

1984 TRI-ZINGER ATV

WORLD'S FASTEST BLENDER!

The Tri-Zinger was so light and easy to handle that soon beginning three-wheel riders were doing two-wheel gymnastics.

Three-wheeled automatic fun device

By the ever-observant Staff of *Dirt Bike*, who watched a whole bunch of people get silly on this thing.

When we arrived at Yamaha to pick up the Tri-Zinger, some suspicions were immediately confirmed. There were unmistakable black tire marks all over the cement, and in the background we could hear what sounded like a large blender at maximum rpm. Moments later, a large mechanic slithered the Tri-Zinger on two wheels around a Coke machine and squealed to a halt with a large ear-to-ear grin in place. "Uh, just checking it out for you."

As we were to find out later, the Tri-Zinger is everyone's favorite toy. Even full-sized adults are not immune to making fools out of themselves on the Zinger. And why not? It starts so easily that even a smallish kid can light it off. No mysteries whatsoever.

Neutral is at the bottom and there's a little button that says "start." Give an easy tug on the starter cord and the T-Z burps politely to life and idles without protest. To get going, you flick the bar-mounted switch to "run," move the lever up to get the sucker in gear and give it a bit of gas.

Being an automatic means that there's no stall factor to work against for rank beginners. A bit of pressure with the thumb gets some revs and the T-Z moves briskly off. An adjustment screw in the throttle lets you limit the amount of throttle the new rider can achieve. As confidence improves, this can be let out more and more until the full, snappy nature of the yellow Zinger can be appreciated.

It has enough beans to haul a 200-pound adult around the pits with ludicrous ease. Naturally, the trike is scaled for smaller riders, and big folks look really dumb with their knees up around their ear lobes. But pull them around, it will! Wheelies are actually possible if the rider gets his weight



1984 TRI-ZINGER YT60L

Engine type	Air-cooled, 2-stroke, reed-valve, single	Rear	None
Bore and stroke	44.0mm x 39.2mm	Wheelbase	860mm (33.9 in.)
Displacement	59cc	Ground clearance	101mm (4.0 in.)
Carburetion	12mm Mikuni (VM12SC)	Seat height	490mm (19.3 in.)
Gas/oil ratio	Automatic oil injection	Weight, w/oil and gas	54 kg (119 lbs.)
Fuel tank capacity	4.0 L (1.06 gals.)	Retail price	\$599
Transmission	Single-speed automatic	Country of origin	Japan
Ignition	CDI	Distributor:	Yamaha Motor Corp., USA
Suspension:			6555 Katella Ave.
Front	2.0 in.		Cypress, CA 90630

back some and thumbs it quickly.

New riders were cautious at first, but we soon observed them lifting the inside wheel on turns, like the guys over at the *Dirt Wheels* offices.

The T-Z has just enough power to make it fun, but not enough to get the rider into trouble. The unit itself is very light and can even fit in the trunk of a normal family car with no problems. You can get two or three of them in the back of any decent-sized station wagon.

Features include a safety cord on the back that can be yanked by the teacher should the first-time rider get out of con-

trol. This shuts off the small two-stroke engine immediately and brings a puzzled look to the kid's face, as he was really expecting to take the door off a nearby van.

Straight gas goes into the tank; an injection bottle holds oil for what seems like forever. Fill up the tank on the Zinger and you'll get several days riding out of it. Miserly fuel consumption is an understatement.

All things considered, the Tri-Zinger is a delightful toy and one that will surely be abused by the larger members of the family whenever Junior makes the mistake of parking it. □