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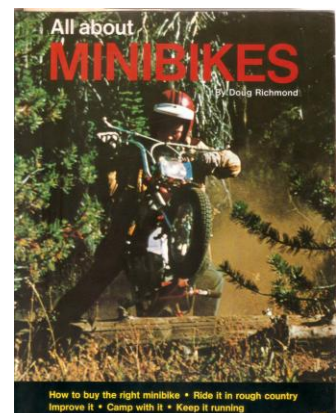


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The first book I ever read on mini bikes back in 1973. I got it at the Library. I bought the kids a mini bike for Christmas several years ago, [Sarah loved riding](#) and I got back into mini bikes. Hence, the name of our FaceBook page and Website... "All About Mini Bikes" thought you might get the connection. Thanks for your patronage in our hobby and feel free to write us anytime at Przyojski@Yahoo.Com

Your Mini Bike Friends,

Dan & Sarah

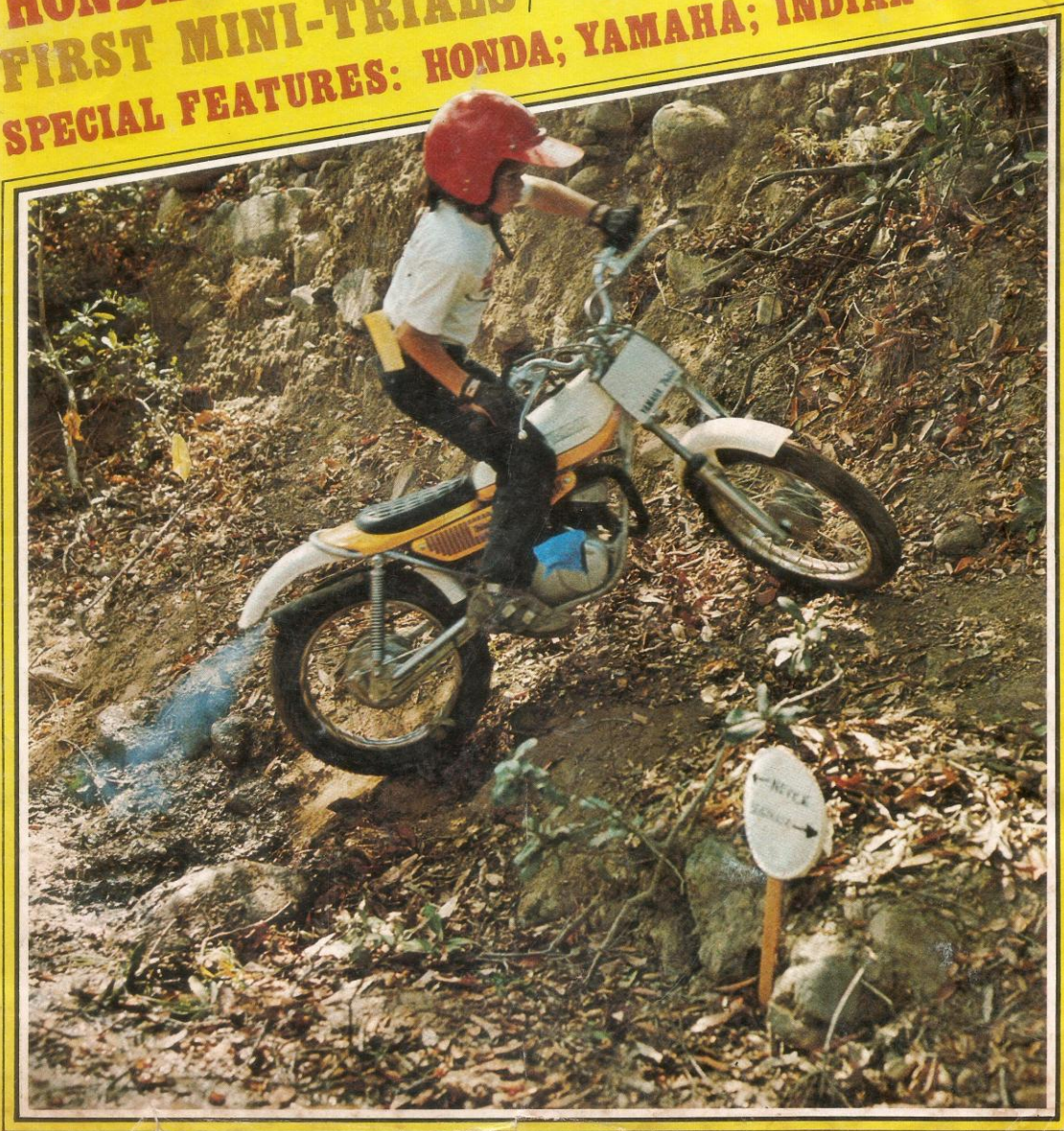


DECEMBER 1973/75c

MiniCycle

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**HONDA'S MINI-ELSNORE / YAMAHA RACES
FIRST MINI-TRIALS / '74 MODEL RUNDOWN
SPECIAL FEATURES: HONDA; YAMAHA; INDIAN HOP-UP**



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FEATURES

PAGE 38

24 WHY THE 80'S?

Why do these bikes respond so well to tuning? We explain.

25 GENERAL SHOP INFORMATION

Some simple steps to follow for guaranteed results

27 YAMAHA 80 HOP-UP

Noguchi and International Motorcycles' kits make a fantastic flying machine

30 HONDA 80 HOP-UP

The "hot-one" can be made even hotter, as we find out.

34 INDIAN 80 HOP-UP

War paint comes in many colors.

38 YAMA NATIONALS AT MID-OHIO

A few surprises in the Nationals scene.

40 FLORIDA YAMA NATIONALS

Some of the best racing this year.

46 NIGHT RACE ENDURO

What to do after the cows come home.

48 TESTORS

Vest pocket three wheeler

50 NEW MODELS

HONDA FOR '74

If Honda doesn't have it, it doesn't exist.

YAMAHA FOR '74

Starting from scratch, again, on the winners.

SUZUKI FOR '74

A swappers' and budget racer's delight.

KAWASAKI FOR '74

Sacrificing quantity for quality.



PAGE 24



PAGE 50

ROAD TESTS

20 HONDA MR-50

Mini-Elsinore makes the scene.

42 YAMAHA TY-80

A mini-trials bike designed by World Champ, Mick Andrews

DEPARTMENTS

4 INSIDE

6 EDITORIAL

8 LETTERS

10 TECH TIPS

12 PUBLISHERS PAGE


56 MISCELLANY

65 ADVERTISERS INDEX

65 LOCAL DEALERS

65 NEW "MINICYCLE" DEALERS

Minicycle
VOLUME 5, NO. 11/DECEMBER 1973/AMERICA'S FIRST MINI-CYCLE MAGAZINE





● YAMAHA TY 80 ● TRIALS BIKE



It's not surprising to see new trials machines crop up lately because observed trials are rapidly catching on in America. Virtually every major company has a trials bike or two with more in the works. Suzuki has their RL, Yamaha now has two TY's and Honda has the popular TL series. We were even ready for Yamaha to introduce their trials machines in the guise of a 125 and 250 when Mick Andrews, world champion trials rider, was hired to do research and development on a "secret" new model. We got the 250 (whoopee) but the shock came when Yamaha showed up with a mini-

trials 80 at their press conference. What a mind-blower! We hadn't even heard any good rumors about the scaled down replica. Naturally we were eager to try the bike and even went to the trouble of slowing this issue up slightly to test it in a trials meet.

Jeff Ward is well-known for his racing abilities and we have used him in many tests for that reason. It came as a surprise to find out that he has also tried his hand at trials riding before and done quite well. This came as a relief since we weren't sure where to find a young, qualified trials rider. There can't be

too many around since there have never been any serious machines built before.

We decided to test the bike in the most reasonable manner possible since we have nothing else for comparison—we ran the TY 80 at a trials meet at Escape Country in California. The International Trials Association has regularly scheduled meets over a special wooded section of Escape Country. The area is rugged and atypical compared to the dry, dusty trails surrounding it. Watching the meet on this terrain is like taking a trip to Europe. Many of the riders are either Scotch or English and wear the traditional garb of the trials rider.

Jeff entered in the tougher Novice class because of his previous experience. It may have been possible to legally run him in the Beginner's class but Jeff felt he and the Yamaha were up to tougher sections.

While watching the other riders practice for a while we didn't exactly share Jeff's confidence. The sections were tough and the riders tougher. One of the competitors in his class was Gary Jones the number one Expert in motocross. Jeff went into this event handicapped by a smaller, unproven machine acquired a few days before. His practice was limited to a few hours and the machine had to be dead stock since it was to be returned to the factory later.

As he approached the first section the crowd was dead silent, a moment later our fears were allayed—he had cleaned the section! The crowd went nuts cheering as he rode by them. And so it went, section after section, until, 30 sections later, he finished in ninth place ahead of 25-30 other riders in the same class (by the way, Jones

had an incredible second place win). Once again our idea of testing a bike where it will be ridden, in competition, was proven right.

The Yamaha trials bike is destined to be a winner even if faced with stiff competition. Our test riders all enjoyed riding the machine over the course after the event. The most consistent area of praise was for the engine. Externally it appears to be the same basic engine as the GT 80, GT MX and RD 60. Internally there have been a few changes made. The GT 80 develops 4.0 foot-pounds of torque at 6,000 rpm while the TY 80 has 4.5 at 5,000 rpm. It may not sound like much but it does make a difference in a seat-of-the-pants feeling. The TY chugs up hills without any hesitation and can be brought to a stop and started again without pulling in the clutch. Even with a 160 pound rider on board the 80 can climb hills designed for 125's and 250's. Anyone accustomed to high-revving, peaky MX bikes will be shocked at the tractor-like pulling power of this little machine.

The side cases and finning are different giving the engine a distinctively new appearance. We didn't have time to tear the engine down, but we suspect that the squish area of the head is of a different design to yield higher compression and to alter the flow characteristics for more torque. The engine starts on the first kick, whether hot or cold, even though the foot pegs prevent a full swing on the starter lever. It's refreshing to ride after coddling high performance bikes. The engine will lug down and run all day at near idling speeds without fouling a plug.

Throttle response is excellent.



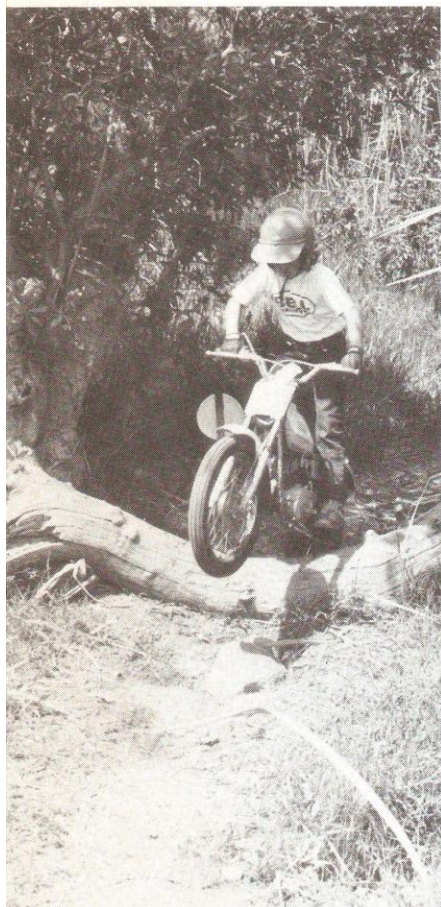
The proper way to negotiate a vertical wall is to loft the front wheel and place it on the top of the bank. As the frame hits, the throttle should be shut off and re-applied slightly as the rear wheel hits. The momentum will carry the bike over the top with ease. This practice requires skill and a responsive machine. If the wheel hits at the wrong angle, or if power is left on, the bike will loop over backwards. We watched as Jeff practiced this for nearly a half-hour without failing. At times it's necessary to do this after negotiating a section at near idle speeds. A lesser bike might stumble and falter when the throttle is cracked on suddenly. The Yamaha pulls smoothly from any speed and the wheel can be powered up at will.

A special chain tensioner is also a great aid to complete power control over rough terrain. Normally, a chain will stretch even if properly cared for and checked frequently. It

isn't possible to stop mid-stream (literally and figuratively) and adjust a chain during a meet. The tensioner takes up slack and prevents jerking as the throttle is rolled on and off.

The frame is designed very well and appears to be quite strong, possibly too strong. It is of standard design with a single backbone and double downtubes cradling the engine. Considering the source of design it seems odd that the frame is this way. Almost all successful trials bikes have a single downtube which ends at the front of the cases and a flat, steel plate extending back to protect the engine from rocks. This allows at least another inch of ground clearance. The Yamaha has a fair amount of breathing room underneath with 8.7 inches but the more the merrier.

True trials aficionados will probably modify using the engine as part of the lower frame. Trials is not as demanding of the frame as MX so



YAMAHA TY80

Manufacturer: Yamaha International, 6600 Orange Thorpe Ave., Buena Park, CA 90620

ENGINE:

Engine type	2-stroke, Torque Induction Single 72cc (4.39 cu in)	Carb	N/A
Bore & Stroke	1.575 x 1.563 in	Ignition	Flywheel Magneto
Displacement	72cc (4.39 cu in)	Lubrication	Autolube
Horsepower @ rpm	N/A	Fuel Capacity	0.7 U.S. gal.
Compression ratio	7.0:1	Fuel requirement	N/A

TRANSMISSION:

Transmission type	4-speed gearbox	Final Drive	N/A
Primary drive	N/A	Gear ratios	N/A
Clutch	N/A		

CHASSIS:

Frame type	N/A	Tires:	
Wheelbase	40.4 in.	Front	2.50-16
Overall length	61.4 in.	Rear	3.00-14
Overall width	27.2 in.	Brakes	N/A
Suspension	N/A	Ground clearance	8.7 in.
Wheels	N/A	Seat Height	N/A
		Handlebar height	N/A
		Dry weight	N/A

PRICE AS TESTED N/A

it's possible to get away with a weaker, lighter unit.

All controls are excellent for a young rider (some of our older staff members couldn't resist the urge to try riding the TY. It's easy to tell who they are—they walk around hunched over saying, "OOH! My back hurts!") The bars are placed for best control while standing. The foot pegs are placed well to the rear to keep rider weight off of the front wheel. This is the best position for putting body English to good use and for lofting the wheel at will.

The brakes are strong enough to lock the wheel if needed although most riders prefer not to. All levers are tucked in to prevent snagging on brush. The problem is that the rear brake is too well hidden. A toe-hold is about the best you can expect after hunting for the lever. The shift lever is a good distance away from the foot pegs even for a rider with seven-league boots. Again, this is standard practice but we don't like taking our foot off the peg to shift.

The suspension is better than any

(Continued on page 64)



Write?



There's a lot going on in the world of mini-cycles, and *MiniCycle* intends to cover it all. But sometimes we need a little help. So we're looking for

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- * Actions affecting riding areas
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YAMAHA TY80

(Continued from page 45)

Yamaha we've tested and perfect for the intended job. The forks are a total new design with plenty of travel. The rear shocks are soft enough to absorb minor jolts and strong enough to handle drop-offs. The rake is shallow giving quick and responsive handling for picking a path through tough obstacles.

Trials universal tires give excellent traction over most types of terrain but the tread design doesn't shed mud as well as it should. The mud at Escape Country is like glue and sticks between the knobs making the tires slippery over rocks.

Overall design of the bike is pleasing to the eye even for the spidery appearance typical of the breed. The tank is extremely narrow to allow the rider to move around. The fenders are molded of polypropylene for durability. The front fender is close to the wheel to prevent mud from splashing onto the rider. The seat is typical; it's as hard and comfortable as a billiard table. This really doesn't matter because it's only used between sections or for high-speed sections in Scottish-style trials events.

If you haven't guessed by now, we're fascinated by this bike as we're sure others will be. Cycles are here to stay but styles of riding change as rapidly as any other fad. The first fad was choppers followed by cafe' racers, mini-bikes, scrambles, desert, flat-track mini-cycles, MX, etc. Now there is accelerated interest in speedway and trials. We'd be willing to say that trials will be the new wave of the future with Yamaha riding on the crest. Unlike other forms of competition, trials is within reach of the average rider. The bikes are cheaper as is preparation and maintenance. The sport is safer. Evidence of this is that trials riders are the only ones permitted to ride in competition without a helmet or protective headgear. In the history of the event, there has never been a single death.

The emphasis is on rider skill rather than power. Machines of 80, 100, 125, and 250cc's run in the same class without any difficulty. Only a few dollars separate the best machines from the worst. If Jeff's ride is any basis for criteria, there is little, now, to separate the men from the boys.



The engine starts easily enough for a young rider not yet familiar with mechanical idiosyncrasies. The engine fired on the first kick without fail except for one instance when the bike landed upside-down and flooded. Even then it took only a few kicks to bring it back to life.

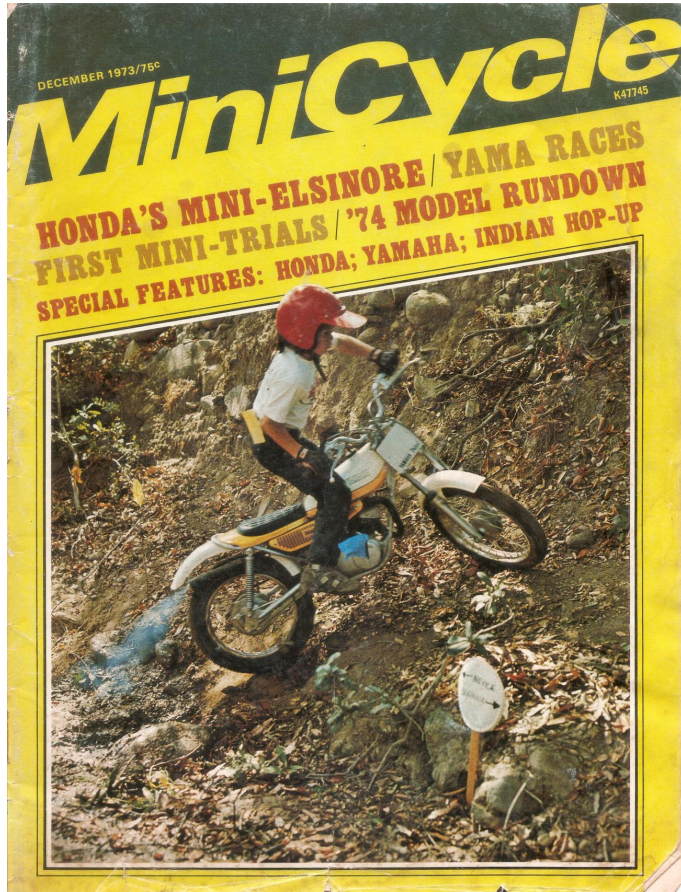
The power band is wider, proportionately, than any other two stroke

onto private property within L.A. county limits and were promptly busted. The officer said he had received reports from local residents that we were disturbing the peace with our "loud" bike. He asked us to start the bike to determine how loud it actually was. What he didn't realize was that the bike *was* running but couldn't be heard above

the fins to support the weight and cancel second-harmonic vibrations. The result is quiet enough to allow you to hear the gears meshing in the trans.

Vibration can also cause a problem with the performance of a machine. It's been proven that vibration causes cavitation of fuel which is a foaming action. The air

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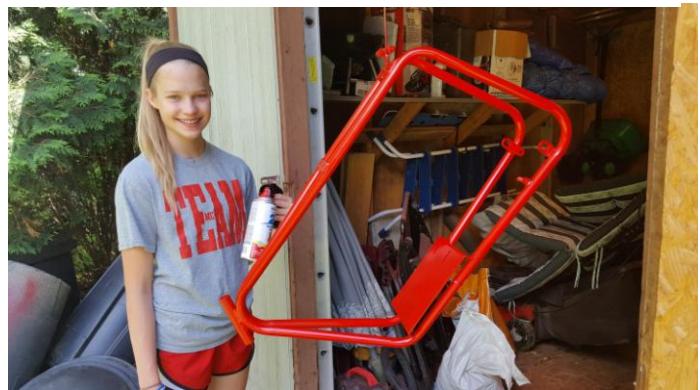
https://www.youtube.com/channel/UCSfQbGyWgUKm9OTIUyzYvKQ?view_as=subscriber

Sarah's first ride on a mini bike (Honda QA50) with a transmission

<https://www.youtube.com/watch?v=RiHh-Obvtg>

Build Your Own Mini Bike Video...

<https://www.youtube.com/watch?v=lr9M3GCQF-U&t=225s>



COMPLETE VINTAGE PLANS HOW TO BUILD A MINI BIKE PLUS.. "RUTTMAN MINI BIKE STYLE PLANS"

<http://www.allaboutminibikes.com/vintage-mini-bike-plans.html>

Original Plans from "Boy's Life Magazine" 40 years ago.

You might have to explain to a young person what this is. But if you grew up in the 1950s, '60s, or 70s – you saw this exact Mini Bike all over America. It was frequently constructed by kids working with their Dad. It usually had a lawnmower motor on the Mini Bike and made a lot of noise as it screamed down the block. But it was COOL!

I did some research back in the 1990s and actually found the guy who created these plans. These exact plans were the ones sold in Boy's Life Magazine for 40 years. Yes, THIS is the Mini Bike you remember seeing and loving as a kid.

Please take a moment to look at the image up close. You can get a good idea of how this is built. It wouldn't be much work to make one of your own, especially when you have the FULL ORIGINAL PLANS.

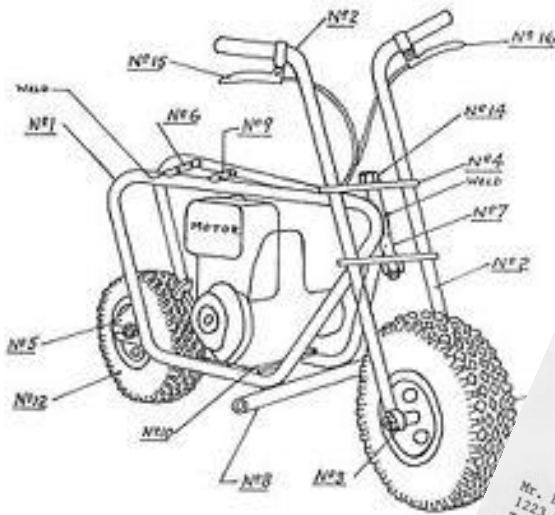
You can modify the plans to the size you want just like we did on the pictured MiniBike!

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VINTAGE JB RACING AD FROM 1974

Popular 1970's Ad From MiniCycle Magazine

This is a clean copy of the JB Racers ad that was in the Aug/September 1974 MiniCycle magazine, NOT the original, ad copy. It was an ad that was two pages when you opened up the magazine. I had the center crease photo shopped color filled in because the original ad is on two pages. Suitable for framing. Would look great in your den or garage. Ad will be shipped in a tube so there will NOT be a fold. P.S. THE WATERMARK IS NOT ON THE COPY YOU WILL RECEIVE. Thank you, Dan. <http://www.allaboutminibikes.com/jb-racer-ad.html>



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