

Five miles of riding, fifty miles of fun.

You've read about trials. It's been described as the art of handling a motorcycle at low speeds, under control, over or around obstacles.

But trials is much more than that. It's the challenge of competing with yourself, to find out



Not the kind of thing you'd want to try with an ordinary trail bike.

how good you really are. Trials is the confidence of looking at a hill and knowing you and your bike are going to find a way up. Trials is putting the eight ball in

the side pocket, not with a straight shot, but off three cushions.

Trials is fifty miles of fun in five miles of riding.

If you've never ridden trials, you may think the only thing about it that seems attractive is getting rid of your helmet. In fact, that's the least attractive aspect of the sport. Trials takes the handling of a motorcycle away from the throttle and

brakes, and gives it back to the rider.

The new TY250 is ultralight, ultraslim, and ultrastrong at low speeds. With features you'll find on no other trials bike: A lightweight Autolube® system. A fiberglass impregnated skidplate. Reed valve induction. And a lot of other Yamaha contributions to the state of the art.

See your Yamaha dealer. He'll be glad to let you test a TY250.

After you see what it can do (or more accurately, what you can do) you'll find that the best part of riding is the part you've missed.

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

CIRCLE NO. 26 ON READER SERVICE PAGE.



Andrews tests a new system of water-cooling.



Mick Andrews says that the fun of a good trials machine is that it constantly challenges the rider's ability. Mick, a World Trials Champion, seems to have a lot of fun.