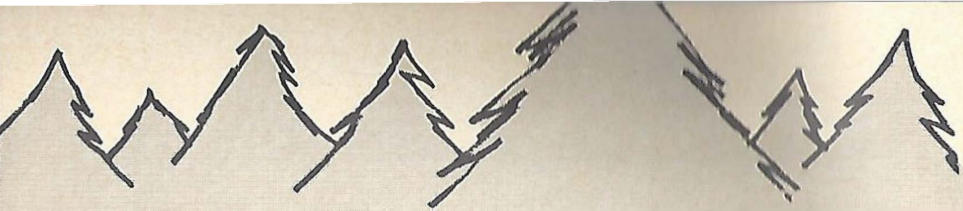


VACATION BOUND? PARK IT!

Okay, so you've seen New York City, soaked up the charm of New England, basked in the Miami sun, peered down the Grand Canyon and searched Hollywood for traces of stars. Now it's vacation time again and you think you've run out of places. Why not try something different this year? We've got 366 places in mind and chances are that one of them is no more than a day's drive from your home. Naturally, we mean the national parks and forests.

It shouldn't take much imagination to picture the fun a Yamaha owner could have on a vacation planned around a camping trip. If, however, you picture high mountains and this leaves you cold, we might hasten to add that America's national parks offer a staggering variety of scenery and not all the national forests are found just below snow covered peaks. Your choice ranges from the desolate beauty of Bryce Canyon National Park in Utah to the near tropical wonders of the Everglades National Park in Florida.

Naturally, money is no small con-



sideration when planning a vacation, but we'd be willing to bet that a national park vacation will set you back far less than you'd expect. Particularly in view of former summer trips. Use of the national parks in most cases is free, but some charge a nominal fee, ranging from twenty-five cents to one dollar, depending on the quantity and quality of the facilities available. This fee is per person, per day, but if you plan frequent or extended trips there is a plan that can save you money. The 'Golden Eagle Passport' is available for \$7, from most auto clubs, national park (and national forest) headquarters or by writing to: Bureau of Outdoor Recreation, Department of the Interior, Washington, D.C. This wallet size card will allow you and all the passengers with you (in a non-commercial vehicle) to enter any of the National Parks and Forests without additional charge as often as you wish. The passport is good for one year. It's easy to see that use of the 'Golden Eagle Passport' for a two week stay would result in a substantial saving if you were to take the family to a \$1 per person, per day campground.

If we've at least put you in the thinking stage, the next step is to send \$1.00 to: the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 and request the following brochures: "Camping in the National Parks," an 18 page booklet with a list of accommodations found in our national parks; "National Forest Vacations," an illustrated 66 page booklet that really sells the pleasures of a national forest vacation; "Areas Administered by the National Park Services," a 62 page description of the interesting characteristics for each of the national parks, seashores, historical

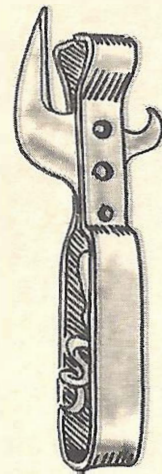
sites and recreational areas; "Backpacking in the National Forest Wilderness," 32 pages of valuable information on roughing it, including equipment list, sample menus and more.

Hopefully, these booklets will carry you past the thinking stage and into the planning phase. This is where some detailed maps and specific information on the area you've selected will come in handy. Your best source is the Forest (or Park) Ranger. The Ranger can supply you with detailed maps (at reasonable cost) of the area you've selected and tell you about points of interest, do's and don'ts, fire regulations, etc. Chances are, you'll find him friendly and eager to help you enjoy your vacation. If you're unable to consult with the Ranger prior to your trip, you'll find detailed maps available at many vacation trailer and camper agencies. Your local camper dealer will, no doubt, have a complete set of maps on the camping areas in your state and perhaps others as well.

We mentioned earlier the fact that a day's drive would probably put you in a national forest or park. However, we have no intention of slighting the hundreds of very fine state parks and forests; most of which are within hours of your home. Regulations governing the use of sportcycles, however, is strictly a local matter and must be checked out in advance of your trip.

On the other hand, national forests and parks are open to properly equipped sportcycles unless special conditions prohibit. Matter of fact, many areas have special places designated specifically for "Two Wheel Vehicles Only." This is really icing on the cake and one of the best reasons to include your Yamaha in this year's vacation plans. ■

The 'Compleat Trail Rider' wears high-top waterproof boots, Levi's, sweatshirt, kidney belt, gloves, crash helmet and goggles.



*Camping is fun,
but you gotta . . .*

BE PREPARED!

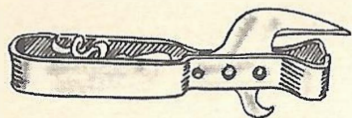
Getting ready for a trip to the backcountry can be a lot of fun. Sitting around the kitchen table with your wife or friends, a cup of coffee, a map to plot where you are going, and everybody kicking in ideas of what to do; is one of the pleasant parts of getting ready. The not so pleasant part, is



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when you get to camp and find that you left the food, your tent and sleeping bags or even your wife at home. This can be avoided if the preparation includes making a list of all necessary ingredients to make your trip more fun.

When you're sitting around thinking about where you are going, make a list



Sleeping bag with shaving gun, sweater, and evening meal; is lashed to luggage rack. Pack holds stove, food, wind-breaker, etc. Belt carries canteen, axe, pouch with matches, candy, cigarettes, etc.



A packframe helps ease the strain of a rucksack. Most of the pack's weight can rest on the bike mounted sleeping bag anyhow.

of what you think you'll need. In fact three lists. One for equipment, one for clothing and one for food.

Under food there are many ways to go. You can plan on using dehydrated food or taking along most of the food stored in the wife's cupboard. A point in favor of the dehydrated foodstuff is its compactness. A small paper bag can hold enough to feed four people for four to five days. It also tastes better than what some people get at home. If you decide to raid the home larder, here are some suggestions for a four to five day trip:

<i>Biscuit mix</i>	<i>Tuna (in cans)</i>
<i>Cereal</i>	<i>Meat bars</i>
<i>Instant potatoes</i>	<i>Nuts (peanuts, cashews)</i>
<i>Crackers</i>	<i>Dried fruits</i>
<i>Margarine</i>	<i>Teabags</i>
<i>Canned meat</i>	<i>Instant pudding</i>
<i>Freeze-Dried meat</i>	<i>Malted Milk tablets</i>
<i>Instant soups</i>	<i>Dried milk</i>
<i>Instant coffee</i>	<i>Sugar</i>
<i>Peanut butter</i>	<i>Salt and pepper</i>
<i>Chewing gum</i>	<i>Powdered eggs</i>
<i>Bouillon cubes</i>	<i>Life savers</i>

Check the article on page 16 of this issue for more on dehydrated food.

Warm clothes can make the difference between having fun and freezing like you never thought was possible. The air at night, in the higher altitudes can become biting cold. Before leaving it is a good idea to call ahead to the local ranger station and see what the predicted temperature will be at different times during the day and night. If this is not possible, plan on taking a warm coat, a pair of long johns (red if you like), spare socks, both t-shirts and sweat shirts or sweaters for the evening, heavy denim type pants, a pair of shoes, high top boots for both riding and hiking. A light windbreaker



is nice to put on over a sweater or sweat shirt if the nights don't get too cold. One other item to take is foul weather gear. Mountain rain showers can come up in less than ten minutes. They usually last less than an hour but it's nice to stay dry during this time.

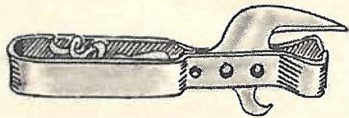
If you lack having camping equipment don't despair. In most areas of the country all that is needed is a quick trip to the local sporting goods store and they will be happy to rent you what you need.

As there are many devices, gadgets and gimmicks on the market for campers, the secret is to see how many you can get along without. Remember, all of these wonderful aids(?) have to be both packed and unpacked. Don't fill up the car with junk or you might have to leave the kids at home. On second thought . . .

The first item on your list should be



Don't skimp on your tent or sleeping bag. Traveling is easy if one rider carries the poles, others, the tent.



a back pack or napsack. These are most convenient if you plan to take off on an overnight trip from a base camp. They also come in handy for packing spare clothes, or food. If you don't have a signed affidavit from the weatherman it's best to plan on taking a tent. If possible, it should be light-

10

weight and have poles that break down to short lengths. A warm sleeping bag is a must. One thing a person in the mountains needs is a good, WARM night's sleep. There are both gas and propane stoves and lanterns on the market. Either type is good. It is advisable to carry your stove and lantern because in some areas campfires are not allowed. This can be checked out by calling ahead to the ranger station. If you can have fires, don't forget to take an ax, a small belt type is fine for cutting firewood. On this, don't pick a growing tree, near your campsite will probably be a tree that has fallen and split apart. Use something like this for your firewood;



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not only will it burn better, but the rangers will be much happier. Be sure to take along a hunting knife. It comes in handy for a multitude of jobs. As for a snake bite kit, it's best to take one because you never know (liquid snake bite kits are nice too).

To help you decide what is necessary, here are two lists. One for clothing and the other for equipment.

CLOTHES

High top boots	Extra pants (Levi type)
Warm coat	Low-top shoes
Sweat shirts	Windbreaker
T-shirts	Rain coat
Extra socks	Hat
Long johns	Extra underclothes
Gloves	Kidney belt (for riding)
Helmet	Goggles or face plate

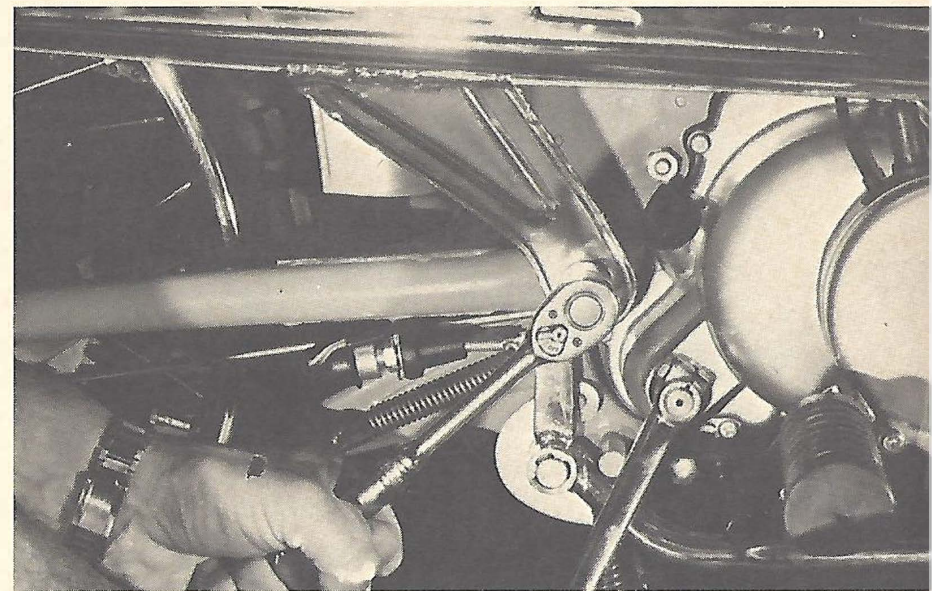
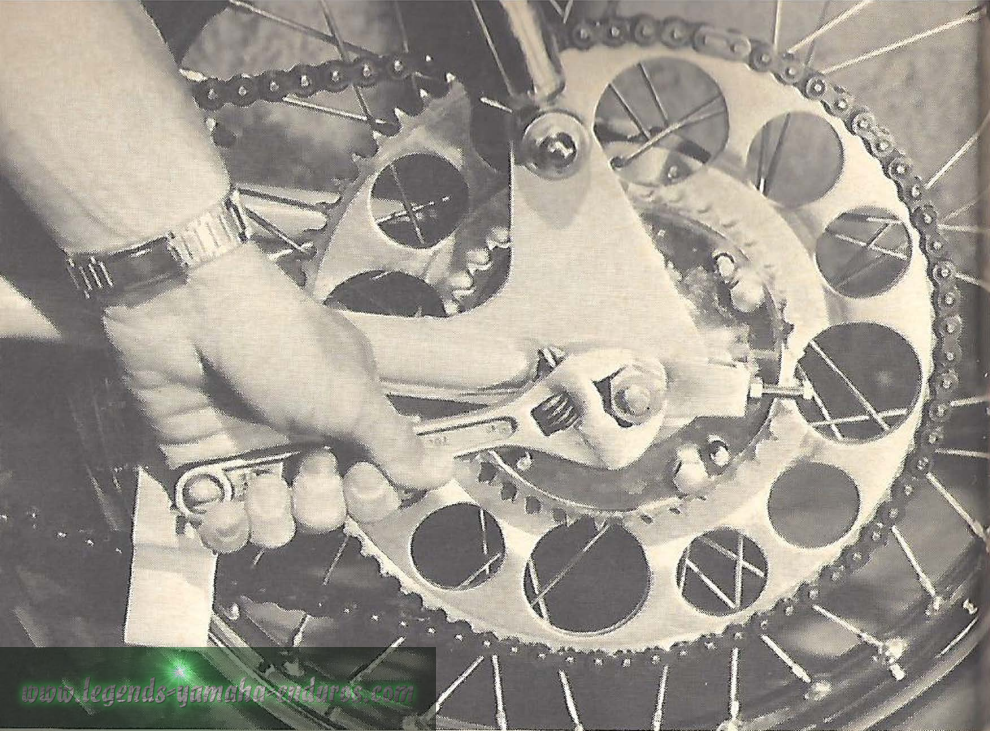
EQUIPMENT

Tent	Ax
Sleeping bag	Hunting knife
Stove	Cooking utensils
Snake bite kit	Flashlight
Lantern	Back pack
Table plates (paper)	Matches
Compass	Cigarettes (if you smoke)
Pocket knife	Sportcycle

(don't forget that!)

BE PREPARED

If you are an experienced camper all this will be second nature. If not, hopefully you have picked up some ideas that will help to make your trip more enjoyable. Use our list to check off as you pack, and have fun. Looking out the window the sun is shining, the list is here and hmmmm . . .



1) The first step is to tighten ALL nuts and bolts that you can find.

TRIALS OF THE TRAIL

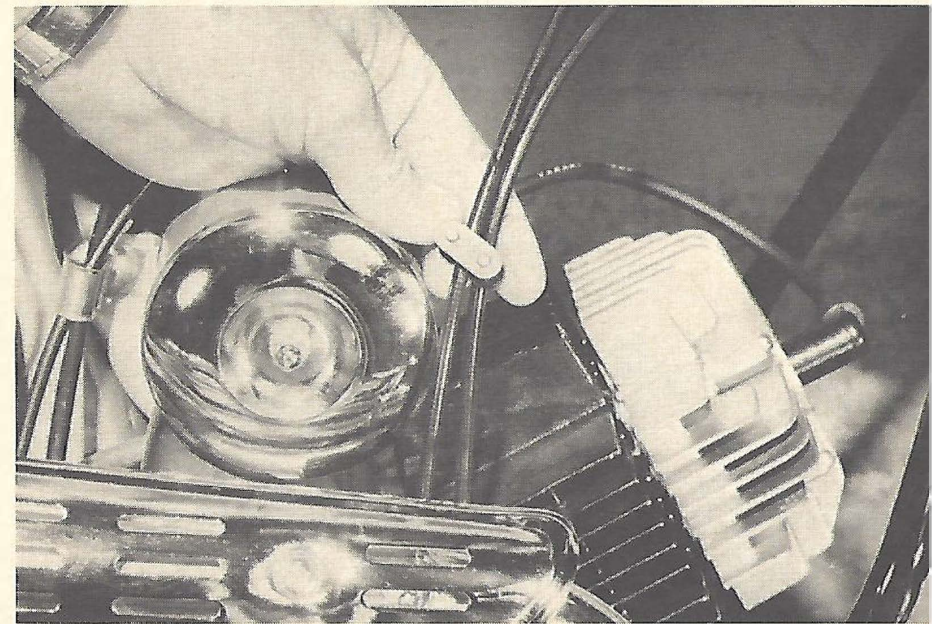
Put your bike in shape for summer

Probably the most frustrating part of any trip taken with a trail bike is if the bike lets you down 17 miles from nowhere. If this has happened to you, think back to that fateful day. The master link broke, you dropped the bike and broke the brake lever, the machine ran out of oil, you had a flat tire, etc. Disgusting isn't it? You were so mad that you could have kicked the bike excepting that you knew full well you would have hurt your toes. Well sports fans, everything mentioned above is the fault of the rider. That's right, it's your fault.

With a little preparation none of

these would have ruined your trip. Read on and see what we mean. Carrying a few spare master links seems like a good move doesn't it? How about taking spare levers, both clutch and brake? Nothing wrong with that. Having a spare tube and a small tire pump is wise, and if you ran out of gas or oil, well, a walk in the sun is good for the health.

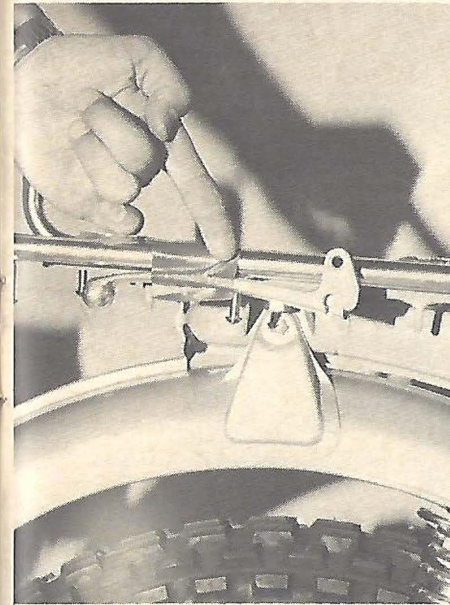
Check out some of the accompanying photos and perhaps you'll pick up on some ideas that, on your future trips will make it more fun and less work.



2) A good place to carry the spare master links is on the throttle wire just above where it attaches to the carburetor.



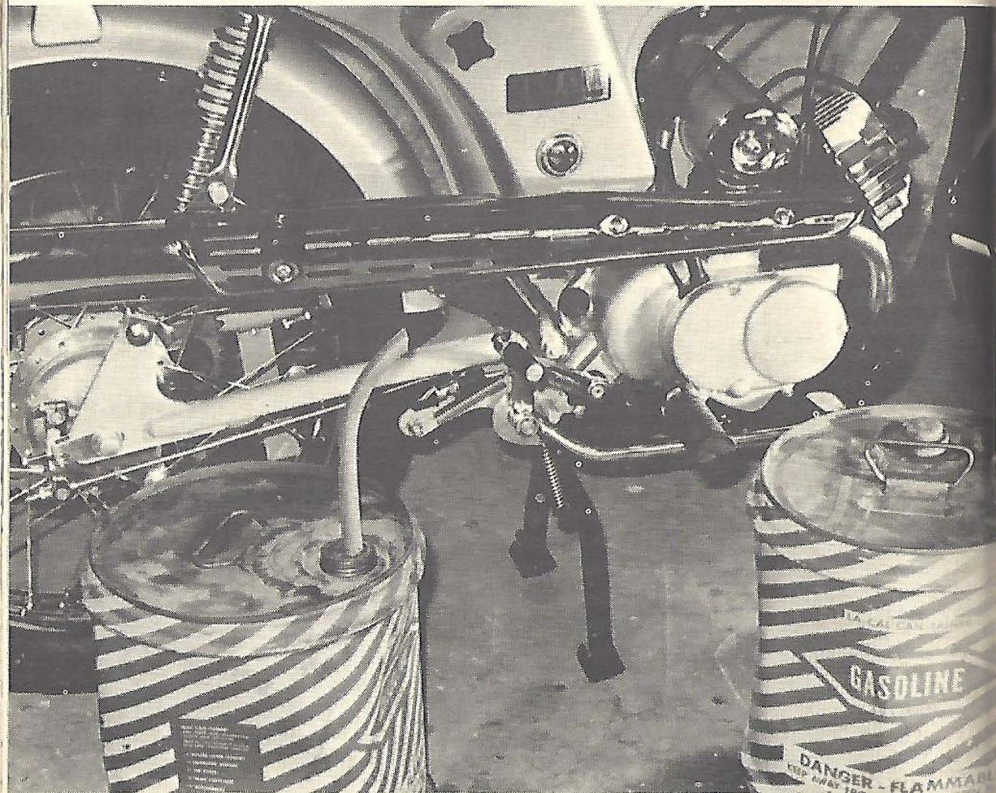
3) Make sure that there is oil in the Autolube tank. You don't want to run out where you're going.



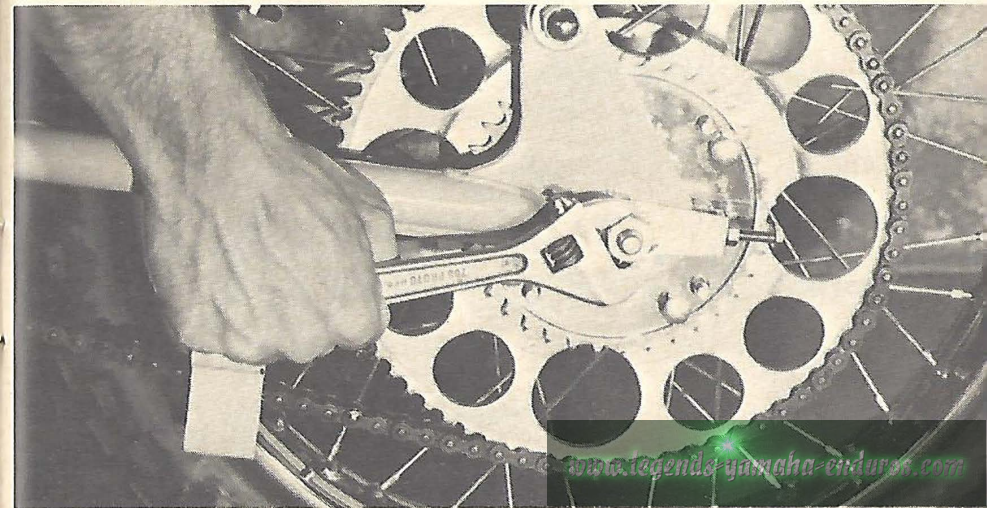
5) Taping spare levers under the luggage rack is a good method of carrying them with you without having them getting in the way.



6) Carrying a few spare spark plugs and a plug wrench is always a good idea, just in case.



4) If the trip is to be a long one, take along some spare gas cans.



7) And for a final step, Make sure ALL nuts and bolts are tight, tight, tight.



Rich-Moor is a boon to the cyclist who must travel light. Average cost is low, but nutrition and taste is high.

MORE THAN FOOD FOR THOUGHT

Dehydrated vittles

Remember how the grizzled old trapper would fill his pack with some flour, salt and a side of dried beef; then head out his back door into the wilderness? Well, things have changed quite a bit

over the intervening years. For one thing, precious few people can step out of their back doors and find anything but high-rise and concrete. It's also pretty tough to find anyone who

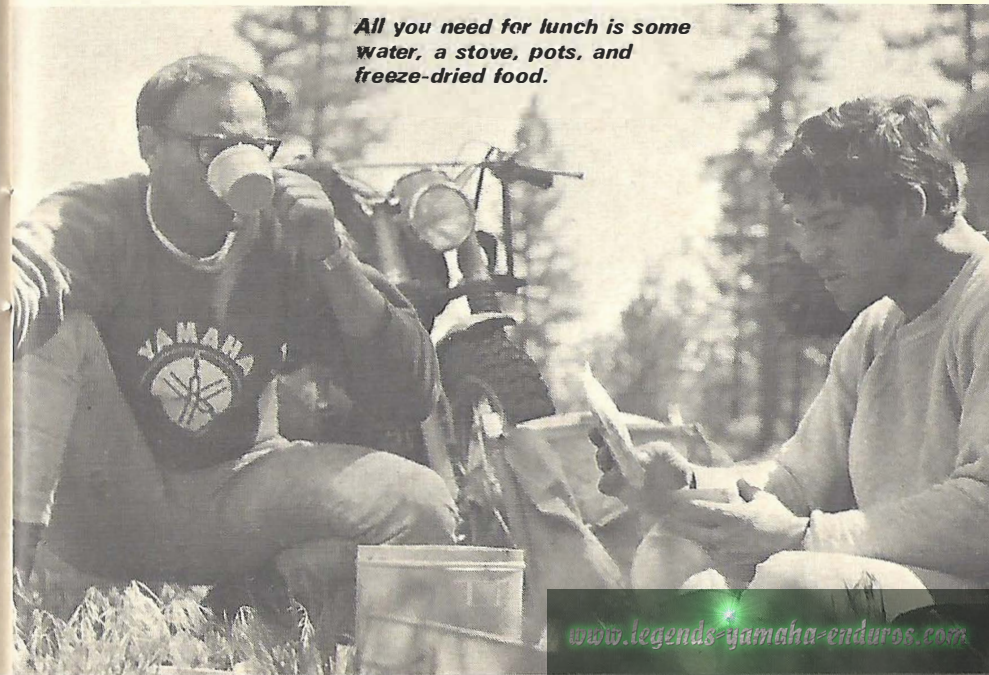
has hiked further than from the back door to the car (or sportcycle). This may be lamented by some physical culturists, but we view it more as natural evolution.

The most radical evolution of all, has come about in the area of foods. Pity the poor old prospector (or his burro) who had to tote several hundred pounds of food for a short stay in the boonies. Those old gold miners would really have appreciated today's modern outdoor foods. No, we're not talking about canned goods, but about the new 'freeze-dried' foods packaged especially for outdoorsmen who want to go light. Enough freeze-dried food to feed four hungry people, thrice in one day, weighs a shade over 1½ pounds per person. Now that's light! Unlike canned goods, freeze-dried food is also very compact. The aforementioned 12 meals occupy less than one cubic-foot of space.

Of course, the most important aspects of food, any food, is its nourish-

ment and its flavor. If it doesn't have these, it's worthless. Surprisingly, these are the most praiseworthy points about freeze dried food.

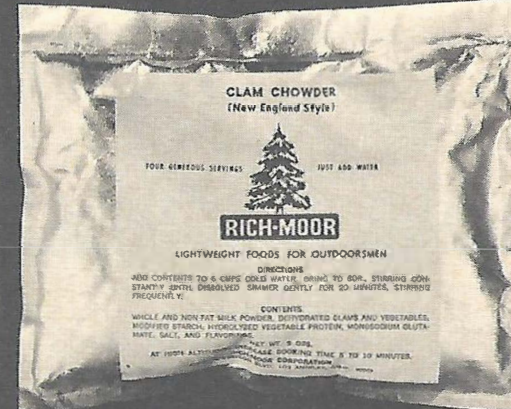
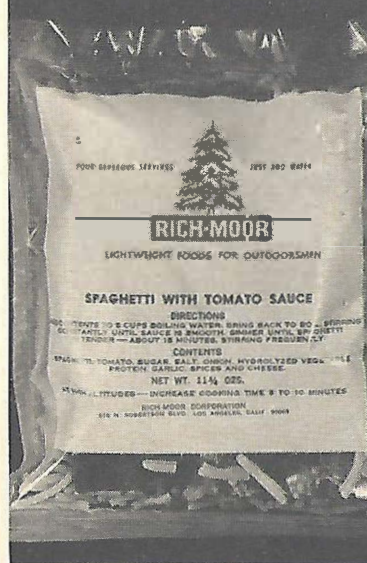
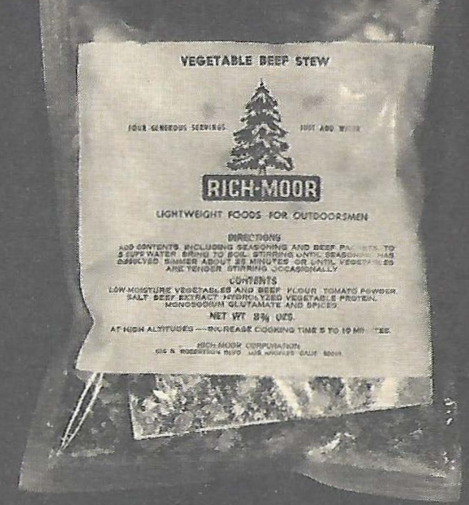
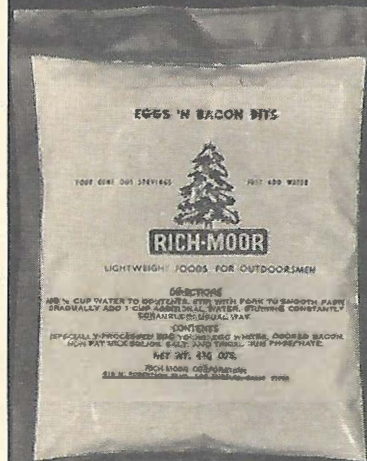
The 'Rich-Moor' Corporation (616 N. Robertson Blvd., Los Angeles, Calif. 90069) offers a varied and delicious menu of lightweight foods for outdoorsmen. In addition to providing nourishment, flavor, compactness and light weight; they feature ease of preparation that's hard to beat. Hot meals, require only that you boil the proper quantity of water (per printed instructions on the package), add the contents of the package and simmer for the prescribed length of time. The results are nothing short of miraculous. For example: Turkey Supreme with Noodles is a 12 oz. plastic package with foil pouch containing seasonings and inner packet containing dehydrated cooked turkey; looking for all the world like short strips of rubber bands with powdered concrete and rabbit food. However, when all this is mixed with 5½ cups of boiling water



All you need for lunch is some water, a stove, pots, and freeze-dried food.

and allowed to simmer for 20 minutes (slightly longer at high altitudes) the rubber bands become delicious egg noodles; the rabbit food is transformed into plump, juicy chunks of turkey and the powdered concrete (seasonings) adds just the right amount of spice to a tasty main dish for four hungry campers.

Naturally, we don't expect you to take our word for this miracle, but do yourself a favor. Before your next outing, visit your local sporting goods store and pick out a few samples: The powdered eggs with bits of Wilson pre-fried bacon crumbled into them would be a good test. Prepare your chosen samples per instructions, in



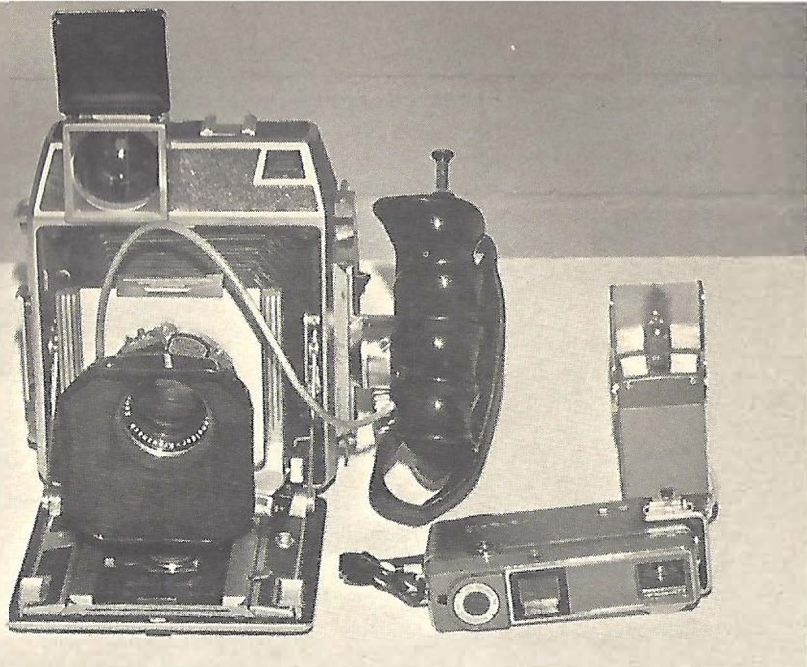
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your own home, and base your opinions on the results. And believe us, it tastes even better made over a fire in the great outdoors.

You needn't restrict your menu to just dehydrated food. Your local supermarket is a goldmine of foodstuffs for camping. If space permits, portable coolers and ovens can turn mealtime into a veritable banquet. A little aluminum foil will allow you to create baked apples, potatoes, even corn.

Naturally, a trip by motorcycle may preclude portable coolers, ovens, etc., but aluminum foil is easy to carry and roadside stands feature a variety of goodies with campfire potential. Let's face it, campfires have made hot dogs and marshmallows famous.

One final word of warning. Don't plan your meals around fish you'll catch or game you'll bag, because bigger than life, those will be the ones that got away.



HAVE A CAMERA HANDY

Well, that long awaited vacation is here and this time you're bound and determined to have more to show for your two weeks than a few bruises and some wonderful memories.

In short, you want to take some pictures, but there's not a camera in the house, . . . except for the wife's Instamatic. So right off the bat, you want to dash down to 'Ye Photo Emporium' and get something nice. But what? The first thing 'Ye Camera Salesman' will ask, is: "Do you want crisp black and whites, beautiful slides in living color, or maybe a picture in 10 seconds or so?" Upon receiving your answer, he'll trot out enough photo gear to fill a large dump truck and proceed to show you the relative merits of each and every item. "For instance," he'll say, "This imported beauty has an

eff-oh-nine lens with commpurr shutter and bay-o-net mount." "And," he adds; "It's got all these little goodies that go here and here and here." "What's the price," you ask? And he whispers, "I'll let you have it for only seven ninety-eight." About the time you reach for your wallet to hand him the \$7.98, the awful truth hits you. Yep, cameras are expensive.

What is a camera? Well, to some, a camera is a status symbol and they want to wear only the most expensive. Others (mostly amateurs in the advanced stages of photomania) consider them a way of life. Perhaps the professional photographer has the only proper perspective. He usually looks upon his camera(s) the same way a mechanic looks at his wrenches. After all, a camera is really just a tool. Regardless of how expensive, a cam-



Photo taken by Kodak Instamatic

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era cannot take good pictures anymore than a wrench can repair an engine. Simply stated: the ability is not in the camera, but in the photographer.

You probably noticed the obvious difference in size between the two cameras in our lead photo. However, there are other differences that aren't so obvious to the uninitiated. You could say that the Linhof (left) is like a set of Snap-on tools and the Minolta is like a crescent wrench. Now a crescent wrench is a pretty handy tool for this and that, but naturally, a Snap-on set is more versatile. As you would expect, there is a price differential that is commensurate with the versatility. High price, alone, does not guarantee quality; conversely, a low price doesn't necessarily denote a poor camera.

The prime thing to consider is what you want to do with the camera. If you're interested in just getting some snapshots for the record of the one that didn't get away or that fabulous campsite, etc., your choice of equipment will differ from the person who wants only to record nature shots. The more tasks you intend to perform with your camera, the more versatile (and more expensive) it has to be. It's possible to get a camera that will allow

you to take horizon to horizon photos; or one that will let you stop a tennis ball in flight; or even one that will permit you to record the scratches on a pin head. You name it, and chances are there's a camera that will let you do it. Unfortunately, there is yet to be made a camera that will satisfy every need. Admittedly, some come pretty close, but it's up to you to realistically estimate the amount of versatility you require. The less you need, the less you'll have to spend.

A simple box camera is virtually a thing of the past. Nowadays, commercials lead one to believe you can only put film in a camera by first leaping out of an airplane. The whole point, of course, is to show how completely automated the modern camera has become. Supposedly, this allows you to concentrate on subject, lighting, composition, etc. However, you pay a premium for automation just as you do for versatility. Therefore, the second point to consider is how much you want the camera to do for you. This is one area in which the Do-it-yourself'er can save a bundle.

The third point is money, and that's no small consideration. You've probably salted away a fair share of vacation cash and your choice of photo

HOW TO TRAIL RIDE

Lessons from an expert



by Preston Petty

Certainly one of the most popular aspects of motorcycling is trail riding. It gives one the opportunity to become close to nature, spend more time in their favorite remote hunting and fishing spots, plus the time in transit is just a fraction of that required by horseback or hiking. Compared to other means you can arrive at your destination fresh and energetic for the activities you seek, even if it is a base camp for more trail riding. Regardless of your motive for trail riding the practice and proficiency of riding your trail machine will enhance the trip considerably. If you study the following principles and practice them

repeatedly, the once considered obstacles, will become easily avoided. **WATER CROSSINGS:** The difficult part is in determining what the ground surface is like under the water. Hidden rocks and deep sections in your path must be avoided. Find a shallow section (usually the swiftest) with a minimum of water surface undulations. The rocks of much size will affect the shallow water surface.

Enter the water in low gear with both feet semi-'walking' the bike through. If the wheels hit a rock it will usually upset your equilibrium to one side or the other, use that foot to create a tripod effect and maintain

gear may depend on how much you're willing to bleed out of the holiday budget. Now keep in mind the fact that the more versatile camera demands more of the photographer. There are dials to adjust, settings to make and a sequence that must be followed or you'll end up with lots of useless film. Hence, if you choose a versatile camera, allow plenty of time to familiarize yourself with its operation. Your choice of an automated type dumps the burden in the manufacturer's lap. If your film transporter doesn't transport and your shutter doesn't shut, you may heap curses on the maker's head because the camera is supposed to perform these petty tasks for you. With this thought in mind, choose your automated camera with the manufacturer's reputation uppermost in your

head. Versatile or automated, if you don't use the camera and use it properly, the result will still be no photos.

This brings us back to the wife's Instamatic. You may argue that photo quality with a camera costing \$20 isn't going to compare to a camera where the lens alone cost 10 times that much. This is true, but if used within its basic limitations, the Instamatic will provide a satisfactory log of your vacation in black and white pictures, color prints or even color transparencies. To insure reasonably sharp photographs, try steadying the camera on a log, against a tree or anything that will nullify your body movement. The simple truth is, it does no good to have a camera handy if it isn't a handy camera. Frankly, the old box Brownie was pretty hard to beat on that count.

Photo taken by Linhof Super Technika



your balance. Soft sand creek bottoms do not offer much support and if the machine starts to sink down considerably at slow speeds, pull in the clutch, dismount and push the machine a little to 'break it loose' while engaging the clutch, 'walk' the machine the rest of the way or until you can feel the bottom being harder.

CLIMBING HILLS: If it is a soft hill the key here is to maximize your speed at the bottom. Generally, given enough speed at the bottom of a hill and a smooth transition you can make it up just about any of them. When your speed slows don't permit the rear wheel to spin a great deal, keep it going about 0-10 per cent fast (you don't need a slide rule, just 'play it by ear'). When you have slowed to a walking pace and the traction is nil,

dismount (on the uphill side) and either walk with it the rest of the way or turn around and try again. If you elect to continue up leave it in low gear at moderate throttle opening and your machine will pull itself up and help you climb as well. Once you have stopped, or nearly so, don't sit on the machine and dig it in, an excess of wheel spin just invites looping it or spinning off the trail. If you elect to try it over again stop and read the next paragraph on downhills. To turn your bike around hold the front brake on, engine dead, in low gear, with you standing on the uphill side. Release the clutch and 'inch' the front wheel brake with the handlebars turned to the side you are standing on. The machine will roll around to a position crossways to the trail. Remount, turn

the front wheel downhill and shove off (lightly!).

DOWNHILLS: The use of the front wheel brake on downhill sections is recommended; it will slow you more effectively than using rear only. Use front and rear wheel brakes together lightly, just enough to inhibit appreciable acceleration. Locking the rear wheel makes the rear suspension essentially inoperative plus invites a broadside. Stand on the footrests and 'ride' the trail as if it were level, using only enough brakes to offset acceleration due to gravity. Minimize wheel-spin by reducing braking pressure. If your speed increases significantly look for a uniform area (one with a minimum of rocks and bumps) near the trail bottom and continue to ride it out. When you get to this area then 'bury' the brakes while going in a straight line. If you try to 'bury' the brakes on the rougher areas of the downhill then prepare to 'bury' the other parts of your body (legs, arms, head, etc.). Seriously, separate the functions of either braking (to slow down) or riding it (to get to the bottom), much interaction between the two results in a reduction of control.

JUMPING: The important thing here is your orientation and speed at the instant of leaving the ground. Generally

any lack of equilibrium at the instant of leaving the ground (e.g. leaning to the side, front wheel coming up or down, etc.) will be magnified when you touch down. If you want to come down straight you have got to leave the ground straight. Occasionally, small ravines, washouts and trenches can be very difficult to get by without jumping. A suitable ramp or elevated area is necessary to give a vertical lift to offset the height lost while in the air. Bear in mind we are only talking of distances up to six or eight feet and speeds to 35 mph. For much greater distances consult Evel Knievel and remember distance = $V \text{ initial } t + \frac{1}{2} a t^2$ (**PLAN AHEAD.**)

SAND: You'll find the going much easier if you'll keep the front end light. Put your weight to the rear and exert upward pressure on the handlebars. Go as fast as possible and in the highest gear possible.

CONCLUSION: On your next trail ride picture the situations described and what you are going to do, if necessary get off the machine and examine the area, fit in the principles mentioned. Get a plan of action, after enough practice the best solution will become spontaneous. Remember the key to proficiency is thought and practice . . .



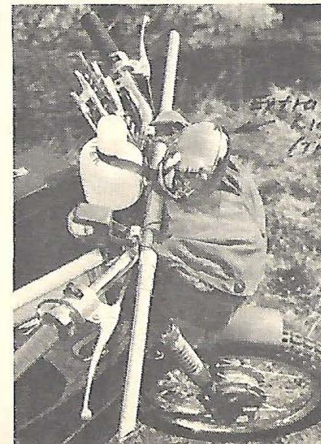
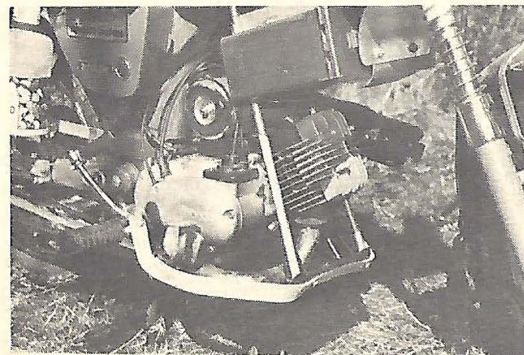
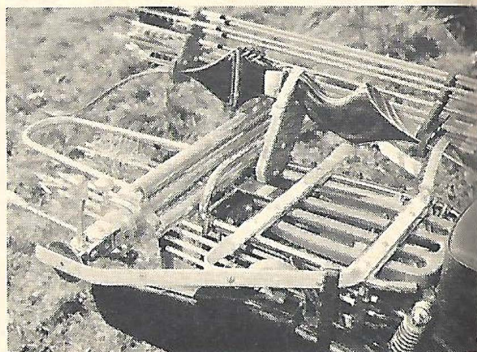
ULTIMATE TRAIL BIKE?

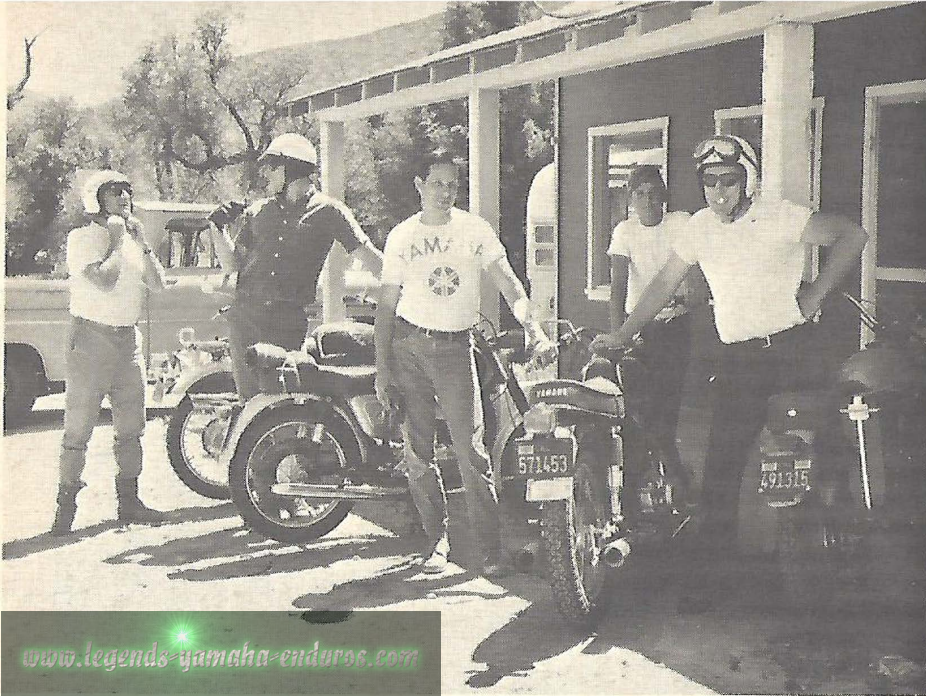
Ken Glanzer, from Seattle, Washington, is a research and development engineer. Ken is also an avid hunter and outdoorsman. Thus, it was only logical that he would apply his engineering know-how to his Yamaha YG1-TK to assist him in broadening his scope as a sportsman.

Ken has found the Trailmaster 80 to be an excellent means of transportation in the back country, but it took a bit of doing in order to make room for himself and his camping gear. Ken hunts with bow & arrow, gun, and camera, so in addition to the normal camping paraphernalia, he had to find room for his hunting gear.

That Ken achieved this is evident in the accompanying photos, but what struck us was his clever utilization of the available space and his concern with safety.

For example: anyone who has ridden trail knows what a valuable asset a wide-angle headlight can be; and the same can be said for the waterproof storage offered by the war surplus ammo can. Ken fitted the handlebar protector to his Yamaha after having his hands knocked off the controls while riding through heavy underbrush. The rear skid bar is primarily to protect the tripod, gun cases and Herter hunting bow in case the bike must be layed over. Ken has plans to utilize the space inside the frame to carry spare gasoline. This, he feels, will make his Yamaha Trailmaster 80 the ultimate trail bike.





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Owner's Club News

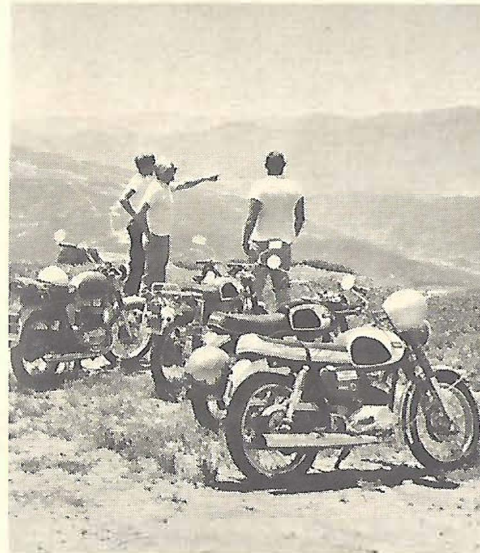
One of the more active branches of the Yamaha Owners Club is the Los Angeles Chapter. On a recent weekend they took a combination road and dirt trip to the Angeles National Forest. This beautiful area is located about one hour's drive north of the city of Los Angeles. Riding in this picturesque region of Southern California helps to remove some of the tensions of the life in the big city. Perhaps for this reason Don Gately, the Assistant Advertising Manager of Yamaha International decided to go along on this weekend for some relaxation.

The trip took the better part of the day. In the morning the main road was followed for the view it provided. The scenery along this road is so pretty

that many times it is used for the front of post cards. The afternoon was spent riding some of the dirt roads open to sportcycles. In this way, a variety of terrain was covered, providing fun for all.

Rides like this one are a good way to interest new people in joining your local chapter. Don't wait for the public to come to you, plan club activities and post them in the Yamaha dealer's shop.

What does it take to form a club? Well, if you have two friends that ride Yamahas, you have the start. Tell your local dealer what you have in mind and ask him if you can post a meeting time in his shop. It won't take long to find out how many people



are interested in group activities. Within a month you should have enough people to start planning rides, field meets and parties. Form your chapter now as it is summer and many riders are looking for group enjoyment. While the joining and forming mood is with you, why not join the National Yamaha Owners Club? This organization issues charters to the local groups and ties in activities on a national level. This magazine is the official publication of the national club and in a short time you'll have to be a member to receive it. Don't be left out. Send your three dollars now, to: Yamaha Owners Club, P.O. Box 60094, Terminal Annex, Los Angeles, Calif. 90054. Along with the magazine you'll receive the official jacket patch, lapel pin, decal and the membership card.

Here are the exciting items you will receive when you join the National Yamaha Owners Club. First is the sharp looking jacket patch, then comes the car window decal that is the same design as the patch. You will also receive the National Owners Club pin. In addition you receive the National identification card. All this comes your way when you send in your three dollars for membership. Do it now that the summer is upon us.

TO JOIN and to receive your pocket patch, decal, wallet card and lapel pin: Simply fill in the coupon below and enclose \$3.00 (first year's dues) in cash, check or money order made payable to YAMAHA OWNERS CLUB.

**P.O. BOX 60094
Terminal Annex
Los Angeles, Calif. 90054**

I enclose \$3.00. Please enroll me as a Charter Member of the Yamaha Owners' Club and send me the pocket patch, decal, lapel pin and membership card. I also understand that this entitles me to a year's subscription to YAMAHA WORLD, the official club publication.

Name _____

Address _____

City _____ State _____ Zip _____

(NOTE: We must have your Zip code number)

Model Yamaha owned _____

YOU DO NOT HAVE TO OWN A YAMAHA. If you own any kind of motorcycle other than a Yamaha you can join the club as an Associate Member with the same rights and privileges as a Yamaha Owner except you will not be entitled to vote or hold office.

WEEKEND TRAIL BIKE TRIP

by Dave Hetzler

For weeks we had been planning for this morning and now it was upon us. There stood the three of us: Van Williams (alias The Green Hornet), Preston Petty (alias one of the top scrambles riders in the country) and me, Dave Hetzler (alias ?). We had been planning to go on this trip for quite some time but one or another of us would have to work or something mundane like that and it had never come about. The trip had been cancelled twice before so this time we were in a hurry to leave the house before the phone could ring. As I had been in charge of preparing the bikes (Yamaha

Trailmasters), we quickly removed them from my garage and loaded Van's trailer. Still in a hurry, the rest of the equipment was tossed in the back of his station wagon and away we went. About three miles from the house Preston asked me for the county map we had picked up earlier from the local trailer dealership. This made for a quick side trip back to the scenic area of my driveway. Upon awaking my wife (I'd left my keys at home so I wouldn't lose them) we started out again.

After stopping for breakfast, we arrived at the area we had selected



Where to go? Van, Dave and Preston check over a map of the area trying to find a good spot to camp overnight.



Pausing on a hillside, the three intrepid travelers look out over some of the beautiful scenery that was encountered on the trip.

About two miles up this stream is where Van disappeared in a swirl of water. Yep, it was Van Williams Gulch.



weeks before over a cup of coffee. Frazier Park, about an hour and a half's drive from Los Angeles. This is one of the prettier areas in Southern California and trails for sportcycles are provided. The Los Padres National Park head ranger has thoughtfully remembered the cyclist and posted these trails for them. No four wheel vehicles, pedestrians or horses are allowed and did this make us feel good. Bike riders have been losing too many trails lately.

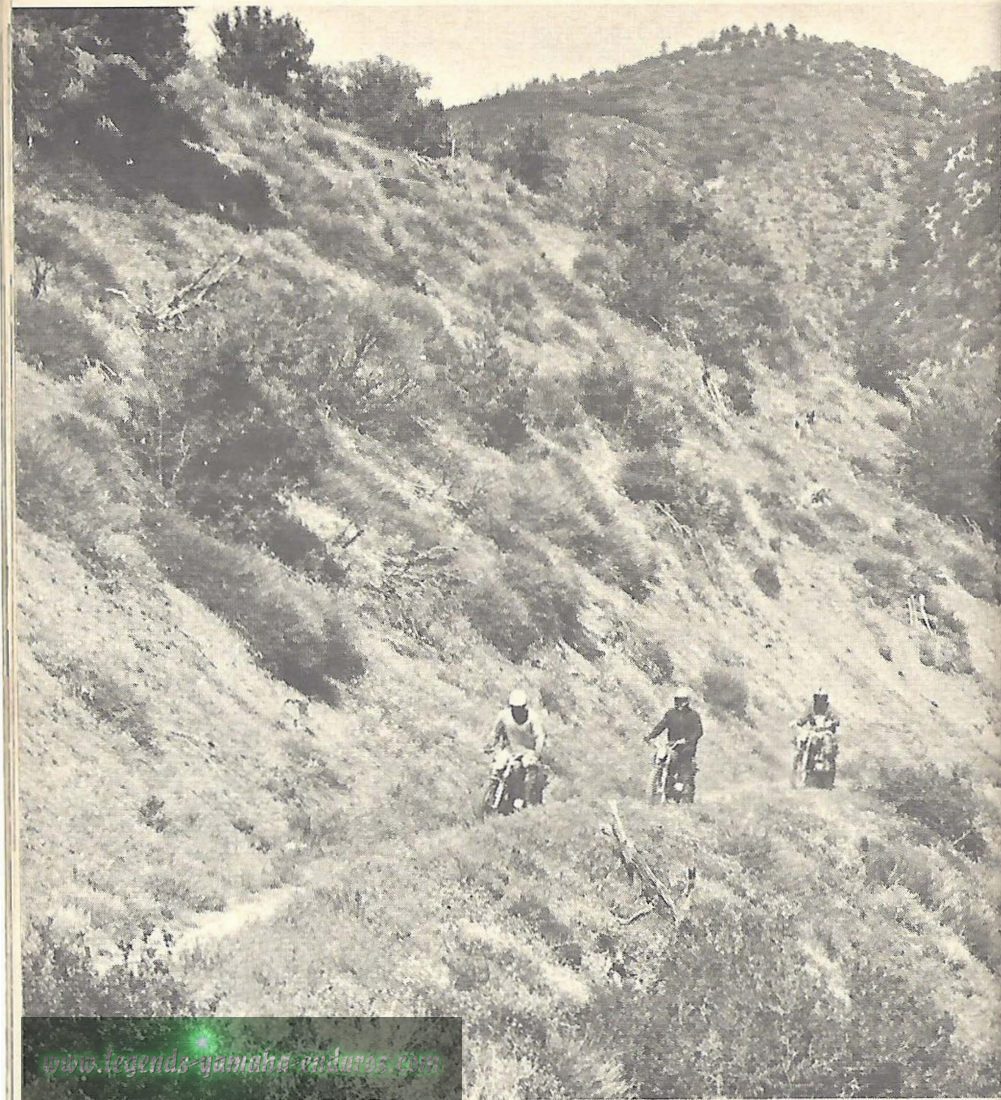
We had decided to make a base camp and branch out from this on overnight trips to areas that were open to bikes. The first day of our four day trip (Friday) was spent in setting up base camp which included the tent, stove and all the other conveniences that make coming home so nice. After this was done, we rode the trails in the immediate vicinity till it was dark.

Now came the scariest part. We had decided to take nothing but dehydrated food and we were worried as to how it would taste. Preston and I made a short trip to the stream (actually we could have walked but it was more fun to ride) for water while Van started a fire. Upon returning, we mixed up some of the packets in the water and waited with baited breath. Much to our surprise it was delicious. This made us feel good as we had planned to supplement our dehydrated diet with fresh fish and from what we had seen so far there wasn't a fish closer than the Pacific Ocean.

At 11:00 p.m., just as we were getting ready to turn in, somebody suggested that we scout a trail that led to a remote campsite ten to twelve miles away. Warning each other about the hazards of riding at night in strange

areas, we headed for the bikes. Van and I have ridden for over half our lives (and we're both older than we admit) and as I mentioned before, Preston is one of the best so we were going down the trail at the limit of our headlight range. Rounding a corner in a big slide, we came upon a stream across the trail. Even though there was time to stop, we forged ahead as having crossed this same stream earlier in the day, we knew it was fairly

shallow, slow running and warm. We didn't realize that at night it would be so darn cold sayings such as "gee whiz" and "son of a gun" and others of this ilk would escape from our lips. "Cold, man it was freezing!" However, we continued on, feeling like the hearty pioneers of yesterday. After arriving at the campground, we immediately turned around to come back. The only real reason we had come in the first place was to get in



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some extra riding. As we neared that creek, speed started to pick up. Each of us wanted to get there before the other so we could soak the following riders. Well, Van got there first and sped across, wetting down both Preston and I. Halfway through, Van found a rock that he swears to this day was not there the first time through. At this point he did a world famous type wheelie. He looked like a marlin trying to throw the hook, or as Preston

put it, "The Green Hornet is actually trying to fly." Thus ended the first day.

The second day dawned clear and hot. Hot, that wasn't the word for it, it was roasting. Here we were at 6,000 feet and it was hotter than it was back in L.A. After a delicious dehydrated type breakfast we started down one of the trails that was marked for trail bikes only. What a blast, every quarter of a mile we would hit areas in the road where it had been washed



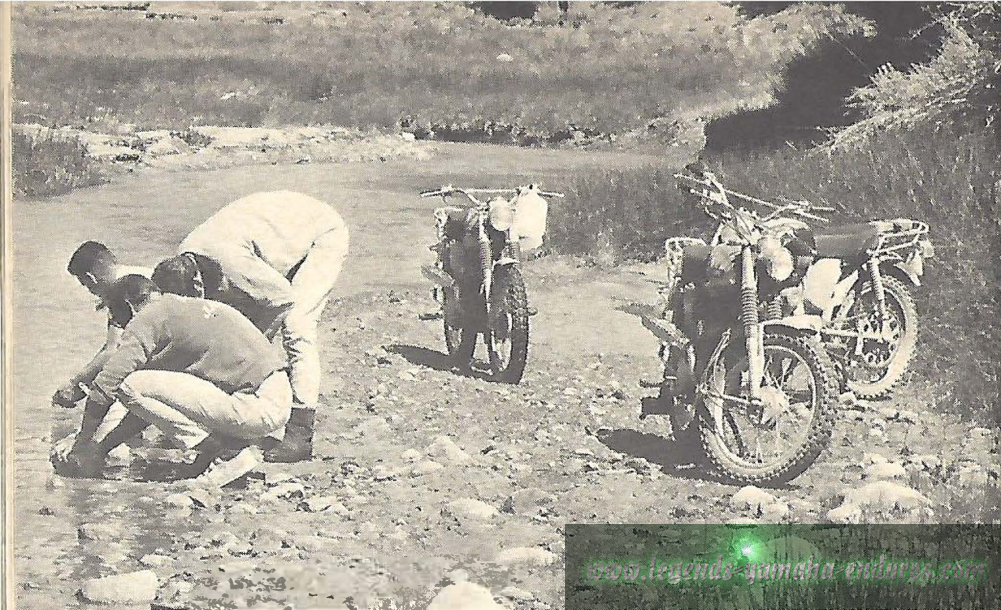
Even though it does not look it, the drop-off here was about 750 feet. Anyone for tennis?

he just disappeared. All we could see was the top of his helmet. Preston and I, parked our bikes and went over to help him recover his from the clutches of a stray octopus. Well, not really, just a very deep hole. We spent an hour drying out his bike and continued to the end of the trail. We then started back, through Van Williams Gulch, thence to the first trail that was soon to be named Dave Hetzler Leap. As I said before, the road was washed out in several places. We had jumped all of these except for one that was ten to fifteen feet across. Feeling quite like Jeff Smith, Rolf Tibbin and Bud Ekins rolled into one, I got carried away and tried to jump this one but it was wider than I thought. This caused a really fantastic spill that did nothing but hurt my pride.

Whereas both Preston and Van said it was spectacular and would I mind doing it again for the camera I decided against it as I lay there on the ground wondering whose idea this trip was in the first place. I picked myself and the bike up, in that order, and we continued back to the base camp for lunch.

Van had to drive back to the nearest town to make a phone call after lunch so Preston and I decided to ride some of the local trails. Back over Hetzler Leap, with me taking it very, very easy as we neared the washout that had been leading this time and at one place

was leading this time and at one place



One of the least interesting parts of the trip was doing the dishes. This is the point where the boys wished they had brought the wives.

As hot as it was during the day, it got cold at night. Preston and Dave huddle around the fire to keep warm.

unrestricted view of the 'Leap of the Idiot,' so named for my mental capabilities at the time. After riding most of the afternoon, we decided to go back to the creek by our base camp and take a bath. When Van came back from town, there we were, just like two ten year old kids, cavorting in the water without a care in the world. We had dinner, then spent the rest of the evening sitting around telling each other what good riders we were and things associated with this line of thought.

The third day broke upon us sunny and hot so naturally we decided to ride to a hot springs that was shown on our map to be 15 or 20 miles away. We packed our lunch and started out. Down the trail we went, riding at the limit of our ability. After a couple of hours and 25 miles, the trail was becoming fairly rough and we were running along the side of a mountain. At this point it was less than two feet wide and the dropoff was somewhere

in the vicinity of 500 to 750 feet. We stopped to admire the view at one point and decided that we must have taken the wrong trail as we had come much farther than indicated by the map. Even though a dip in the hot springs sounded good, we headed back as we were running low on gas. Coming back, we sighted a stream running through a meadow at one side of the trail. Well, as I said, it sure was hot, over 100 degrees. So we decided to take our dip right then and there. Van must have thought that Preston and I planned to use all the water or something along these lines because as we rode up, he left his bike before it was fully stopped. Not to be outdone, Preston and I had to think of something to top this so, into the same pool bikes and all. This was fine except for the fact that Preston was carrying lunch. Have you ever tried to eat a sandwich that has been under water for a half hour? We rode back to camp as that was the only place that

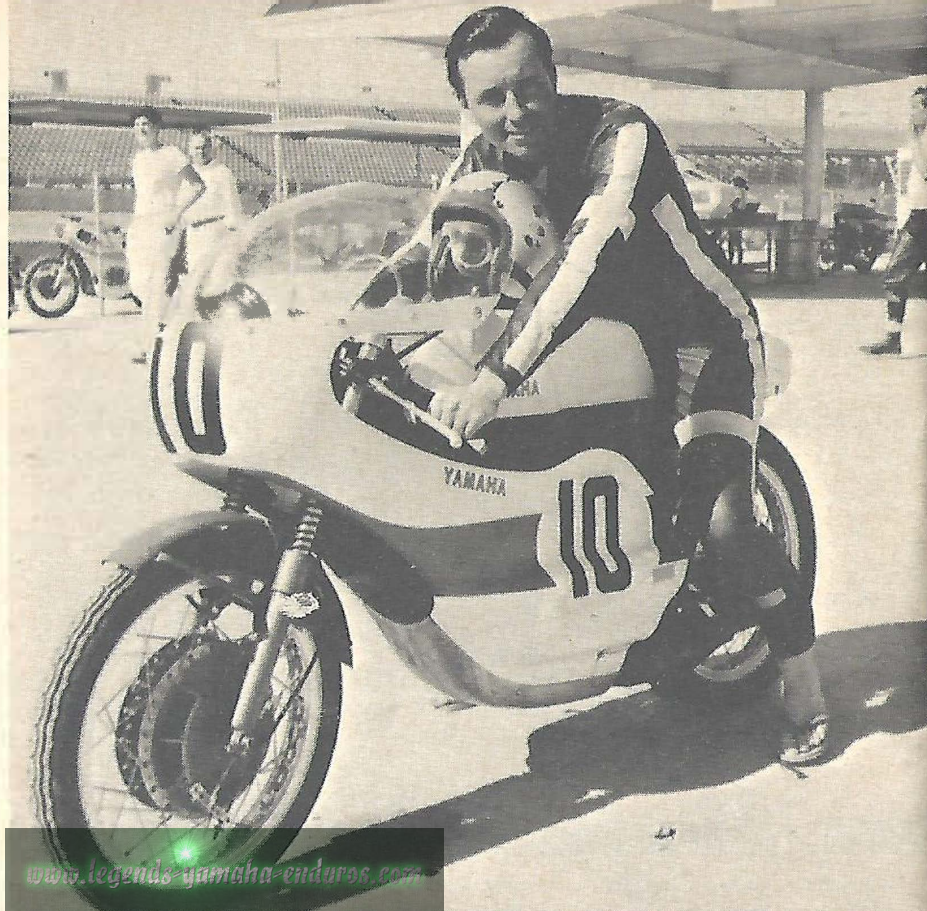


we had the tools to crucify Preston and that's also where the rest of the food was. After lunch the rest of the day was spent in holding impromptu scrambles which Preston managed to win. Not bad for a fellow who almost had to pull nails out of his hands. The evening was spent talking about some of the experiences we had during the day, such as the time on the narrow trail. Van and I were racing and as we slid into one of the corners he slipped inside me and almost ran me over the cliff. Both Preston and he saw a lot to joke about in this but I didn't laugh too much. "No sense of humor," they said.

The fourth day was spent in breaking camp. I did manage to drop the tent on Preston while he was in it, thus scoring a point for the common people. Heading home Preston and I were facing the most frightening part of the trip. Our wives had gotten together

and gone to Palm Springs while we were away. Just for a little sun was their story but we knew better. There are too many nice stores for women to shop in that town. Arriving at my home we found that the girls weren't back yet. Preston and I could feature them still in Palm Springs, having the bell boys strapping the packages onto the roof of the car. As we were unloading the bikes, around the corner came Preston's Corvette. Afraid to look, we asked Van to tell us what he saw. He reported that everything looked normal. Slowly we turned around and saw he was right.

Thus ended the long weekend. The three of us had gotten all our food for under \$30. We had proved to our satisfaction that the Yamaha Trailmasters would take all that we could dish out. And the girls, well, they managed to hold living expenses in Palm Springs to \$150. There ought to be a law . . .



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MY HIGH SPEED WEEKEND

by Mike Duff

Two special Yamahas had been prepared for me to ride, a two-fifty and three-fifty. This was the first time Yamaha had directly supported the race. Both models used new five-port cylinders which upped the power quite a bit; in fact, the two-fifty accelerated as smartly up to about 80 mph as my pukka racing RD56 disc-valve twin.

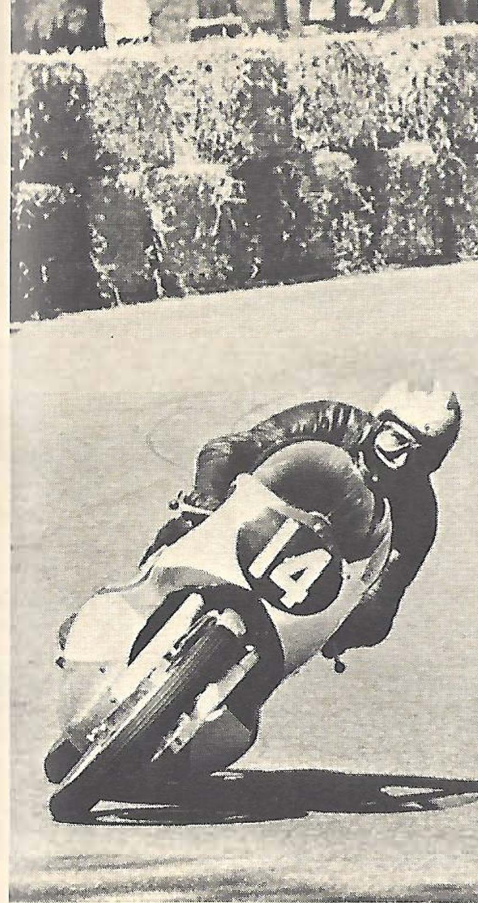
The three-fifty was simply fantastic. It had so much power that it could easily stay with the five-hundreds but I missed not having a fifth gear.

Yamaha World is deeply indebted to the Publishers of Motor Cycle for the following article which appeared in the 30 March issue of that excellent English journal.

For the big race, machines may not have more than four speeds. I had to make do with an ultra-high bottom gear which caused me to lose between two and four seconds a lap around the two tight corners.

Both machines were fitted with RD56 frames, but standard front forks had to be used to comply with the regs.

After winning my 250 cc Race heat, the bike went a bit sour on the line for the final. Eventually it seized on the fifth lap. In practice, it had been elec-



tronically timed at 135 mph with 11,000 on the revmeter.

Notwithstanding the effect of a strong headwind the three-fifty averaged 132.77 mph for a lap of the speed bowl! Downwind, it was doing over 140 mph, revving to 9,500 rpm.

The din on the start line for the big race was ear-shattering. You start the engine, line up (I was in the second row) and snick into bottom gear. Then comes a real sprint getaway.

My high bottom gear foxed me and I had the devil of a job coaxing the bike away. At the end of the first lap I was 23rd but gradually pulled up to an official tenth place, though my pit crew made me seventh.

Then the trouble started. Following a refuelling stop—with engine kept running, it's allowed at Daytona—the

bike was awash in petrol. The tank had split from stem to stern.

After two laps I came in, the mechanics found another tank and I was back in the race, but with no chance at all. Eventually I finished 19th, four laps behind the winner, Nixon.

Everyone was extremely helpful and friendly, and the general organization was good. At scrutineering, the only thing the officials worried about was to ensure all the parts used were as stated; there was no inspection of gear-box or crankcase drain plugs or anything like that, such as we would regard as necessary on the score of safety.

But they wouldn't pass my all-black racing leathers! This is a safety rule. They argue that if a rider crashes and is lying on the road a bit of color makes him more easy to see. Anyway, white tape stuck around the arms, legs and back of my racing suit satisfied them.

The speed, reliability and handling of the Triumphs really impressed me. Nixon went extremely well on our Yamaha to win the 250 cc Race because Hammer's Suzuki was really quick.

Spectator attendance of 12,000 may seem small by European standards, but the prize money was good. I reckon that his two wins must have netted all of 10,000 dollars (about 3,500 pounds) for Gary Nixon.

My big hope? That Yamaha lets me have a couple of replicas of those Daytona bikes—the three-fifty would give a good account of itself over here. At the moment, it is back in Japan for more development.

CYCLE GUIDE Magazine,

GUEST TEST

YDS-5

This year's Daytona event is now history. For the last three years the tuning fork emblem machines from Yamaha swept the boards in the light-weight class. Last year and the year before that, the TD1B garnered 8 of the first 10 places. This year it was 7 out of 10. This type of finishing record is almost unbelievable when one looks over the competition present. It would be one thing if there was very little opposition in the 250 class, but this was certainly not the case. To win at Daytona a bike must have stamina. Lots of it. A rider is running flat out on the banking for a long time each lap. This means over 130 mph on every lap, and it must do this for one hundred miles. With a field of highly skilled riders competing on factory prepared equipment it would seem rather likely that a private entry would have a tough time finishing in the top ten. Not so. This is borne out by the fact that many private owners made it into the top ten.

One problem all TD1B owners have experienced at one time or other was clutch difficulty. These problems ranged from stickiness to complete disintegration at high rpm. The crux of the problem lies in the fact that the clutch assembly was spinning merrily on the end of the crankshaft. So, if the engine was turning 10,000 rpm, so was the clutch. On the new model however, things are as they should be. The transmission mainshaft has been lengthened and the clutch assembly

mounted back on the gear box. This makes more sense. While it is possible to beef up the older model clutches they still do not belong on the end of the crankshaft of a racing machine that turns the revs this one does. The new clutch has seven friction plates with considerably more lining area than last year's model.

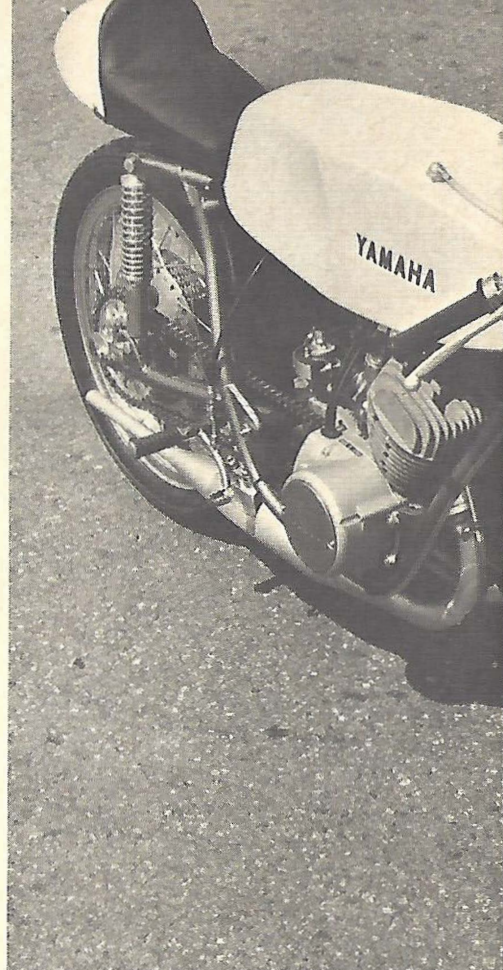
Another new feature is the five port cylinders. They look the same on the outside, but a view of the insides is something else again. In the rear of each cylinder there are 2 troughs running from the level of the transfer ports to just about the bottom of the cylinders. These are booster ports. Translated into everyday lingo, this means more mixture is induced into entering the cylinder and in a much more desirable manner. The end result is a more efficient fuel induction and

combustion. As with last year's model, the cylinders are sand cast aluminum with chrome plated bores. This year's pistons are new also. There is a window cut on each side of the back face of the piston. This is done to assist the compressed charge in the crankcase to find its way into the combustion chamber, where it can be burned and produce the necessary power needed to propel the machine down the road at great speed. The late model gear box (the same one was used in last year's model) is a five-speed unit with close ratios. The previous TD1B was also a five-speed box, but the ratios were farther apart. The box shifts quite smoothly in all speeds, and we would venture a guess that much of this smoothness can be traced to the new clutch assembly. While we're on the subject of smoothness—one of

Yamaha World is deeply indebted to the Publishers of Cycle Guide for the following road test article which appeared in the July issue of that excellent publication

work quite well. But, for long fast courses and a rider who really gets in there and scratches, the new Goodyear or Dunlop tires are better. Some riders have criticized the handling properties of the Yamaha, but one important fact must be kept in mind. These machines are going extremely fast, and as such very sophisticated chassis and suspension systems start to become necessary. You wouldn't want to spend the money necessary to buy a super sophisticated machine, and what's more the factory really doesn't want to build one. The fact that you can buy this type of performance for slightly over \$1,000 is rather remarkable, and the machines are neither fussy nor cantankerous. If maintenance is necessary, it is merely a matter of unbolting the old parts and replacing with new ones. There are no special rituals necessary. In reality, a YDS-5 can be maintained pretty much the same way a street machine might be. The one difference is that you spend more time looking after a racing machine (or you should) than you would your transportation bike. The privateer who doesn't have a great deal of mechanical prowess really doesn't have to be an ace tuner with the YDS-5. These machines are extremely fast (over 130 mph) and as such should be maintained if for no other reason than you'll be around at the finish.

One gets the immediate impression that the YDS-5 is a gen-u-ine racing machine. The rather unfinished appearance of the aluminum tank and seat back lets you know the factory is spending their time making the bike competitive, and not worrying about making the bike pretty. There is no abundance of chrome and shiny paint as you would get with a street bike. Actually the bikes are rather plain looking with everything but the essentials removed. The frame looks the same as last year's model with the exception of the engine mounts. These



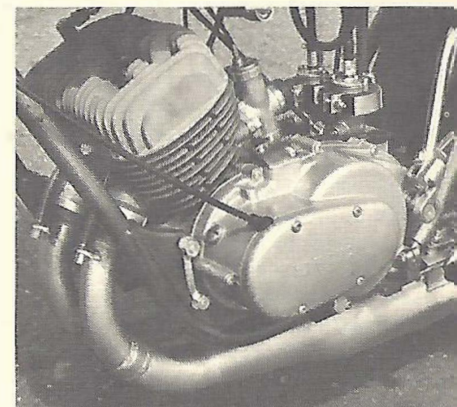
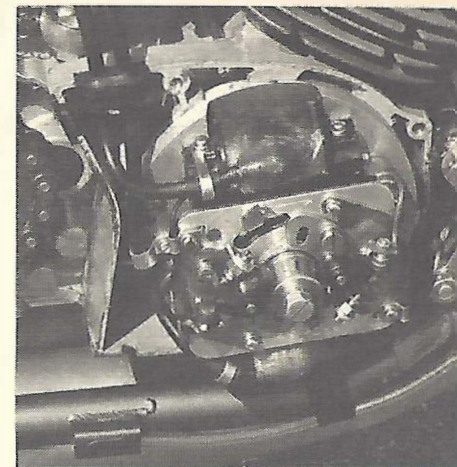
have been beefed up to withstand the added horsepower. (The new engine pumps out 40 strong horses to get you down the road in a big hurry.)

Needless to say I was chomping at the bit to ride this latest model, so we loaded up and went to Willow Springs to find out how the new model compared with some of the others we've ridden. The engine started quickly once warmed up. It took four steps before the clutch was dropped home, another two or three steps and we were on our way. Once underway it became immediately apparent that this new machine was faster. A lot faster. Lap times of 1:47-1:47 1/2 were done as easily as last year's model with lap



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times of 1:49. On the surface this may not sound like much, but in a ten lap race that's a whale of a lot of yardage. The new Yokohama tires felt much better than the old ones, but on the faster parts of the course they had a tendency to drift a good deal more than the Goodyears or Dunlops. The faster sections are taken at well over a hundred. The new forks have been beefed up and feel more secure. The tubes have been increased in thickness to resist bending or flexing. The strengthened swinging arm is a big improvement also. You don't get that twitchy feeling at 120 while scraping the fairing. The brakes are better too. New linings stop you faster and

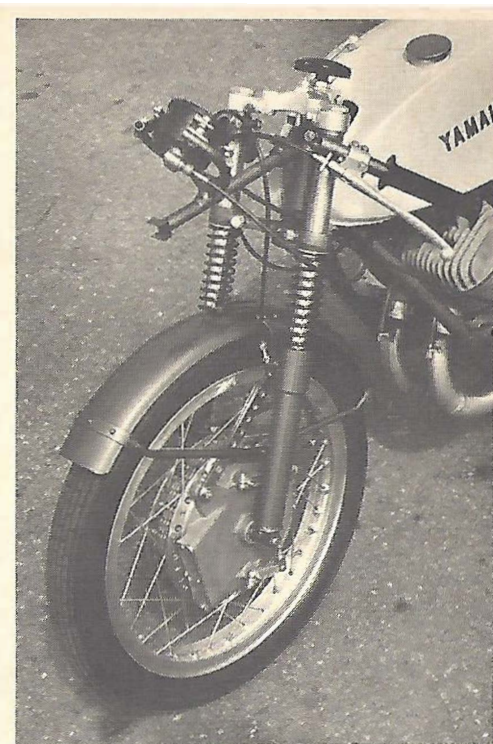
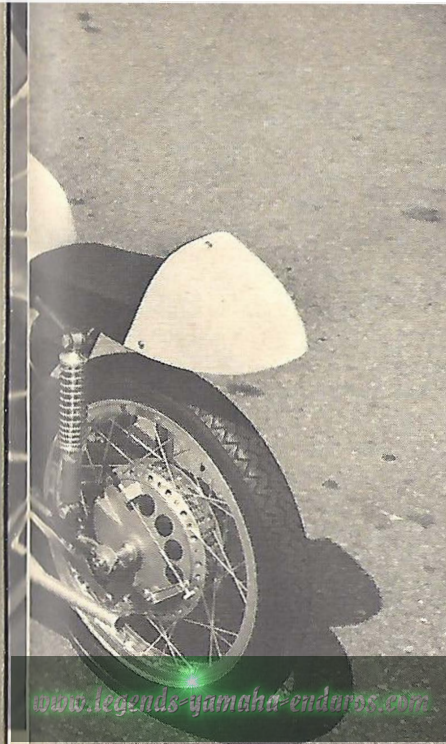
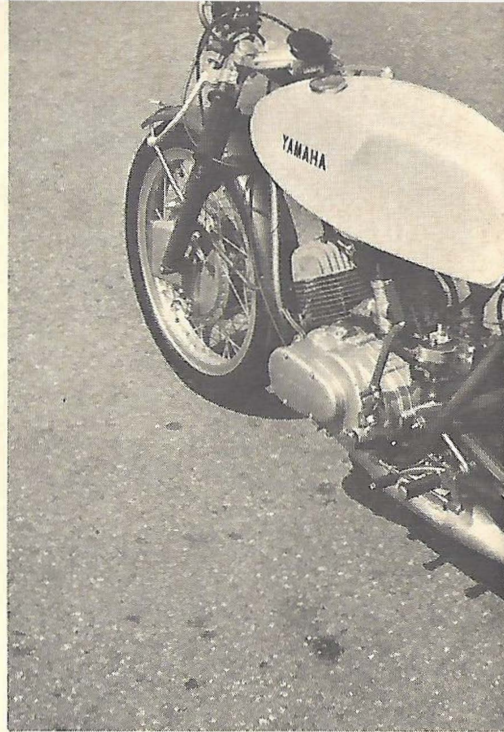


smoother than the old type. A slight amount of fade was noticed the first two laps, and after that they settled down and didn't fade any further. It's necessary to keep the engine perking along at least 8,500 rpm or the horsepower goes right down the drain. The red line is 11,000 and it's possible to exceed this, perhaps 500 revs, on occasion, but we wouldn't recommend making a habit of it. Because of the close ratio gear box it isn't necessary to worry about keeping the engine within the power band. One must merely keep one eye on the tach, and everything will take care of itself.

The new rear mounted clutch is very smooth, and slipping at low speed is

much easier. This is especially desirable when starting as the revs must be brought up and the clutch slipped until underway. This must be done on any machine of this type. The older models had the clutch mounted on the end of the left side of the crankshaft. Most of them were difficult to slip smoothly and had a tendency to be on the grabby side. Another side effect of moving the clutch to the rear is quicker revs. With the clutch mounted to the crank you have in reality another flywheel which the engine must get spinning, and thereby preventing the engine from picking up revs as quickly as it might. Also the engine in last year's bike was more difficult to balance. The new engine is much smoother. In order to move the clutch back it was necessary to shorten the left crank half and make the mainshaft longer. The five-speed close ratio box is still the same, except for the longer mainshaft. The new clutch made fast shifting with a wide open throttle much easier. The magneto is bolted to the right side of the engine, and is driven off the right side of the crank. The mag has been changed over last year's model. This magneto has always been one of the TD1's strong points. It works fine with no problems of any type. The only objection to the design is having the armature bolted to the crank, because the rotor sticks out and having the cam on the end permits the armature to flex slightly. Of course, we're only talking about a few thousandths, but there is no possible way the armature can be prevented from doing this unless it is bearinged on the outboard side. However, the sparks flow smoothly and clean clear up to 11,000 (and beyond if you wish) so we cannot really say this flexing is hurting performance, but we'd feel better about the whole thing if there were support on the end of the armature itself. Also the new mag is of much cleaner design.

The fuel system is one of the de-



lights of this machine. Two 27mm Mikuni carburetors are used with remote float bowls. These instruments are about as temperamental as those found on a 50cc MoPed. Set 'em and forget 'em. One of the changes over last year is the required use of a 210-220 main jet instead of the familiar #190, as is used in most "B's." The reason for the extra large size is the addition of the booster ports in the cylinder. More power means more fuel, plus the fact that the added fuel keeps the engine cooler. The aluminum cylinders with their chrome plated bores are very cool running, but on those hot summer days you need every bit of cooling you can get. It's no secret that the hotter the engine runs, the less power you have. The new fuel shutoff valve is farther outboard and more accessible. You had to reach underneath, and sometimes grope around to get at the previous type.

The one thing we definitely did not like were the before mentioned rear shocks. They are certainly not up to

the job at hand, what with the added performance and all. After 20 hard laps the dampening properties had all but vanished. Another objection was the lack of crossmembers in the bottom section of the frame. The engine once bolted in becomes in essence one large crossmember, but this is not the answer. However, it's an easy matter to correct this with a couple of tubes and a torch.

The only other objection we had was the rather heavy throttle return springs in both carburetors. Actually this is not a new gripe as all previous TD1's had the same situation. However, this is easily solved. We cut one YDS3 throttle spring in half, and substituted one half in each carburetor in place of the stock items. This cut the amount of effort in half, and the slides still returned easily. While we're on the subject of throttles, the new model has dual cables running from the twist grip back to each carburetor. This replaces the single cable running from the throttle back to the junction box,

and from there dual cables to the carbs. We're somewhat mystified why Yamaha changed this, as the previous system worked fine with no problems; but the new dual cables are definitely tidier and easier to adjust.

What we did like was the added power, better brakes and improved forks. With more production racers appearing on the scene now, Yamaha has one thing going for them—experience. For the past few years Yamaha has been improving their machines so today they are not only competitive, but reliable also. When one company can claim eight out of the first ten, two years in a row, in the hotly contested 250 class at Daytona, and come back this year with seven out of 10, that's really unreal. In the coming year the TD1C will chalk up victories as the "B" models have. This we're sure of. The "C" has the necessary qualifications to entice the budding (or experienced) racer. Speed, durability, handling and reliability.

Yamaha proved this at Daytona.

The Service Manager Sez:

by Leo Lake

The biggest advantage of the decarbonization situation with all Yamaha machines is the wonderful simplicity and effectiveness of the job. If the person has the ability to pull off the spark plug wire and remove four nuts and flat washers, he then has access to the very heart of the engine and the chance to correct a damaging result of normal operation.

Over the years, the four stroke engine proponents have added more and more mechanical complications to the heads and cylinders of their engines. Therefore, they have understandably developed an aversion to opening up the combustion chamber, but we should not be hindered by other people's problems where they do not concern us. Decarbonization of Yamahas is both simple and necessary.

Carbon inside the combustion chamber is harmful for two reasons. In the first place, it increases the internal temperature. Normally the heat is supposed to escape out through the head and down through the top of the piston. A layer of carbon on these surfaces acts like an insulation blanket to keep the heat from escaping and greatly increases the temperature on the rings, spark plug, and other internal parts. Secondly, the build-up of carbon reduces the displacement of the head and disastrously increases the internal mean effective pressure on the top of the piston and on the piston rings. As a result of increased heat and pressure, the rings will be more apt to allow blow-by and to become stuck in

their grooves. This in turn puts heat on the side of the piston where it definitely does not belong and may lead to dangerous swelling of the piston in the cylinder as well as burning up of the lubricating oil film. On top of all this, the blow-by gases really do contaminate the crankcase and incoming mixture thereby upsetting the proper fuel balance more and more. This can lead to preignition and further excessive heat.

So what can we do about all this? For one thing, we can decarbonize readily and quickly. It only takes a few minutes (less time than a valve adjustment job on a four-stroke) when we recognize and take advantage of the mechanical simplicity of the two-cycle engine. Four bolts takes off the head. The tools are in the kit, and the process is written up in the Owner's Manual. I have done it many times 'en route' while chatting with a friend under a friendly shade tree. This should be part of any thorough tune-up and maximum interval is 3,000 to 4,000 miles with many instances being half that or less.

We should remember that this simple procedure prolongs the life of our rings and pistons. We should remember that carbon acts as a sponge to soak up and then suddenly release all kinds of lead, sulfur, and phosphorous to the detriment of the spark plug. We should consider the fact that gasolines and oils play an important part in this carbon problem. When we analyze or select the spark plug, we should remember that our judgment will be affected by carbon as much as it would be affected by an air leak that upsets carburetion. Above all else, we should be aware that carbon can quickly and positively steal away the sharp performance of a good machine. We should be more concerned with how clean the combustion chamber is, rather than how long the machine can go without attention to this simple chore.

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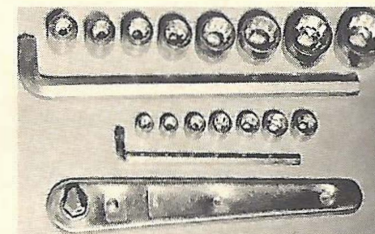
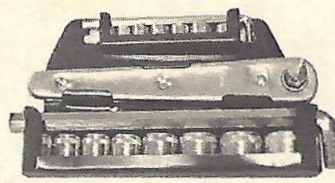
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7816 North Dale Mabry

TITUSVILLE
ABC CYCLE CENTER
3260 South Hopkins

GEORGIA
ATHENS
ELDER'S CYCLE SHOP
Cherokee & Airport Rd.

ATLANTA
NORTHSIDE MCY SALES
1697 Peachtree Rd. NE

BRUNSWICK
GOLDEN ISLE TRIUMPH
1901 Norwich St.

COLUMBUS
COLUMBUS MOTORCYCLE CO.
2507 North Lumpkin Rd.
BILL FRANCIS MCY CO.
537 4th Avenue

DALTON
DALTON CYCLE & SPORTING GOODS CO.

1701 Chatsworth Road
EAST ELLIJAY
BEASLEY MOTORCYCLE SALES

EAST POINT
GREEN'S CYCLE SHOP
2601 Church Street

FITZGERALD
MARTIN MANUFACTURING CO.

214 North Lee Street
GAINESVILLE
CAPE MCY SALES & SERVICE

Route 10
MARIETTA
HAL'S VESPA MCY SALES

2144 Oland Circle
ROME
BOB'S CYCLE SHOP

6 Shorter Avenue
SAVANNAH
QUALITY IMPORTS

5115 Montgomery St.
THOMASVILLE
HOYT'S BICYCLE STORE

Madison Street
VALDOSTA
HONDA OF SOUTH GEORGIA

2224 Bernis Road
WARNER ROBINS
HONDA MOTOR MART

613 Watson Blvd.
IDAHO

BLACKFOOT
SPORTSMEN'S HEADQUARTERS

535 S. Broadway
BOISE
AL RUSSELL SPORT CENTER

1618 Vista
BURLEY
MAGIC VALLEY ELECTRIC

1124 Overland Avenue
CALDWELL
DILLON CYCLE SALES

Route 3 Hwy. 30 East
COEUR D'ALENE
KOOTENAI SAW & CYCLE

1308 Best Avenue
GRANGEVILLE
LEO'S POWER SUPPLY

West 113 N. Street
IDAHO FALLS
IDAHO CYCLE SALES

820 Northgate Mile
LEWISTON
RAY'S CYCLE SHOP

12th & Main St.
OROFINO
OROFINO SAW SERVICE

POCATELLO
IDAHO CYCLE SALES INC.

1070 Yellowstone
PRESTON
PORTER'S FURNITURE & APPLIANCE

11 North State St.
REXBURG
THOMPSON SPORTING GOODS

160 W. Main
SANDPOINT
THE BASIN

512 North 5th
ST. MARIES
CHARLIE'S SAW SHOP

204 College Avenue
SODA SPRINGS
CARIBOU MOTOR & IMPLEMENT CO.

320 W. 2nd St.
TWIN FALLS
ERICKSON REPAIR

520 Main Street South
WEISER
HONDA OF WEISER

7th & Pioneer Road
ILLINOIS

ALTA MONT
EBB'S MARINE SALES

3 South Main
BELLEVILLE
OLIVER C. JOSEPH, INC.

223 West Main Street
BLOOMINGTON
NEAL'S TRIUMPH SALES

RR2, Route 51 South
BLUE ISLAND
AMERICAN STERLING ENTERPRISES

13157 S. Gregory St.
BUCKNER
RAGAN'S YAMAHA SALES

CARBONDALE
SPEEDE SERVICE

CHICAGO
CHAMPION CYCLE CENTER INC.

3625 N. Western Avenue
CYCLE CITY, LTD.
1428 Orleans Street

FAMILY SPORTCYCLE CENTER
5946 S. Western Avenue

KOZY'S SALES & SERVICE
1610 West 35th Street

YAMAHA NORTH LTD.
2748 N. Touhy Avenue

CHICAGO HEIGHTS
LANG'S YAMAHA INC.

2801 Chicago Road
DANVILLE
SMITH MOTOR COMPANY

727 E. Main St.
DECATUR
LUND'S CYCLE SPORTS

2635 North 22nd St.
DES PLAINES
DES PLAINES YAMAHA INC.

1529 Rand Road
DOWNERS GROVE
ALLEN'S CYCLE SALES

1725 Ogden Avenue
E. ST. LOUIS
MIDWEST MOTORCYCLE SALES

524 North 51st Street
GALESBURG
GALESBURG TRIUMPH SALES

152 West Main Street
GLEN ELLYN
AUTO SPORT

321 Roosevelt Road
IRVINGTON
BONNER'S SALES & SERVICE

JACKSONVILLE
FORD'S HONDA SALES

1010 North Main Street
KANKAKEE
DAVE'S CYCLE SALES

510 South Schuyler Ave.
KIRKLAND
BRUCH & TAYLOR

414 Main Street
LOCKPORT
RICK'S CYCLE SALES

143rd St. & Route 4A
MCCONNELL
MCCULLOCH SAW & MARINE

MOLINE
QUINT CITY YAMAHA CNT.

409 13th St.
PEORIA
PIERCE'S CYCLE SHOP

3517 N.E. Adams St.
PERU
MAHONEY'S SERVICE, INC.

1420 Peoria Street
ROBINSON
ACME CHEVROLET CO. INC.

111 North Franklin
ROCK FALLS
BOB KENT MOTORS

700 West Second Street
ROCKFORD
CARS OF CONTINENT LTD.

811 21st Street
SPRINGFIELD
YAMAHA OF SPRINGFIELD

1017 Wabash Avenue
URBANA
YAMAHA SPORTLAND CO.

201 West Green
WAUKEGAN
DOOPER MOTOR SPORTS LTD.

2766 Washington St.
WOODSTOCK
MCHENRY COUNTY YAMAHA, INC.

14020 Washington Street
INDIANA

ANDERSON
PHILLIPS' MOTORS

2311 Broadway
BLOOMINGTON
FOX'S CYCLE SALES

322 West 3rd
DECATUR
CYCLE ISLE

RR 5, Monroe St., Extended East
CRESTON
McINTOSH MOTORS

1610 West 35th Street
DAVENPORT
IOWA CAR CO.

325 East Second Street
DENISON
DENISON AUTO CO. INC.

1119 4th Avenue South
DES MOINES
LYNN'S SPORTCYCLE SALES

1700 E. University Avenue
DUBUQUE
SINDT TRIUMPH MOTOR SALES

2306 Central
ESTHERVILLE
MINER MOTORS

1527 East Central
FORT DODGE
DODGER YAMAHA

Route 2
KENSETT
BRATRUD'S CYCLE SHOP

LEMARS
BOB'S BIKE SHOP

Highway 75 North
MOORLAND
CHUCK'S TRIUMPH SALES

MUSCATINE
MID-TOWN CYCLE

1043 Hershey Avenue
OAKLAND
BALLER'S FORD CENTER

200 Kearney St.
PELLA
RON'S TUNE-UP SERVICE

Route 1
RED OAK
OTTO'S HONDA

109 Oak
SHELDON
A-C CADILLAC PONTIAC

East on Hiway 18
GLEN'S BIKE SHOP
201 9th Street

SIoux CITY
SIoux CITY MCY SALES

500 S. Lewis Blvd.
STORM LAKE
PETERSON MOTOR CO.

West Milwaukee Avenue
WATERLOO
WEBER'S CYCLE CENTER

647 Ansbrough
SHERIDAN
STULTZ MOTORCYCLE SALES

208 South Main
SOUTH BEND
BOROEN MOTOR CO.

1702 S. Michigan Street
HONDA OF MICHIANA
220 East Jefferson Blvd.

TERRE HAUTE
GALAXY CYCLE SALES

211 S. 4th St.
IOWA

BOONE
THE CYCLE CENTER

1024 10th St.
BURLINGTON
LEO'S CYCLE CENTER

413 South Marshall St.
CEDAR RAPIDS
PAZOUR CYCLE CO.

3303 16th Ave. SW
CHARITON
MORRETT GARAGE

1324 Armory
CORALVILLE
LANGE-BUSTAD MOTORS, INC.

713 Second Street
MANHATTAN
AGGIEVILLE CONOCO SERV.

610 N. Manhattan Ave.
OAKLEY
L & H YAMAHA SALES

318 Center Street
OVERLAND PARK
JO CO MOTORS, INC.

7506 West 80th St.
OSAWATOMIE
VAUGHAN'S BOAT SALES

641 Main St.
SABETHA
JERRY'S SPORTCYCLES

930 Main
SALINA
CYCLELANO

129 1/2 South 4th
SO. HUTCHINSON
SEX TRIUMPH SALES

412 South Main
TOPEKA
HARDING WHEEL CO.

217 W. 5th
WAKEENEY
WESTERN CYCLE SHOP

232 S. 7th
WICHITA
JIM'S IMPORT CYCLE

2818 East 31 St. South
KENTUCKY

ASHLAND
ASHLAND YAMAHA OF KENTUCKY

2764 Greenup
BELLEVEUE
BELLEVEUE YAMAHA

305 Fairfield
BOWLING GRN.
WESTERN AUTO ASSOCIATE STORE

440 E. Main St.
COVINGTON
NEW RAY'S CYCLE SHOP

619 Main St.
GLASGOW
BOB'S GUN & TACKLE INC.

125 East Main
LEXINGTON
CENTRAL MARINE

1600 North Limestone
LOUISVILLE
JOHN HUTCHINSON

2752 7th St. Rd.
MANCHESTER
RICE & JONES YAMAHA

111 Richmond Rd.
OWNERSBORO
PAUL'S YAMAHA SALES

825 Frederica St.
PADUCAH
LIGON YAMAHA MCYS

Route 5, Berger Road
PIKEVILLE
HERMAN DOTSON SERVICE STATION

South Mayo Trail
PRINCETON
PRINCETON CYCLE CO.

W. Main St.
LOUISIANA

ALEXANDRIA
BROWN MOTORCYCLE CO.

212 Upper Third St.
BASTROP
MOELLER YAMAHA SALES & SERV.

1415 E. Madison, Box 21
BATON ROUGE
JIM'S CYCLE SALES INC.

1728 Main St.
BOGALUSA
LLOYD'S YAMAHA SALES & SERVICE

744 Avenue "F"
BOSSIER CITY
FUQUA CYCLE COMPANY

2154 E. Texas
GRENA
TRI-PARISH AUTO SALES

16 5th St.
HAMMOND
DANTONES YAMAHA SALES & SERVICE, INC.

211 East Charles
LA FAYETTE
DOUCETS MCY. SALES

311 Eighth Street
MAITRE
CAUSEWAY YAMAHA INC.

1010 N. Causeway Blvd.
YAMAHA OF NEW ORLEANS
4217 Airline Hwy.

MORGAN CITY
MIKE'S FIX-IT SHOP

801 Federal Ave.
NEW IBERIA
RYAN'S YAMAHA SALES & SERV.

615 S. Lewis
SLIDELL
SLIDELL CYCLE SHOP

2557 Carey St.
SPRINGHILL
W & Y CYCLE SHOP

116 S. Main St.
WIMERS' AUTO SERV. & SUPPLY
200 Plantation Road

WEST MONROE
CARTERS, INC.

715 Arkansas Rd.
MAINE

BREWER
HOLLAND ENTERPRISES INC.

5 Maple Street
CAMDEN
LEADBETTER'S

Bay View Street
CARIBOU
SAM'S TOYLAND

131 Main Street
LIVERMORE FALLS
GUILD CYCLE SHOP

RFD 1
PORTLAND
HAGGETT'S CYCLE SHOP

34 Vannah Avenue
SANFORD
WOODMAN'S YAMAHA

198 Main St.
SKOWHEGAN
LYONS CYCLE

10 W. Front St.
MARYLAND

ANNAPOLIS
YAMAHA OF MARYLAND INC.

703 E. Columbia
BALTIMORE
BERGER MOTOR CAR CO.

4213 Reisterstown Rd.
BOUTWELL'S CYCLE CENTER
COLE & SONS MOTORCYCLES

8090 West Grand River
CASS CITY
CASS CITY CYCLE SALES

6268 Main Street
CENTER LINE
WARREN CYCLE SALES INC.

25425 Van Dyke Avenue
CORUNNA
BOWKER & MOILES CYCLE CTR.

2142 Cowan Avenue
DETROIT
GROSSE POINTE CYCLE SALES

9945 Chalmers Avenue
NORTHWEST CYCLE SALES INC.
17333 W. Eight Mile Rd.

ROYAL OAK CYCLE SALES INC.
3340 North Woodward

FLINT
FLINT BSA SALES

2905 South Saginaw St.
GRAND HAVEN
FELIX'S MARINA

14023 Green Street
GRAND RAPIDS
CHUCK BRINKS CARS & SPORTCYCLES

2900 S. Division Rd.
MODERN SPORT INC.
4020 South Division

SHAWMUT HILLS YAMAHA
2807 Lake Michigan Dr. NW

HOLLAND
GARBY'S CYCLES

112th St. & Lakewood Bl.
HOLT
SHEPS MOTORS

2460 N. Cedar St.
INKSTER
IRV'S SPORT SHOP INC.

27367 Michigan Ave.
JACKSON
SPORT LAND OF JACKSON

3904 Francis Street
KALAMAZOO
MEYERS SALES & SERVICE

3012 Lovers Lane
LAKE ORION
ATHERHOLT & ASSOCIATES, INC.

10 Park Blvd.
LANSING
EUGENE BLOSSEY MOTORCYCLES

5019 N. Grand River Ave.
LIVONIA
LIVONIA BOATS & MOTORS

32020 Plymouth Road
MARQUETTE
LARSSON MOTORS

730 W. Washington
MT. PLEASANT
MCQUEEN'S CYCLE SHOP

3890 Deming
MUSKOGON HEIGHTS
BOSTON MOTORCYCLE SALES

2511 Peck Street
ONTONAGON
RIVERSIDE MARINE

PONTIAC
DON WILSON'S YAMAHA

7615 Highland
PORT HURON
GENE'S CYCLE SALES

4146 Pine Grove Avenue
QUINNESEC
FREEMAN YAMAHA

SAGINAW
MEL'S CYCLE CENTER

3125 Holland Rd. E. M-46
SANFORD
GORDON'S SERVICE

100 Main Street
SAUTE STE. MARIE
NORMAN FLETCHER SALES

1129 E. Easterday Ave.

SOUTHGATE
DIX TRADING POST
13161 Dix Toledo Hwy.
STURGIS
EICHER'S HONDA
378 North Sturgis Road
UTICA
K & W CYCLE SALES
2436 Auburn Rd.

MINNESOTA

AUSTIN
AUSTIN MOTORCYCLE SALES
616 7th St. N.E.
BRAINERD
LENNY'S GARAGE SERVICE
119 East Washington St.
CAMBRIDGE
LARSON'S GARAGE
110 South Adams Street
DETROIT LAKES
STAR ELECTRIC CO.
817 Washington Ave.
DULUTH
BILLS SALES & SERVICE
4002 Grand Ave.
EAST GRAND FORKS
PULKRABEK, INC.
Hwy. No. 220 North
FERGUS FALLS
SCHIERMAN YAMAHA SALES
424 W. Stanton Ave.
GRAND RAPIDS
RAPIDS FEED & NURSERY
315 Pokegama Ave. N.
HALLOCK
TRANBERG BROS.
HIBBING
CLIFF RUE MOTORS
2702 First Ave.
HOPKINS
YAMAHA OF HOPKINS
927 East Excelsior Blvd.
HUTCHINSON
WAGNER'S CYCLE SALES
South Dale St.
INTERNATIONAL FALLS
WHERLEY MOTOR SALES
309 5th St.
LAKE GEORGE
KAM'S MOTOR SALES
Highway 71
LONG PRAIRIE
GARY SCHROEDER SPORTS
Hwy. 287
MANKATO
BOB'S AUTO MARKET
620 South Front Street
MINNEAPOLIS
JIM'S AUTO SALES INC.
510 West Lake St.
KARL'S CYCLE SHOP
4308 East Lake Street
RELIABLE CYCLE
2919 Central
YAMAHA OF MINNESOTA
6615 Lyndale Avenue So.
MOORHEAD
SCHEEL'S HARDWARE
706 Center Ave.
MORRIS
ESMEISTER MOTORS
503 East 7th Street
MOUND
THE MacCHARLES COMPANY
Route #2
MOUNTAIN LAKE
FRANK'S AUTO SUPPLY
1603 5th Avenue
ROCHESTER
N-K CYCLE SHOP
2116 South Broadway
ST. CLOUD
KEN WESTRUM MTR. SPORTS
23 E. St. Germain St.
THEIF RIVER FALLS
VERN'S SUPER SERVICE
103 South Main

WARROAD
MARVIN LUMBER & CEDAR
CO.
WILLMAR
WILLMAR SPORTS
CYCLE CENTER
Rt. No. 1

MISSISSIPPI

BILOXI
HOUSE OF YAMAHA
324 Iberville
CLARKSDALE
CLARKSDALE CYCLE CENTER
5 State Street
COLUMBUS
SPORT MOTORS
209 N. 23rd St.
CORINTH
LAKE HILL MOTOR SERVICE
Highway 72 East
GREENVILLE
THE FULTON COMPANY INC.
327 Highway #1 South
JACKSON
TATUM'S HARLEY DAVIDSON
609 Woodrow Wilson
LAUREL
POLK MOTORCYCLE CO.
1645 Meridian Ave.
NATCHEZ
ROBSON CYCLE CO.
300 State St.

MISSOURI

CAMERON
COLLINS MOTOR CO.
Highway 69 South
CAPE GIRARDEAU
WIESSER MOTORS
300 N. Kings Hiway
COLUMBIA
CLINKENBEARD'S YAMAHA
313 Business Loop #70 East
CUBA
COLTON FORD TRACTOR
SALES
407 South Franklin Ave.
GOLDEN
SHUMAKER'S SERVICE
CENTER
JEFFERSON CITY
MARVIC MOTORS INC.
725 Michigan St.
JOPLIN
TRI-STATE MARINE CO.
6th and Main Streets
KANSAS CITY
KANSAS CITY MCY SERVICE
1001 Truman Road
MACON
MACON MOTOR SPORTS
Highway 63
MARSHALL
FOX MONUMENT CO.
871 South Odell
MARYVILLE
WIL-GARD RENTALS INC.
Box 4 N. Buchanan St.
MEXICO
YAMAHA OF MEXICO
E. Hwy. 54
MONETT
D & G SERVICE & SUPPLY
107 3rd Street
NO. KANSAS CITY
NORTH CYCLE SALES
1321 Swift
POPLAR BLUFF
WHITNER & HENN CHAIN
SAW
630 E. Pine St.
ST. CHARLES
FIRST CAPITOL YAMAHA
2222 W. Clay Street
ST. JOSEPH
McBRIDE'S BOATS &
MOTORCYCLES
Route 6

ST. LOUIS
AL-DON SERVICE INC.
6733 Olive St. Rd.
DONELSON CYCLES
3328 Woodson Road
ST. LOUIS YAMAHA
9028 Manchester Rd.
SPRINGFIELD
VERNO'S FOREIGN MOTORS
810 W. Kearney
STOVER
STOVER CYCLE SALES
Highway 52
TAYLOR
T-N-T SPEED & SPORT
CENTER

MONTANA

BAKER
KYLES RADIATOR & AUTO
GLASS
210 West Montana
BILLINGS
BILLINGS CYCLE CENTER
820 Central Ave.
SCHHEEL'S HARDWARE
2802 Montana Ave.
BOZEMAN
D & H CYCLE SALES & SV
628 West Main Street
BRADY
BLISS CYCLE SALES
BUTTE
H & K MOTORS
501 South Main
DEER LODGE
JACK'S SPORTCYCLE SHOP
410 Main
EUREKA
TOBACCO VALLEY SAW SALE
FORSYTH
JOHN'S REPAIR
287 North 10th
GLENDIVE
GLENDIVE AUTO PARTS
1106 West Bell
GREAT FALLS
TRAIL CYCLE OF MONTANA
1120 24th St.

NEBRASKA

BERLIN
DARRELL'S CYCLE SALES
220 5th Ave.
KALISPELL
CHAIN SAW SALES & SERV.
Route 3, Meridian Rd.
LEWISTOWN
FERGUS YAMAHA
621 West Main
LIVINGSTON
PARK COUNTY YAMAHA
111 W. Lewis St.
MILES CITY
MILES & ULMER CO.
801 Main
MISSOULA
GULL
Hiway 10 West
SIDNEY
BI-STATE CO-OP
303 N. Central Ave.
SOMERS
LEE CRAFT MARINE INC.
Flathead Lake
W. YELLOWSTONE
PARK CYCLE RENTALS

FREMONT
VICTORY SERVICE CO.
1600 West Military
Route 202 & 69
GRAND ISLAND
NEBRASKA CYCLE CO. INC.
Route 2
HASTINGS
D & L CYCLE SHOP
J & Wabash Avenue
KEARNEY
WELL'S IMPORT CENTER
1005 East 25th Street
NORFOLK
B & B CYCLE SHOP
224 Norfolk Avenue
NO. PLATTE
K & D MOTORS
1819 East 4th Street
OMAHA
BAHNSEN'S
7529 Dodge St.
ORD
MISKO SPORT SHOP
SCOTTSBLUFF
MEYERS LEASE SALES &
SERVICE
2425 Ave. "I"
SIDNEY
MADDOX MOTOR CO.
1403 Illinois Street
YORK
HURLBUT CYCLE SHOP

NEVADA

ELY
HARVEY W. YOUNG CO. INC.
22 Fifth Street
LAS VEGAS
AL'S CYCLE SHOP
5560 E. Lake Meade Blvd.
ARTS MCY SHOP
1711 Fremont St.
RENO
ODEN CYCLE WORKS INC.
119 E. 4th St.
RENO CYCLE CENTER
865 East Second Street

NEW HAMPSHIRE

BERLIN
KING'S CYCLE
194 Wight St.
CONCORD
SANEL AUTO PARTS INC.
219 S. Main
MANCHESTER
A. T. NAULT & SON INC.
30-32 Bridge Street
MILFORD
GIL'S CYCLE SHOP
39 South St.
PORTSMOUTH
GOODWIN FEED & SUPPLY
165 Deer Street

NEW JERSEY

ABSECON
G & L AUTO SALES
425 White Horse Pike
BERLIN
APACHE CAMPING CENTER
Route #73
BLOOMFIELD
HARLEY-DAVIDSON
OF ESSEX
274 Bloomfield Avenue
DOVER
SORENSEN CYCLE CENTER
Route 10
EDISON
CYCLE WORLD INC.
U.S. Route 1
ENGLEWOOD
YAMAHA SPORT & CYCLE
104 Grand Avenue
FAIRTON
FAIRTON MARINA
Main Street

FLEMINGTON
CIRCLE CHRYSLER-
PLYMOUTH, INC.
Route 202 & 69
FORT LEE
GORDEN CYCLE, INC.
530 Main Street
JERSEY CITY
FOUR SEASONS SPORT &
CYCLE CTR.
3218 Kennedy Boulevard
KEARNY
RAYMOND CATENA
319 Kearny Avenue
LODI
CLIFTON MARINE &
CYCLE CO.
Baldwin Ave. & Rte. 46
MORRISTOWN
WISS AUTO INC.
16 Pine Street
MT. EPHRAIM
DONZ MIDGET MOTORS
500 N. Black Horse Pike
MT. HOLLY
FERRIS MOTORS
Route 38
NEPTUNE
STUMPY'S MOTORCYCLES
INC.
1207 Rt. 35
NEW SHREWSBURY
HONDA RED BANK
900 Shrewsbury Ave.
NEWTON
IDEAL PONTIAC BUICK
Spring St. & Union Plaza
N. BERGEN
INTERNATIONAL
SPORTCYCLE INC.
921 Kennedy Blvd.
NORTH PLAINFIELD
BRISTOL MOTORS INC.
545 Rt. 22
N. WILDWOOD
MASON MOTOR SCOOTERS
11th & New Jersey Aves.
PATERSON
FRANK W. SPEER
554 Main St.
SALEM
MARLBORO MACHINE CO.
INC.
Salcom Pennsville Road
SOMERVILLE
FOURTH DIMENSION MCY
138 W. Main Street
S. HACKENSACK
CAPPY'S INC.
400 Route #46
TOMS RIVER
CYCLE CITY
1806 Hooper Avenue
UNION
EAST COAST AUTO STORES
Route 22
UPPER SADDLE RIVER
COREY'S CYCLE
348 Route 17
VINELAND
MARCUS MOTORS
Delson Dr. & Chestnut Ave.
WILLIAMSTOWN
DEL-VAL SPORTS CENTER
332 S. Black Horse Pike
WOODBURY HEIGHTS
KAR CITY
432 North Glassboro Rd.
YARVILLE
TRENTON KAWASAKI
Rt. 130, R. D. 2

NEW MEXICO

ALAMOGORDO
CYCLE SPORT
1405 10th Street
ALBUQUERQUE
BOBBY J'S MCY SALES
6316 Domingo Rd. N.E.
ARTESIA
QUALITY CYCLE SALES
807 S. 1st Street

CARLSBAD
QUALITY CYCLE SALES
907 West Church Street
CLOVIS
CLOVIS CYCLE SALES
212 East 1st Street
FARMINGTON
BROADWAY MOTORCYCLE
419 1/2 East Broadway
GALLUP
YAMAHA SALES AGENCY
914 E. 66
LAS CRUCES
CRUCES CYCLE CENTER
424 North Main Street
LOS ALAMOS
LIL SPORTS SPECIALTIES
66 Loma Del Escorial
SANTA FE
HUCK'S MOTORCYCLES
901 Early Street

NEW YORK

ALBANY
JARRETT AUTO SALES INC.
1012 Central Ave.
ALBION
FREEMAN'S CYCLE RANCH
Rt. 31 Eagle Harbor Rd.
AUBURN
FLUMMERFELT'S HARLEY-
DAVIDSON SALES
129 Grant Avenue
BEDFORD HILLS
HUNTER MOTORS, INC.
Babbitt Road
BINGHAMTON
AUTO FINISHERS SUPPLY CO.
72 Washington Street
BRONX
WHEELSPORT CENTER INC.
462 E. Fordham Rd.
BROOKLYN
ACE DODGE INC.
1517 Coney Island Ave.
CARDINAL MOTORS
1049 Dahill Road
BUFFALO
SUBURBAN CYCLES LTD.
3165 Main St.
CENTRAL NYACK
THE HOUSE OF POWER
70 W. Route 59
CHESTERTOWN
AUSTIN J. SMITH STORE
One Panther Mt. Road
CORTLAND
GLENN'S ESSO
193-195 Thompkins St.
FULTON
FULTON CHRYSLER
PLYMOUTH
South 1st at South 4th
GARDEN CITY PARK
RAINBOW AUTO
2150 Jerico Turnpike
GENESEO
SAMUEL LEAST DODGE
Court St. & Route 63
GLENS FALLS
WAITE'S HARLEY DAVIDSON
County Line, R.D. Rt. 1
GLOVERSVILLE
CHRISTMAN'S GARAGE
310 Beckler St.
HARMON HUDSON
HECKMAN MOTOR SALES
CO., INC.
Albany Post Rd.
HORSEHEADS
H. R. AMACHER & SONS
INC.
1101 Grand Central Ave.
HUDSON
COLUMBIA AUTO PRTS.
CORP.
729 Warren Street
HUNTINGTON
SCOOTERS U.S.A.
420 New York Avenue

HYDE PARK
EDS SERVICE
Violet & Prince Rd.
ITHACA
RICK'S 1-2-4 SHOP
1435 Danby Road
JAMAICA
QUEENS SCOOTER CO.
139-28 Hillside Ave.
JAMESTOWN
AMO SALES CO.
Foote Ave. Ext
LATHAM
DEL SEYMOUR
Route 9
LOCKPORT
WALTER A. KOHL
6955 Transit Road
MALONE
JOHN EARL HARVEY
Chateaugay Road
MAMARONECK
ALL-SHORES MCY CORP.
816 E. Boston Post Rd.
MONTICELLO
SUE'S SPORT CYCLES INC.
90 Broadway

NEW YORK
CAMROD CORPORATION
604 West 52nd Street
VILLAGE YAMAHA INC.
70 W. 3rd St.
N. TONAWANDA
DEE'S HARLEY DAVIDSON
MTR
354 Oliver St.
OGDENSBURG
CUBBY'S SPORT SHOP
54 East River Street
ONEONTA
BRESEE DEPT. STORE INC.
155-165 Main St.
PALMYRA
FORB'S CYCLE SHOP
Route 1
PLATTSBURGH
NORTH END REPAIR SHOP
58 Riley Ave.
ROCHESTER
SPORT & CYCLE CENTER INC.
1711 N. Clinton
ROCKVILLE CENTRE
S & R LINCOLN MERCURY
INC.
638 Sunrise Hwy.

ROME
MIKE'S SPORT SHOP
Mounted Rt. 26, Turin Rd.
SAUGERTIES
ROBINS BROS. USED CARS
Route 1
SCHENECTADY
J A F MOTORS INC.
1371-73 Broadway
SHERBURNE
H & M CAMPING TRAILERS
Shawler Brook
SPRING VALLEY
VALLEY RAMBLER INC.
Rt. 59
STATEN ISLAND
ISLAND MOTOR SALES
1260 Hytan Blvd.
SYRACUSE
FRED'S SPORT MOTORS
2156 Erie Blvd., East Rt. No. 5
MELTZER'S SPORTING
GOODS
545 South Salina St.
SPORT & CYCLE CENTER INC.
202-208 Plum St.
TROY
TROY CITY GARAGE INC.
235 River St.
UNIONDALE
MEADOWBROOK SALES, INC.
294 Uniondale Avenue
UTICA
UTICA FRIENDLY
ENTERPRISES
1000 Oriskany St. West

WALDEN
POPPS CYCLE CENTER
WATERTOWN
PARKVIEW AUTO SALES
1544 State St.
WHITE'S LAWN SUPPLY
R. F. D. 4, Bradley St. Rd.
WHITE PLAINS
RAY TIMNEY HONDA
58 Main Street
WOODSIDE
ACTION MOTORS, INC.
70-07 Queens Blvd.
YONKERS
EAST COAST CYCLES, INC.
314 New Main Street
SILVER KING WESTCHESTER
2030 Central Park Ave.

NORTH CAROLINA

ASHEVILLE
UNITED SPORTS INC.
93 Broadway
CHARLOTTE
CHARLOTTE YAMAHA SALES
2025 E. Independence Blvd.
YAMAHA CITY INC.
2321 South Blvd.
DURHAM
SPICER MOTORCYCLE CO.
2820 Roxboro Rd.
FAYETTEVILLE
ART'S CYCLES
4004 Murchison Rd.
GASTONIA
FRED HAMME MOTORCYCLE
1000 West Franklin Ave.
GREENSBORO
HAMBY'S MOTORCYCLE
SALES
5219 Market Street
GREENVILLE
STAN'S CYCLE CENTER
323 S. Greene Street
GOLDSBORO
SLUTTON SPORT CYCLE
205 N. John St.
KANNAPOLIS
BARKER'S WORLD OF
SPORTS
1507 N. Cannon Blvd.
RALEIGH
MURRAY'S SALES & SERVICE
569 North Person St.
SHELBY
A & B AUTO SUPPLY INC.
1662 E. Dixon Blvd.
WILLIAMSTON
MILLER'S CYCLE & REPAIR
SHOP
206 Washington St.
WILMINGTON
CYCLES INC.
Highway 17
WILSON
WILSON CYCLE CENTER
216 East Ward Blvd.
WINSTON-SALEM
ELLIS CYCLE CENTER
1047 N.W. Boulevard at
Reynolds Rd.

NORTH DAKOTA

BISMARCK
SIOUX SPORTING GOODS
114 Fifth Street
FARGO
SCHEEL'S HARDWARE
122 Broadway
FESSENDEN
CEN-DAK SPORTS
R. S. CLARK & SON
JAMESTOWN
NICKELSON'S CYCLE SHOP
MINOT
ST. CROIX MOTOR CO.
1206 2nd St. S.W.

HELPER
DAVIS MOTORS & SERVICE
127 South Main

KAYSVILLE
HY SMITH INC.
180 N. Main

LOGAN
JEPPESEN'S YAMAHA
1040 N. Main St.

OGDEN
CAREY'S CYCLE CENTER
3558 Riverdale Rd.

PAROWAN
FARMERS SUPPLY COMPANY

PROVO
SHULTS MOTORCYCLES
80 East First North

ST. GEORGE
NELSON SUPPLY COMPANY
155 West 100 North

SALT LAKE
G & L EQUIPMENT CO
1522 South State St.

WILLARD
BOB'S YAMAHA

VERMONT

BARRE
SAM'S MARKET & SPORT
SHOP
403 N. Main St.

CASTLETON
FORT WARREN SPORTS
CNTR.

S. BURLINGTON
HOUSE OF YAMAHA
Williston Rd.

WATSFIELD
ANDY'S SHOP

VIRGINIA

ALEXANDRIA
DEL RAY CYCLE SHOP
2305 Mt. Vernon Avenue

ARLINGTON
CYCLE & MOWER CENTER
2429 N. Harrison St.

CHARLOTTESVILLE
JARMAN CYCLES
Monticello Mountain

DANVILLE
WENTZ MOTOR CO.
2854 Riverside Dr.

GRUNDTY
BILL COOK'S YAMAHA

HAMPTON
INTERNATIONAL CYCLES
1921 Armisted Avenue

NORFOLK
G. C. GIVENS & DAUGHTERS
6646 Virginia Bch. Blvd.

RICHMOND
CLIF'S MARINE
2416 West Cary Street

ROANOKE
REBEL CYCLE CENTER INC.
2411 Williamson Road

WINCHESTER
EARL HAINES INC.
Route #5

WASHINGTON

ABERDEEN
HARBOR McCULLOCH SALES
317 West Wishkah

AUBURN
"BOB" KLONTZ SPORTING
GOODS
222 2nd St. N.E.

BELLEVIEW
BUD'S CYCLE CENTER
12700 Belvue Redmond Rd.

BELLINGHAM
IMPORT MCY CENTER INC.
1114 Dupont Street

BREMERTON
BREMERTON MARINE
SUPPLY
1234 Charleston Bch. Rd.

CHEHALIS
HOBY HUT
1019 Market Street

E. WENATCHEE
JOHNSON MARINE SALES
1051 North Main Street

EVERETT
BARD HANSON MCYS
6324 Evergreen Way

KENNEWICK
CYCLIST CENTER
428 E. Ave C

LONGVIEW
SPECIALTY MOTORS
783 Commerce Avenue

MOSES LAKE
TED'S A TO Z RENTALS
323 East Third Ave.

OAK HARBOR
CHUCK DANN'S SPORTING
GOODS
1150 West Pioneer Way

OKANOGAN
RON'S CYCLE SHOP

OPPORTUNITY
SPORTS CREEK INC.
12505 East Sprague

PORT ANGELES
P. A. CYCLE HUB
502 West 8th Street

PULLMAN
HONDA OF PULLMAN
701 South Grand

RENTON
SEA-TAC CYCLE
760 Rainer Avenue

SEATTLE
TOM HINES MOTORCYCLES
17000 North Aurora

**LOWE'S AUTOMOTIVE
SERVICE**
1170 Elliott West

POKE'S CYCLE CO.
550 12th Ave.

SPOKANE
EMPIRE CYCLE CO.
East 6014 Valleyway

SUNNYSIDE
DENNY'S CYCLE SHOP
13th and Highway

TACOMA
CYCLE CRAFT
752 South 108th Street

**TACOMA MOTORCYCLE
SALES**
3032 River Rd.

VANCOUVER
THE SPORTS CENTER
1510 Washington

WALLA WALLA
PETE'S MARINA
2171 E. Isaacs

WASHOUGAL
PRICE'S CYCLE SHOP
517 17th St.

YAKIMA
POMEROY'S CYCLE SHOP
611 South 1st Street

WEST VIRGINIA

CRAB ORCHARD
BUB'S MOTORCYCLE SALES

HUNTINGTON
MOORE'S
521 W. 14th Street

MONTGOMERY
JACK'S AUTO SALES INC.
1202 Fayette Pike West

NUTTERFORT-STONEWOOD
R. G. HONDA SALES
507 Water St.

ST. ALBANS
LUCENTI MARINE SALES
418 First Avenue

VAN
VAN MOTOR SALES
Pineville Road

VIENNA
VIENNA MOTORCYCLE SALES
1901 Grand Central Ave.

WHEELING
CLARKE PONTIAC INC.
2060 National Road

WISCONSIN

BARABOO
YAMAHA OF BARABOO
127 Fourth Street

BELOIT
FAMILY SPORTS CYCLE INC.
1026 Pleasant Street

BROOKFIELD
VIC PANETTI MCY OF
BROOKFIELD
17550 W. Bluemound Road

EAGLE RIVER
BOAT S'PORT INC.
Highway 70 East

EAU CLAIRE
EAU CLAIRE CYCLE SHOP
405 Water Street

FOND DU LAC
W. A. BIDDLE, INC.
Highway 41

GLENDALE
VIC PANETTI MCY OF
GLENDALE
5623 N. Green Bay Ave.

GREEN BAY
YAMAHA EAST
1509 South Chestnut St.

HURLEY
AVE'S SPORT SHOP
322 Silver Street

KENOSHA
ACE CYCLE SHOP
5128 Sixth Avenue

LA CROSSE
BILL'S CYCLE INN
325 S. 3rd

MADISON
FOREIGN CARS OF MADISON
603 N. Sherman Avenue

MANITOWOC
NARTEN'S STANDARD
SERVICE
734 North 8th

MARINETTE
NEWBURY'S CYCLE SHOP
1229 Marinette Ave.

MARSHFIELD
CLIFF'S CYCLE SALES
926 West Arnold

MILWAUKEE
VIC PANETTI MCY OF
MILWAUKEE
1726 W. Fond Du Lac Ave.

PLUM CITY
HOPHAN'S STANDARD
SERVICE

PORT WASHINGTON
YAMAHA OF PORT
WASHINGTON INC
1557 No. Wisconsin St.

RACINE
HANSEN'S HONDA HOUSE
3456 Douglas Avenue

RICE LAKE
MOTOR & EQUIPMENT CO.
15 West Marshall St.

RIPON
LANCASTER YAMAHA, LTD.
Green Lake Road

SHEBOYGAN
RIVERSIDE MARINE INC.
525 S. Commerce

WAUSAU
CHAMP MOTORS INC.
1916 Grand Avenue

WEST ALLIS
LOUIS MOTORS
9701 W. Greenfield Ave.

WEST BEND
YAMAHA OF WASHINGTON
COUNTY
208 Island Avenue

WISCONSIN RAPIDS
YAMAHA CITY
2442 Eighth Street

WYOMING

BUFFALO
EASTSIDE REPAIR SERVICE
19 North Tisdale Ave.

CASPER
YAMAHA OF CASPER
902 East A Street

CHEYENNE
WESTERN TRAIL EQUIPMENT
126 Carlson St.

LARAMIE
LARAMIE CYCLE CENTER
211 S. First St.

NEWCASTLE
MODERN ENTERPRISES
130 Summit

PINEDALE
FLOYD'S YAMAHA SALES
POWELL
K & M MOTORCYCLE SERV.

RAWLINS
TRAILER SPOT CO.
320 Maple

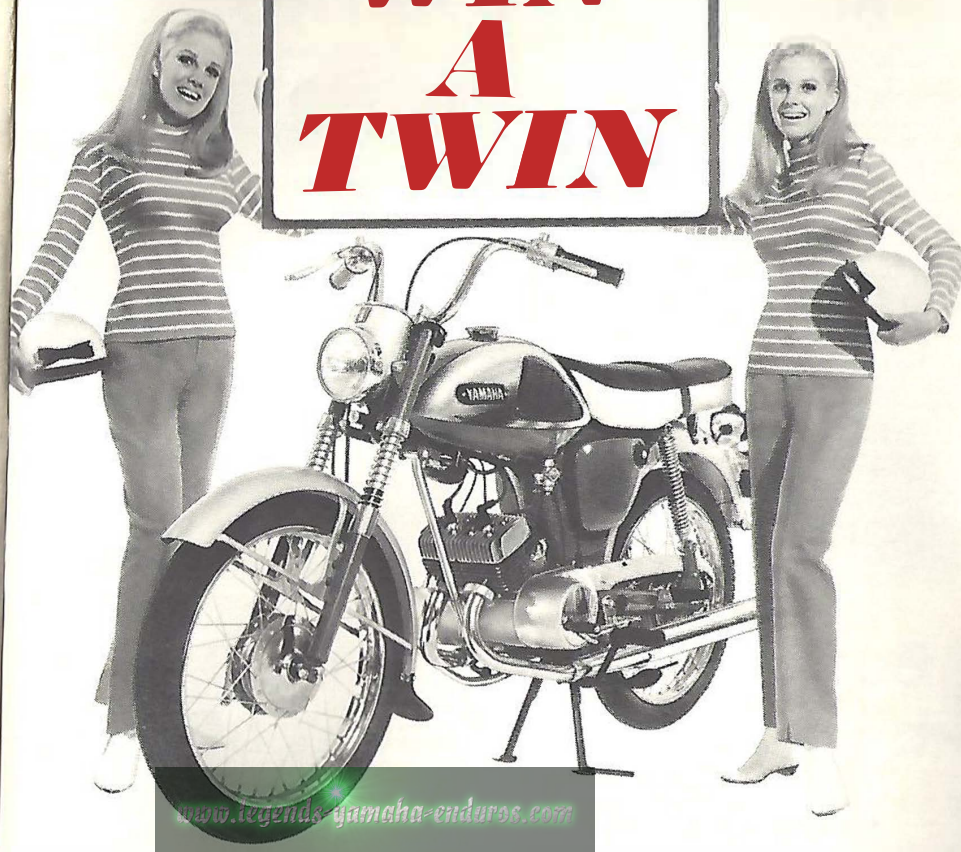
ROCK SPRINGS
GEORGE'S MARINA
1329 9th St.

SHERIDAN
DICK'S MOTORCYCLE SHOP
360 North Main St.

THAYNE
EGAN SINCLAIR

WORLAND
RUSSELL RADIO & TV
806 Big Horn

WIN A TWIN



100 Yamaha Twin Jets to 100 Lucky Winners

Swing by and get an entry blank today. It could put you in the swinging world of Yamaha on a brand new Twin Jet 100... the only twin cylinder sportcycle in its class. There are 100 chances to win. But hurry. And while you're here ask for a test ride on one of the great new '67 Yamahas. We've got the biggest, most complete line in sportcycling... 17 models in all from 50's to 350's... for street, highway, trail or track. See 'em all... and enter Yamaha's great WIN A TWIN contest.

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advertising agencies, and their immediate families. 5. Winners will be notified by mail. 6. Sweepstakes closes July 31, 1967.

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