

# Remember how many Yamaha MX's finished ahead of you last year?

## This year it's going to be even worse.

Last year, more motocross events were won by Yamahas than by any other make of bike. We regret to inform you that for 1974, we've further improved the Yamaha MX's.

Some of the changes you can see. Such as the new yellow and black competition paint jobs.

Other changes you can only feel. Such as the new six-petal reed valve that makes our Torque Induction® intake system stronger and more efficient than ever.

Some machines have been completely redesigned. The MX100, for example, is a new bike from the frame up.

Other machines have benefited from refinements worked out on last year's factory bikes. Take the MX250. In its first year of production, it was already a highly developed out-of-the-crate racer, with CDI ignition, an over-the-top exhaust/expansion chamber, Mikuni carb, alloy rims and hubs, and our unique self-cooling Thermal Phase® rear shocks. But we didn't leave well enough alone. For 1974, we've improved the suspension with a beefed-up swing arm and a

trimmed-down, better damping front fork design. We've made the fiberglass seat assembly and the polypropylene fenders both lighter and

tougher. We've improved the port timing to make the engine pull harder. And added a new silencer to give it a deceptively soft voice.

Not only are the Yamaha MX's more competitive than ever—there are more of them. Including the MX175,

a new lightweight that will outrun many 250's. And the YZ125 and YZ250, replicas of our spectacularly successful works bikes.

If you're going to be campaigning the same machine again this year, you may find all of this news pretty demoralizing. On the other hand, if you're looking for a new mount, you now know where to start looking: At your Yamaha dealer's. Your competitors will. And there's nothing worse than losing to riders who really aren't as good as you.

**Someday,  
you'll race a Yamaha.**



Finishing behind a Yamaha is no reflection on your ability. Top-rated motocross riders finish behind Pierre Karsmakers almost every week.

