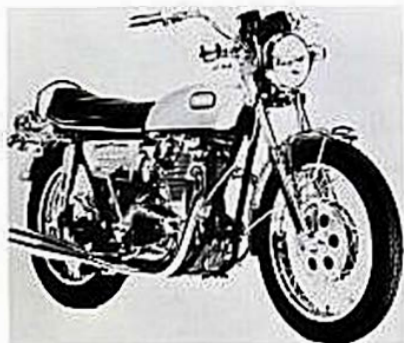


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SPLENDOR AND DESIGN ARE KEYS TO YAMAHA FOR 1971



360cc RT-1-B



XS-650



90cc HS-1-B

Yamaha International has once again kept with the times by introducing a street machine line to suit everyone's taste.

For the big bike rider, Yamaha presents the XS-1-B, 650cc. It's a brand new bike, yet still totes that all-powerful 650cc power plant.

In the past, the 350cc models have proved to be the backbone of the Yamaha line. Now, in 1971, the R-5-B, 350cc will surpass all expectations of the American consumer with tucked-in pipes, new colors, new handling.

The medium sized twin CS3B packs up to 85 mph, has a five-speed transmission and puts out 22 hp and 7500 rpm, thus allowing the rider to go anywhere.

The lightweight in the street scrambler category for '71 is the twin street scrambler 90cc, HS-1-B. This twin packs up to 55 mph and has a five-speed transmission.

The G-6-SB, 80cc featherweight is a sure bet for the young. It's complete with four-speed transmission and Autolube injection system.

For the woods, Yamaha presents six "Enduro" models available in sizes to meet the demands of every rider. The JT1, HT1B, AT1C, DT1E, and RT1B will be the most complete off-the-road package ever offered by an individual manufacturer in a single season. All six will prove to be the most versatile machines on the American market for any rider and any competition event in the lightweight and mediumweight range.

First on the list is the new 60cc Mini Enduro. This is an exact take-off from the larger DT1E for 1971. The Mini Enduro is equipped with four-speed transmission — fully synchronized, and dust proof and water proof front and rear brakes.

Last year's RT1 was the talk of the 360 class and the '71 version with the B attached is an even better machine than the first model.

The term, "It's a Better Machine" could not find a better home than with the six "NEW ENDURO MODELS," from Yamaha International.