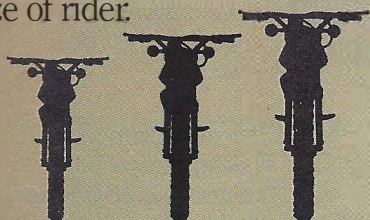


THE HAPP

The Yamaha DT100 isn't just a dual-purpose motorcycle.

It's our dual-purpose dual-purpose motorcycle.

Not only will it eagerly run over almost any kind of surface, but it will do it with almost any size of rider.



GT80 DT100 DT125

Because, as you can see above, it strikes a happy medium between a mini and a full-size bike.

This easy to handle intermediate size makes it a comfortable fit for both adults and kids, men and women.

And that makes it one of the few bikes that can be enjoyed by the whole family.

Our DT100 is especially handy for youngsters who've reached that awkward age—too big for a mini, yet not quite ready for a full-size.

But while we did compromise on the size, we didn't compromise at all on performance.

Like all of our DTs, the DT100 was designed from scratch for someone who not

only wants to ride on both sides of the city limits, but who also wants to do it well.

We started with a rugged motocross-type double loop cradle frame, and heavy duty suspension. The rear suspension has progressively wound springs, with five settings. The long travel front forks have oil dampened shock absorbers.

The gutty 97cc engine boasts Reed Valve Torque Induction for plenty of low end



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YAMAHA MEDIUM.

punch. And our two-stroke single is the simplest type of engine in the world. With only seven moving

parts, there isn't a whole lot you have to worry about.

that are almost impossible to break off, Autolube (to auto-



To get that power to whatever type of ground you're on, there's a smooth and precise 5-speed transmission. Not to mention all sorts of little niceties like complete street-legal lighting and instrumentation, center-mount exhaust system, primary kick start, flexible fenders and turn signals

atically and economically mix your gas and oil), and a surprisingly low price.

So it's no wonder lots of people who already have one motorcycle in the family have decided that the DT100 is a perfect second bike.

After all, what's better than a second bike that can do a few things most first bikes can't?

YAMAHA

When you know how they're built.

CIRCLE NO. 90 ON READER SERVICE PAGE.

