

## T+MX News BIKE TEST

MIKE RAPLEY  
brings you the  
Majesty story so  
far and tests  
the latest three  
production  
machines; the 200,  
250 and 320.



From the outside the 250 and 320 Majestys are identical, the only difference being internal engine changes.



The 200 Majesty we tested belonged to Cheshire Centre Champion Ady Morrison.



# MAJESTYS



... Made to measure magic

It's my belief that the Yamaha Majesty has not been accepted by the trials market with quite such the fervor that it deserves.

And the reason is quite simple — it has not been available in sufficient quantity so that a rider who wants one, can go in to his local dealer and pick one up.

So those riders who have bought a Majesty have been patient, thinking people who have ridden one, carefully considered all its points and have then made the journey to John Shirt's workshop at Buxton to buy one, having quite possibly had it on order for some time.

And as John doesn't take part exchanges, it also means that many prospective buyers have to get rid of their own bikes first.

Not an ideal set up for marketing a trials bike, but at least those who buy are generally really keen on the product.

And unfortunately the arrangement with the latest Yamaha Majestys isn't much better. John is at present tying up a small dealer network to market the bikes, and he is also in a position where he can offer a bike at very short notice, but even so, the supply is still much less than demand could well make it.

Which is a pity for it's a real nice bike.

Shirley and his Majestys have come a long way from the first converted bikes of 30 months ago. But then again they haven't!

The major difference now, is that completely new frames are made by an outside manufacturer (one that doesn't want to be named, although many will know it, because he's inundated with requests for work he hasn't the capacity to do), and into those frames are assembled

the engines, wheels and forks from a standard TY250, which John is now able to buy less lights, tank and other bits he replaces.

John still has to do the conversion from 250 to 320, but then that is not the problem it first was, as he has stacks of the necessary liners and pistons, now willingly supplied from Yamaha Japan, and these are all ported and assembled by a local engineer.

So at Buxton, all that happens now is that the bikes are assembled and stored before sale, and the area where John did the frame conversions in the past is now used for maintaining the Mitsui riders' bikes.

The two bikes we tested were the 250 and 320 Majesty, and they look identical. Both have the new frames which are much tidied versions of the previously converted

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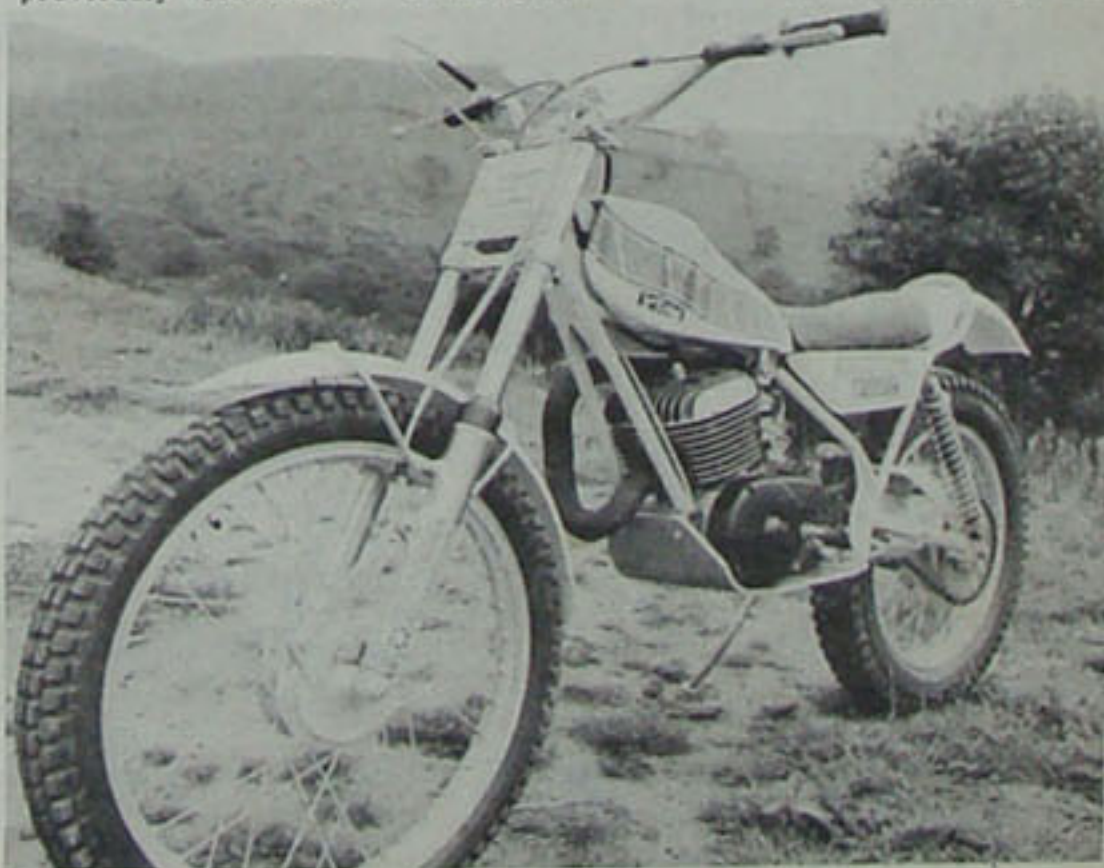
frames, and are made from Reynolds tube and plastic coated yellow. Over a period of time John was able to agree on head angles and footrest positions, and these were arrived at by the simple expedient of lending his own bike to as many different riders as possible at, during and after trials and listening to their views.

The present production set up is the one most club riders prefer yet ironically the supported men don't like it quite as much. Better really for club lads to give their views than the top men, as they are the actual buyers.

The 320 version is obviously converted by boring out the barrel and crankcase mouth and fitting new liner, piston, re-jetting the carb and fitting a new design of tail exhaust box.

Yamaha front forks and wheels are used as they have always been and several small mods such as machining wheel spindles, trimming chain guards and general tidying up and still done, while the rear suspension is looked after by Girling Gas Shocks.

Mudguards come from Spain, footrests from the DT Yamaha range, and



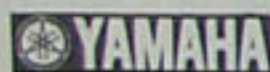
The 320 in all its glory — a bike which enables you to make more of your ability.

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# MAJESTY 250



Having ridden Majestys in the past Mike Greenough was delighted to renew his acquaintance with the 250.

new fuel tanks are made locally in the Peak District. The Japanese four ply Dunlop tyres are discarded and replaced with Pirellis and that about completes the job.

The 250, which is competitively priced uses the standard Yamaha motor rejetted, and with the new tall pipe, but the price is kept low by leaving the Dunlop tyres on and with no motor work to be done, and that saves a lot of pennies.

Both myself and Mike Greenough who was on hand during the test have been keen on Majestys, in fact Mike had one for a year before swopping to his Bultaco recently.

So the fact that we are both pro Majestys makes it a bit awkward to be objective, yet it's hard to knock the bikes in any way. However let's take the 250 first. My only ride on a 250 was some years ago when the very first models arrived, and that was a cracking bike in the dry but hopeless in the wet. This

250 is so much different. You don't get off it feeling that it's the best trials bike in the world, but when you try to analyse it, all that comes is the feeling that it was easy to ride, it had no vices, it stopped and started in a fuss free manner, and performed its job admirably.

Criticisms, well the Dunlop tyres don't hang on their edges like Pirellis, and if you're riding sloping rocks, they tend to slip to the bottom. However they are four ply and trials tyres in name only, so perhaps it's harsh being critical.

Now the difference comes when you get off the 250 and ride the 320. It's the same bike in feel, suspension and handling, but what a difference in the motor. Whereas the 250 is OK, the 320 is a corker. The 250 feels smoother but the 320 works. It hangs on when you are in trouble, you trust it more, you make it work harder because there is a feeling it will do everything right,

and there's the difference between the 250 and the 320. The big one takes you closer to the edge of your personal ability than the smaller one.

Suspension on both bikes is the same, but because you ride the 320 harder, it's more noticeable in its deficiencies. I thought the front was good, no tucking under, no topping or bot-

# MAJESTY/MITSUI/YAMAHA — THE SET UP TO DATE

*EVEN to an enthusiast who studies the world's trials bike manufacture in detail, the Yamaha way of producing their current range of machines must seem somewhat complicated.*

And also the average trials bike buyer is confused as to just what the relationship is between John Shirt, Mick Andrews, Majesty, Mitsui, Yamaha and Trial Moto.

Let me explain.

It all began when Mick Andrews first left Yamaha and returned to Ossa at the Spanish World Round in 1978. At that time John Shirt was producing accessories for the speedway market, and also riding a standard Yamaha TY250 on which he had carried out a certain amount of improvement work, purely for his own benefit.

John was a close friend of Mick, and at the end of the first Yamaha contract, Mick lent John a few ex-works parts, again for his own use.

It developed into a situation where other riders wanted to have their own bikes altered, and John took on the work, making the basically less than competitive TY into a more acceptable bike.

It soon became obvious that there was a market for a proper conversion of the TY, and John and Mick first tried to import TYs from Japan direct. However Yamaha Japan would only agree to let

machines be imported into Britain through Mitsui, the official importers, and Mitsui agreed for John to become an official Yamaha Competition Dealer.

The first bikes arrived on Christmas Eve 1978, and John converted the first over the holiday for display on the Yamaha stand at the Racing and Sporting Show in London in January 1979.

Even then bikes hadn't actually been produced, and there was no official tie up between John, Mick and Yamaha/Mitsui, except as a reaction exercise at the Show.

However John was soon able to produce a few converted bikes and the first of these went to Brian Hill, a local Cheshire rider and second to Nibs Kellett whose father had the first of the converted 200s.

John carried on in this fashion for a couple of years, making bikes in dribs and drabs but not really being able to supply a market that, if not crying out for Yamahas, then one that could certainly absorb more than John was able to make.

Along the line the name Majesty was suggested by a customer! Originally John's converted bikes were just designated JES/MA Yamahas, but the customer's suggestion of Majesty was obviously more suitable. And if you don't know what Majesty stands for it's Mick An-

draws, John E. Shirt and TY Yamaha.

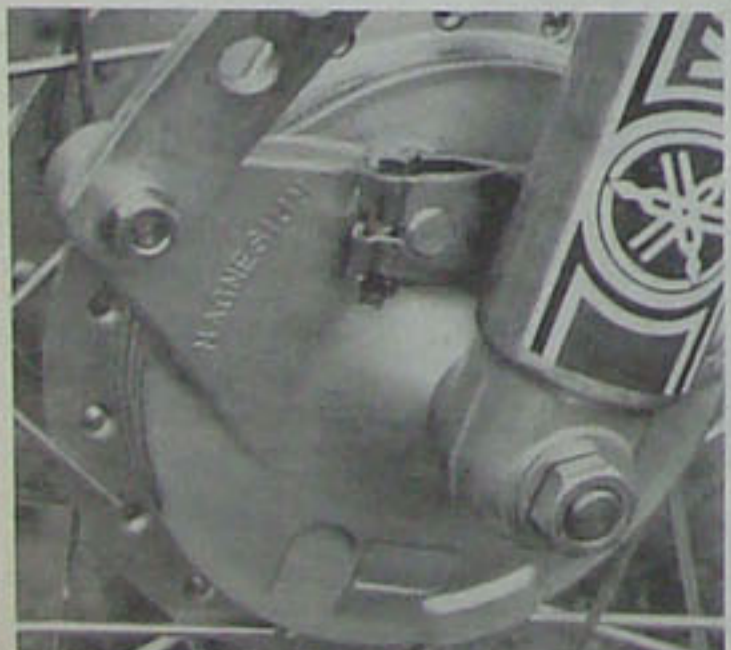
Mick returned to ride for Yamaha officially from early in 1980, and at about the same time John was invited to Amsterdam to meet the big wigs of Yamaha's European importers as they wanted to know what was happening to their trials bikes.

The eventual result was that Yamaha gave the official blessing to the project, and from last January John has been employed as a development engineer with the brief 'to keep Yamaha's name in trials'.

So the situation right now is that John works under Yamaha Amsterdam to produce bikes for the works riders, to look after their needs, and also supervise the production of Majestys, the sale of them and the setting up of a small dealer network.

Trial Moto is a completely separate company John set up to cover all his other interests, such as Furygan clothing, Yamaha spares, and general trials interests.

So there you have it — the whole set up, with possibly the only other point to clarify being the bikes themselves. Again quite simple, those with the chrome frames are bikes supplied to Mitsui contracted riders, while the yellow framed machines, are non Mitsui machines and production bikes.



One of the best points on all Yamahas are the super waterproof brake hubs which are used on all three machines.

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# MAJESTY 320

## Yamaha motor — as reliable as ever

toming, but the back felt under damped, only a fraction mind you, but with big MG aboard and his hard hitting of rocks, then they definitely needed more to them.

Because John rides his own product, and because it's still basically a one man business, the faults are now few and far between. John had a problem

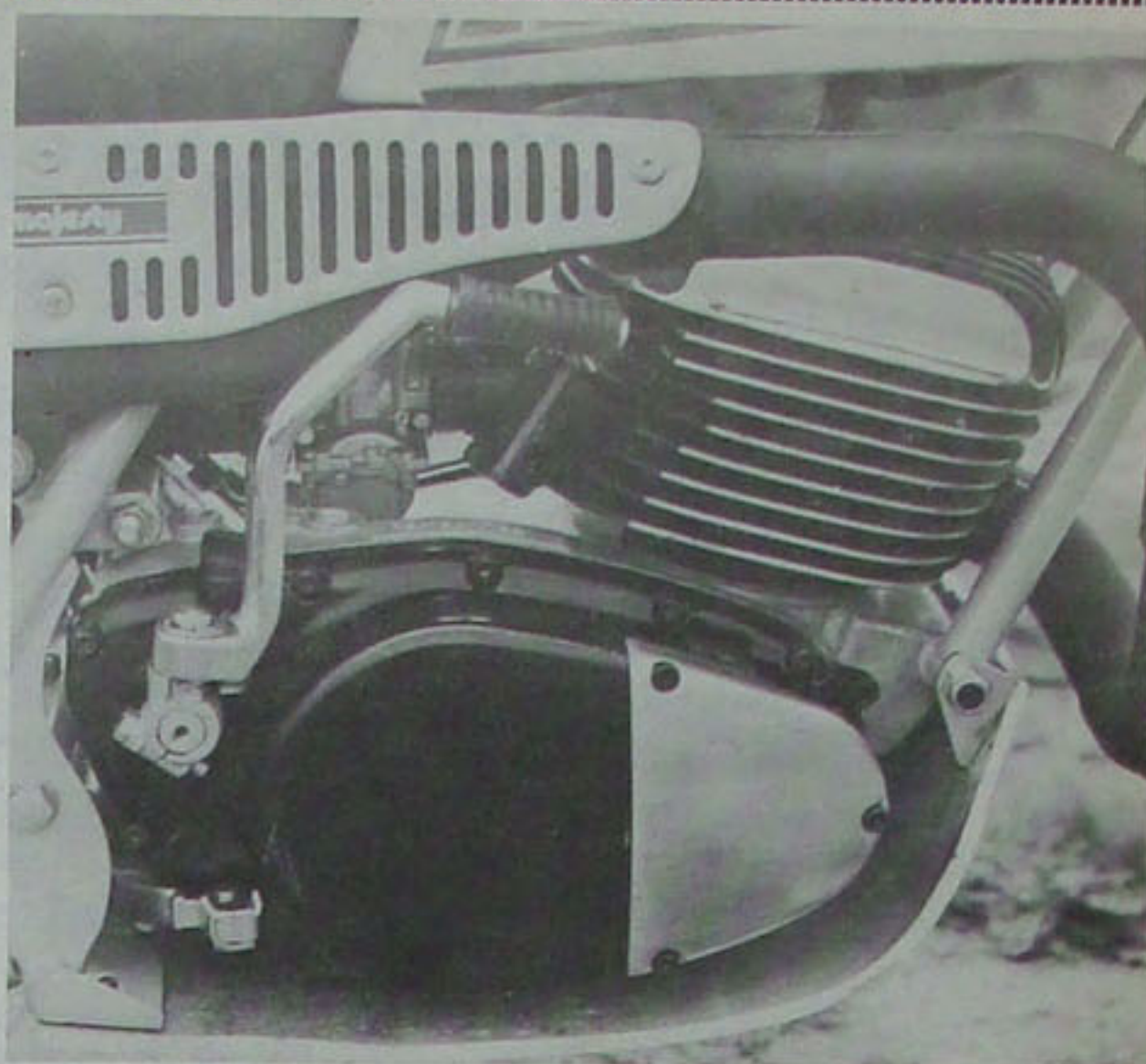
with fuel tanks at one time, but this has now been rectified, and the leak which tended to develop at stress points has been overcome. Renthal bars are used and standard Yamaha controls which are available from most dealers, so it isn't necessary to be onto John or his wife Margaret at Buxton every time you want something.

In fact about the only special items are pistons

and liners, and you won't be wanting them every three trials.

Even in its basic TY form, the Yamaha has a reputation for long life and virtual unburstability, and John's conversion doesn't alter this one bit.

The only real test for any prospective buyer is to get on one and ride it, and that you can do as John always keep a bike for test, but if you are looking for a recommendation and can read French, then the prestige French magazine Moto Verte in a five bike test, voted the 320 Yamaha Majesty the best.



The old bulky oil pump cover is replaced with this light alloy, slim line unit, whilst a more substantial sump shield is bolted on to protect the engine.

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# YAMAHA

## MAJESTY YAMAHA 250/320cc

**Engine:** Yamaha 6 port 2 stroke torque induction.  
**Bore x Stroke:** 70mm x 64mm (80mm x 64mm).  
**Displacement:** 246.30cc (321.60cc).  
**Carburettor:** Mikuni 26mm.  
**Compression ratio:** 6.00:1 (8.5:1).  
**Ignition system:** Contact breaker mag/flywheel.  
**Ignition advance:** 2.5/2.7mm B.T.D.C. (2.3mm/2.5 B.T.D.C.).  
**Engine lubrication:** Petrol/Oil mixutre 32:1.  
**Transmission:** 5 speed. Primary kickstart.  
**Gear ratios:** 1st-2.714, 2nd-2.058, 3rd-1.523, 4th-1.038, 5th-0.656.  
**Primary drive:** Helical gear (3.400 reduction).  
**Clutch:** Wet multiple disc type.  
**Secondary drive:** Chain 1/2" x 7/16", 13 x 53 (1/2" x 1/2", 10 x 41).  
**Frame:** British manufacture from Renolds tube to Majesty design.

**Ground clearance:** 13 1/2".  
**Wheelbase:** 52".  
**Seat height:** 30 1/2".  
**Engine width:** 10 1/2".  
**Subframe width:** 9".  
**Footrest width:** 16 1/2".  
**Footrest height:** 15 1/2".  
**Tyres:** Dunlop 2.75 x 21, 400 x 18 (Pirelli 2.75 x 21, 400 x 18).  
**Wheels/Hubs:** D.I.D. rims, Yamaha hubs.  
**Rear suspension:** Swinging arm, Girling gas units 6 1/2" movement.  
**Front forks:** Yamaha modified 6" movement.  
**Handlebars:** Renthal 5 1/2" Majesty design.  
**Fuel tank:** Special shape aluminium 9 pints.  
**Price:** £1,260 plus £18.40 delivery (£1,380 plus £18.40) (includes V.A.T and taxes).



Test rider Mike Repley was really impressed with the 320's performance. Here he drops it off a steep slippery rock slab.



Yamahs have always been noted for their slim-line appearance, and the new 250 and 320s are no exception. Note the more substantial footrests used from the Yamaha DT range.



# Why does five times SSDT winner Mick Andrews ride Yamaha?

Mick Andrews, five times Scottish Six Days Trial winner, twice European Trials champion and several times British Trials champion has good reasons to ride a Yamaha.

Four very good reasons, in fact.

## Fuss-free running.

Mediterranean machines are well-known for their fussiness. They need a lot of fettling and tuning to keep them running well.

Yamaha trials bikes on the other hand have a reputation for staying in tune, and one piece, for very long periods with little attention.

And with Yamaha's famous Autolube you can forget about mixing petrol and oil in the petrol tank.

## Unquestioned reliability.

Bulletproof engines are one of the hallmarks of all Yamaha trials bikes. They're all well-proven, solid designs with reed-valve induction offering a good spread of power, especially in the lower and mid-ranges. All delivered to the rear wheel via a six speed gearbox in the case of the TY175 and Majesty 200, and five speed 'boxes on the TY250, Majesty 320 and Majesty 250.

## High quality finish.

The standard of finish on the Yamahas is enough to put many an expensive road bike to shame. Careful attention to construction and detailing are, again, all hallmarks of the Yamaha engineering philosophy making sure the TYs and Majesties outlast the competition. On, and off the sections.

## Low price.

You probably think that all this has to be paid for somewhere. Wrong. Compared to most



PHOTOGRAPH COURTESY OF WHICH BIKE

of the competition the Yamahas have got them beat on price as well as reliability and finish.

So, if you're up to International standard you'll most likely want one of the Majesty Yamahas like Mick's. But if you're a clubman or the occasional green-laner and like to spend your time out on the trail rather than fiddling in the shed, you've now got four good reasons to buy a TY.

# YAMAHA

You know you're gonna beat 'em on a Yamaha