



# THE ONLY MINI MOTOCROSSER TO SURVIVE A HURRICANE.

Since this year's YZ80 is every bit the championship motocrosser our bigger YZ's are, we decided to let a champion go out and prove it.

Team Yamaha's own Bob "Hurricane" Hannah.

The test took place on a motocross practice course near Lake Whitney, Texas. And, true to form, Hannah did more than just take the 80 out for a spin. He roosted it.

He stuffed it through turns, and exploded through berms, spraying dirt eight feet in the air.

After an hour of such torture testing, the champ was downright impressed. And he said so.

## "THE THING'S A ROCKET!"

This year, the YZ80 engine generates 10% more power for more holeshots and pack-passing prowess. And since it's distributed across a broader band, there's more ready power available no matter how fast or slow you're going when you crack the throttle.

That, coupled with our new 6-speed racing transmission, lets you concentrate on riding instead of when to shift next.

## "AMAZING CONTROL. NO SURPRISES!"

The handling, according to the champ, is pure Yamaha.

Naturally. The rear suspension is no less than our exclusive Monoshock, specially modified this year to increase travel by 35mm. Front fork travel went up too, 25mm worth.

## "THE FRAME DIDN'T GIVE AN INCH!"

The durable double-loop frame is a new design with the same precise geometry and low center of gravity of our full-size motocrossers.

And that's not the only mini feature we borrowed from our maxibikes. There's Reed Valve Torque Induction, inner-rotor CDI ignition, molded engine side covers and leading-axle front forks.

The '79 YZ80 obviously is more than an update of last year's model. In many ways, it's a completely new motorcycle, designed to respond even to the radical racing style of the winningest motocrosser in AMA history.

Or, as Bob put it:

"I wish I'd had something like this when I was a kid. I could have been champion two years sooner."

# YAMAHA

*When you know how they're built.*

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