

Are Yamaha motocross machines really as competitive as we say they are? Just ask the man who rides one.

Broc Glover, Bob Hannah and Rick Burgett rode theirs this year to the first grand slam in motocross history: Number One plates in AMA 125, 250, Open Class and Supercross.

And they did it on works bikes that are closer than ever to the YZ125, 250 and 400 waiting

for you at your Yamaha dealer.

We've made some significant improvements in all three models this year.

For one thing, power is up. And we mean *up*. As much as 20% in mid-range. With the torque you need to take the hole-shot and never look back.

Handling is even more responsive. Because we've increased the suspension travel, front and rear.

The new full-floating rear brake allows the shoe to rotate with the frame rather than the swing arm for smoother, more positive braking under all track conditions. And the swing arm pivot point is now closer to the countershaft, eliminating the need for a chain tensioner.

Our YZ125 will be a bigger threat than ever in 1979, with its newly-designed Monoshock. The oil and gas capacity is

larger, as is the cooling-fin area, to help prevent fading.

Even our YZ80, the mightiest mini of them all, now has more horsepower, a redesigned frame, longer suspension travel and a new six-speed transmission.

So, if you're in motocross to win (and who isn't?) we suggest you check out the Yamaha YZ's.

They come highly recommended by Bob, Broc and Rick. For any Tom, Dick or Harry.

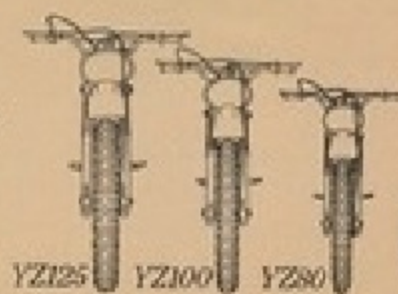
A rigid triangulated swing-arm means truer rear wheel tracking. And the box-section aluminum design reduces unsprung weight on our larger YZ's.

Our exclusive nitrogen/oil Monoshock has exceptionally long travel for consistent traction and control. It's fully adjustable for dampening, spring preload and nitrogen pressure. Extensive finning dissipates heat.

The ultimate in two-stroke engine technology. Reed Valve Torque Induction insures power and torque — and plenty of both — across an extremely wide powerband.

Strong, lightweight chrome-moly steel in our full-size machines makes the most of the YZ's precision-engineered frame geometry.

Extra-long travel, leading-axe front forks are adjustable for air pressure, oil weight and oil level.



The intermediate-size YZ100 helps smaller kids make the transition from mini to full-size.



YZ250



YZ125



YZ100



YZ80

YAMAHA

When you know your dealer's name, you know you're getting the best.