

**EVERYTHING  
THE TY YAMAHA  
SHOULD HAVE BEEN**

# MAJESTY 320

**Exclusive,  
tailor-made trials  
hardware from England**

**T**his is a classy machine in anyone's language, whether you appreciate the feet-up sport or not.

It was airfreighted into Australia by enthusiast George Lewis because he wanted a motorcycle that no-one else here owned and he was \$3,600 poorer for the exercise.

\$2,060 for the bike, \$1,360 for airfreight, \$30 worth of spare parts and \$150 in telephone calls to the UK.

The bike was in the country four days after George placed the order but he had to spend nine frustrating days waiting for Australian Customs to clear it.

**Majesty** stands for trials ace **Mick Andrews**, who provided the rider input; Development Engineer **John E. Shirt** who produces the finished bike, and **TY** stands for the TY Yamaha engine which is the heart of the model.

What follows are the ingredients that make the Majesty such a highly prized specimen.

The bulletproof 250 Yamaha motor is bored out to 320cc and ported for extra grunt (250 ported or 250 standard and 200 version engines may also be ordered).

The magnificent frame is custom made in Britain from chrome-plated Renolds tubing to individual fork and swing-arm geometry specified by each customer. The frame's main features are its big backbone, the horizontal rails from the down-tubes to the seat, and mammoth gusseting in the steering neck area. There's no bottom frame rail, as the engine is used as a stressed member. Needle roller bearings are used in the steering head. Overall a 2" improvement in ground clearance is gained by using this frame over the old TY 250 design.

Forks are Yamaha items modified to give 6" travel, Girling Gas Shocks with 6½" travel are bolted on the rear.

The impressive tank is hand-made from six pieces of aluminium and contoured to allow the rider that little extra body movement.

The oil pump has been removed to save weight and bulk. Nyloc

nuts, Majesty design bars, a fork brace/mudguard stay, Pirelli tyres and special drilled bash plate round off the list of custom items.

Where possible Majesty have opted to use TY parts and accordingly the levers, cables, fenders, rims, airbox and remarkable waterproof brakes are all familiar TY items. Footpegs are from a DT.

According to George, the 26mm Mikuni carb required only minor jetting changes for Australia.

The only surprising omission and one that most people would probably include on a list for their dream bike is CDI.

In performance the Majesty fulfils its promise. George Lewis is a talented B grader and he says the bike suits him perfectly. Australian Trials Champion Peter Paice was very impressed with the fine handling of the machine and he remarked on the very responsive nature and good midrange of the engine.

This bike turns heads regardless of whether those heads dream of sections or of berms, and that's mainly what George wanted.

