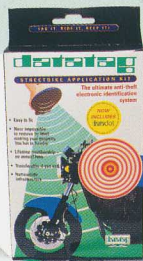


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The Yamaha owners magazine

Spirit

SPRING
2001



**FZS1000
FAZER
Unleashed!**

FAZER 1000, FJR 1300
AND TMAX ROAD
TESTED

BEHIND THE SCENES:
FAZER CONCEPT TO
DELIVERY

MORE THAN JUST
MOTORCYCLES:
YAMAHA'S WORLD

RACING IN 2001:
SUPERBIKE, GP
AND MOTOCROSS

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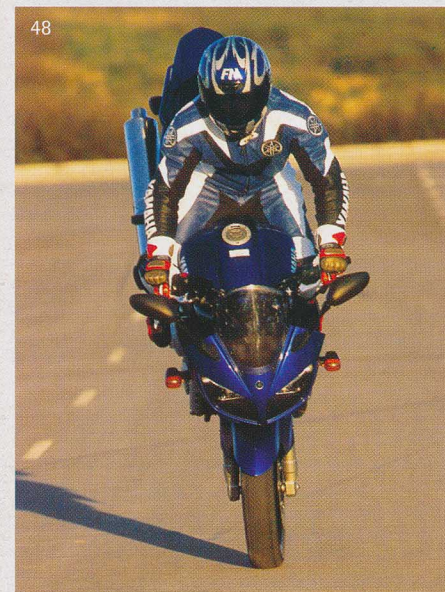
The current holders of the 500cc manufacturer's title, Yamaha pulls out all the stops to win the final 500cc world championship under the current two-stroke regulations, while simultaneously developing an all new four-stroke

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Welcome



Spring has finally arrived and has brought with it the best range of Yamaha motorcycles ever produced. In this, the first issue in 2001 of *Spirit*, we have compiled a broad range of features based on requests from you, our readers. You asked for information on the new models, so to celebrate the outstanding press reception that the new range has received, we have brought you independent road-test reports from some of the country's leading journalists.

This issue of *Spirit* also goes behind the scenes to talk to the designers and planners who took the revolutionary FZS Fazer 1000 from a concept to reality, and it peels back the covers on Yamaha's 2001 plans to reveal an active and packed year ahead.

Some of the plans showcased in this issue of *Spirit* include: The Motorcycle Industry Rider project "The Edge" plus a brand new Yamaha off-road school (in the unlikely setting of London's Docklands) and a focus on some of Yamaha's non motorcycle products. These range from the world's fastest quad and the most powerful production waverunner at one end of the scale, to PAS, Yamaha's power assisted bicycles at the other.

The back of the magazine is crammed full of information on Yamaha's 2001 race plans (both in the UK and abroad) as well as specifications, a dealer listing and a variety of lifestyle features.

I hope that reading *Spirit* will begin to give you an idea of how deep the enthusiasm here at Yamaha Motor UK runs – it may sound corny, but to us, motorcycles really are more than just a product, they're a way of life.

This is an ethos that runs right through the company starting in Japan and it's important to us that you, the customer can benefit from this enthusiasm through our products. From the whole team here at Yamaha UK I would like to wish all of you a safe and very, very enjoyable summer riding experience.

Andrew Smith
Director, Sales and Marketing



Around the world with Spirit

Yes, it's a boat named Spirit and it's undertaking a series of record breaking voyages over the next two years, culminating in setting a new record for the fastest-ever voyage around the world by boat. This currently stands at 76 days and *Spirit of Cardiff* aims to do it in just 50!

Spirit of Cardiff will cover the 25,000 miles in 26 legs with brief fuel stops approximately every two days. The route runs from Gibraltar, down the Mediterranean to the Suez Canal, through the Red Sea and across to India. From India, the route continues to Malaysia, the Philippines, Japan, then across the Pacific, stopping at Midway and Honolulu. The next stop is San Diego in the USA, followed by Mexico, Guatemala and the Panama Canal. From there, the final stops are Jamaica, Bermuda and the Azores.

Are they mad? The crew of four have already set a record for the fastest circumnavigation of the British Isles, as well as the record for Cardiff to Gibraltar, Cardiff to Monaco and Gibraltar to Monaco. How many engines are needed to propel *Spirit* into the *Guinness Book of Records*? In fact, the boat is powered by a single Yamaha turbo-diesel engine producing 240 horse power. This is quite a modest engine for a boat this size, but has been chosen for its reliability and efficiency. With a top speed of over 30 knots and a range of up to 3,600 miles, that's enough to travel from Yokohama to Honolulu!

You can catch up with the progress of the round the world boat at www.spirit-of-cardiff.com

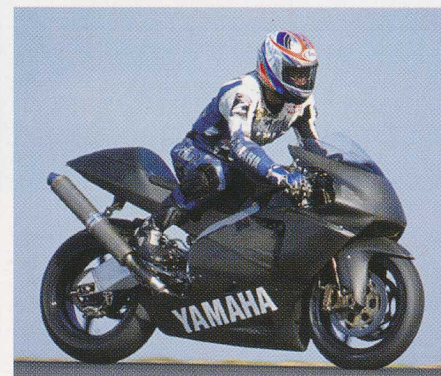
40° Degrees

Yamaha was out in force at the recent 40° Degrees fashion show at the start of London Fashion Week at the ExCel centre, which was also home to the recent 020 Motorcycle and Scooter Show.



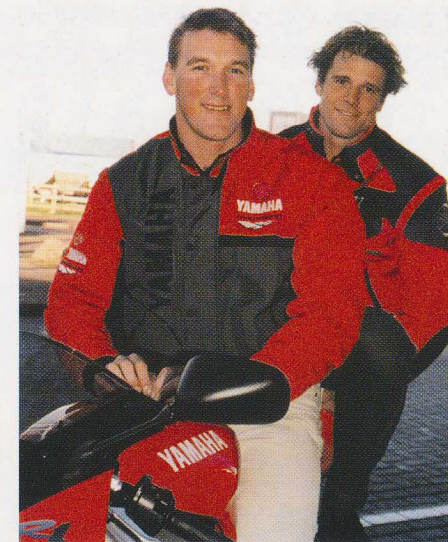
The 40° show, aimed at the fashion industry was an exclusive event for fashion experts, buyers, designers and retailers, but also included a vertical ramp for the world's best skateboarders and BMX riders to perform

mind-blowing jumps and moves. Show visitors also had the opportunity to check out the latest Yamaha range of scooters and motorcycles, which although cutting-edge, won't be out of fashion next year!



Coming to a circuit near you in 2002

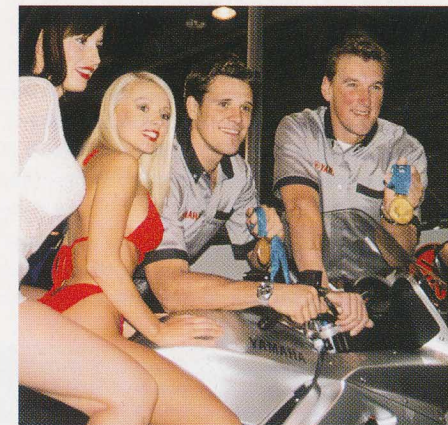
Feast your eyes on Yamaha's new four-stroke 500cc GP bike. The 0WM1, as it is known, has already been tested by Max Biaggi and Carlos Checa who have already both posted faster lap times than on their current two-stroke machines. Catch one if you can in the 2002 motoGP series, but you'll have to be quick.



Rowers' gallery

Who are these two likely lads who keep turning up on the Yamaha stand at various shows and exhibitions? None other than gold medal winning Olympic rowers Matthew Pinsent and James Cracknell, who, alongside team mates Sir Steve Redgrave and Tim Foster, brought the nation to its feet at last October's Sydney Olympics.

Watch out for the two Yamaha fans on their R1s at a race circuit near you. Rumour has it that they're pretty good in the wet!



Tricky treat on track

Yamaha's new and technologically advanced XQ125 Maxster scooter was recently launched at the famous Buckmore Park Karting Circuit in Kent, where several Grand Prix drivers have cut their motor racing teeth. In order to appreciate the superior ride and handling characteristics of the stylish 125cc four-stroke scooter that is set to take our congested cities by storm, journalists were let loose on the 1.2km International Karting Circuit to see just how well the £2,599 machine performed. Read about the full test in the next issue of *Spirit*.



The sound of thunder

Keep an eye out for Yamaha Motor UK's new Thundertruck, which has been completely re-fitted for 2001 and painted in Yamaha's latest corporate colours. The rolling roadshow is used by Yamaha for dealer open days and other corporate events such as product launches and shows. You will also be able to see it at all British Superbike Championship rounds, as well as UK rounds of the Superbike World Championship and this year's MotoGP series. It can be used indoors or outside and will be coming to a race meeting or show near you this summer.

Winning Spirit

Thanks to all of you who entered our competitions in issue one of *Spirit*.

We were literally inundated with entries and congratulations to those who won. The names chosen at random from all the correct entries were: Sally Burne of York, who won a Nokia 3210 phone courtesy of Virgin Mobile. Mr M Corcoran of Widnes has won a place on the Yamaha Off-Road Experience and Liz Maxim of Fowlmere, who will be enjoying a day at the California Superbike School.

We also had five Datatag kits to give away and they were won by: Mark Brooks (Radstock), D Smith (Gillingham), Michael Herbert (Leeds), David Hopkinson (Penrith) and K. Salt of Hungerford.

Congratulations once again to our winners and commiserations to those who weren't so lucky. There are more competitions on page 54 of this issue – good luck!



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ASSISTance from Yamaha

Yamaha and the RAC have joined forces to launch the Yamaha Assist scheme to give 12 months free breakdown cover with every new Yamaha purchased in the UK from an authorised Yamaha dealer (with the exception of some off-road models). This means that if you have any kind of problem with your Yamaha – out on the road or at home – help is just a free phone call away.

Every time that you ride your Yamaha, you can be assured that Yamaha Assist is there to help if you have a problem. RAC's computer-aided response service and network of modern call centres means that typical response times are just 40 minutes from call-out to attendance. And with an average repair time of only 24 minutes, an RAC patrol will usually be able to get you on the move quickly.

In the unlikely event that your Yamaha needs specialist attention, the RAC will transport your machine to the nearest authorised Yamaha dealer for repair. Because it is your bike rather than you that is covered by Yamaha Assist, provided that they have your permission, it doesn't matter who is riding.

European cover can be added to this substantial policy at a 20% discounted rate and Yamaha Assist also allows you to cover other members of your household at up to 50% off the standard RAC membership rate.

Full information about the benefits of Yamaha Assist is contained in the Welcome Pack which is supplied with every new Yamaha motorcycle, scooter and moped.



Get the 'Max

One of the most innovative vehicles ever produced on two or four wheels, Yamaha's 500cc twist-and-go Tmax scooter could well change the face of motoring forever. Kevin Ash, scootering and motorcycling correspondent for the *Daily Telegraph*, went to Rome for Yamaha's world launch.

The state of the roads today and unprecedented congestion is partly responsible for the dramatic growth in scooter sales overall, and to underline this point, Yamaha's sales are up by over 200%. More and more people have been discovering that for the cost of an annual railway season ticket (including the refunds for dismal service!) they can buy a scooter then halve their travel times, shake off the shackles of timetables, park easily (and for free), cut stress and use very little fuel in the process. On top of that, a survey by the AA recently showed that 60 per cent of motorcycle and scooter riders enjoy commuting to work! How much fun is a car in a traffic jam?

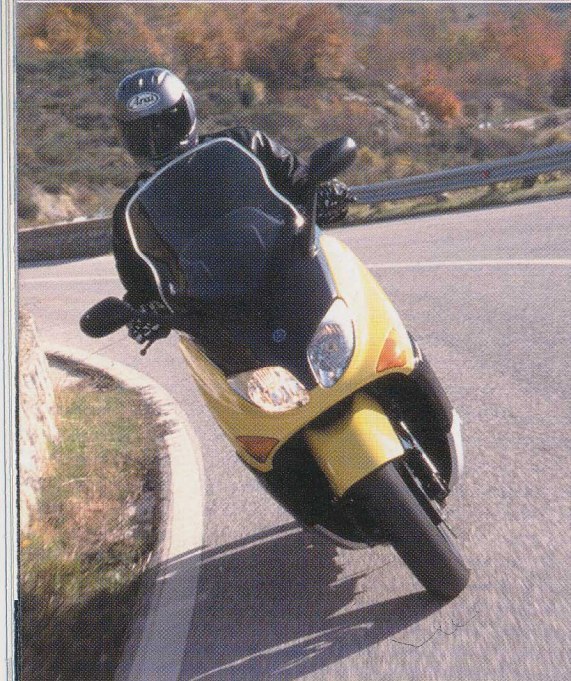
So why choose a Tmax? Well the 500cc engine ensures that the Yamaha accelerates faster than a Golf GTi, and for those occasions when the traffic does speed up, it's perfectly capable of keeping pace, even on high-speed motorways. Its top speed of more than 100mph means there's plenty in reserve for easy overtaking at legal speeds, and because the chassis is also built to go that fast (technically it owes much more to a motorcycle than a scooter) it's more stable and secure than other scooters.

The outstanding performance is combined with an exceptional level of comfort and excellent weather protection from comprehensive bodywork, which makes the Tmax uniquely capable as a long distance commuter machine. A 100 mile round trip would pose no problem, and more is perfectly feasible. It's also one of only a small handful of two-wheelers capable of storing a fullsize briefcase – no more strapping it to the seat or wrapping it in polythene to keep it dry, just pop up the seat on its hydraulic strut and drop it in.



Yamaha XP500 Tmax: tech spec

Engine type	DOHC 4 valve, liquid-cooled, parallel twin	Overall width	775mm
Displacement	499cc	Overall height	1,410mm
Bore x stroke	66mm x 73mm	Seat height	795mm
Compression ratio	10:1	Wheelbase	1,575mm
Max power	29.4kW (40PS) @ 7,000rpm	Dry weight	197kg
Max torque	45.8 Nm (4.67kg-m) @ 5,500rpm	Suspension: Front	Telescopic fork
Fuel tank capacity	14 litres	Rear	Swingarm
Transmission	Fully automatic, V-belt	Brake size: Front	282mm single disc
Frame	Diamond frame	Rear	267mm single disc
Overall length	2,235mm	Tyre size: Front	120/70-14"
		Rear	150/70-14"

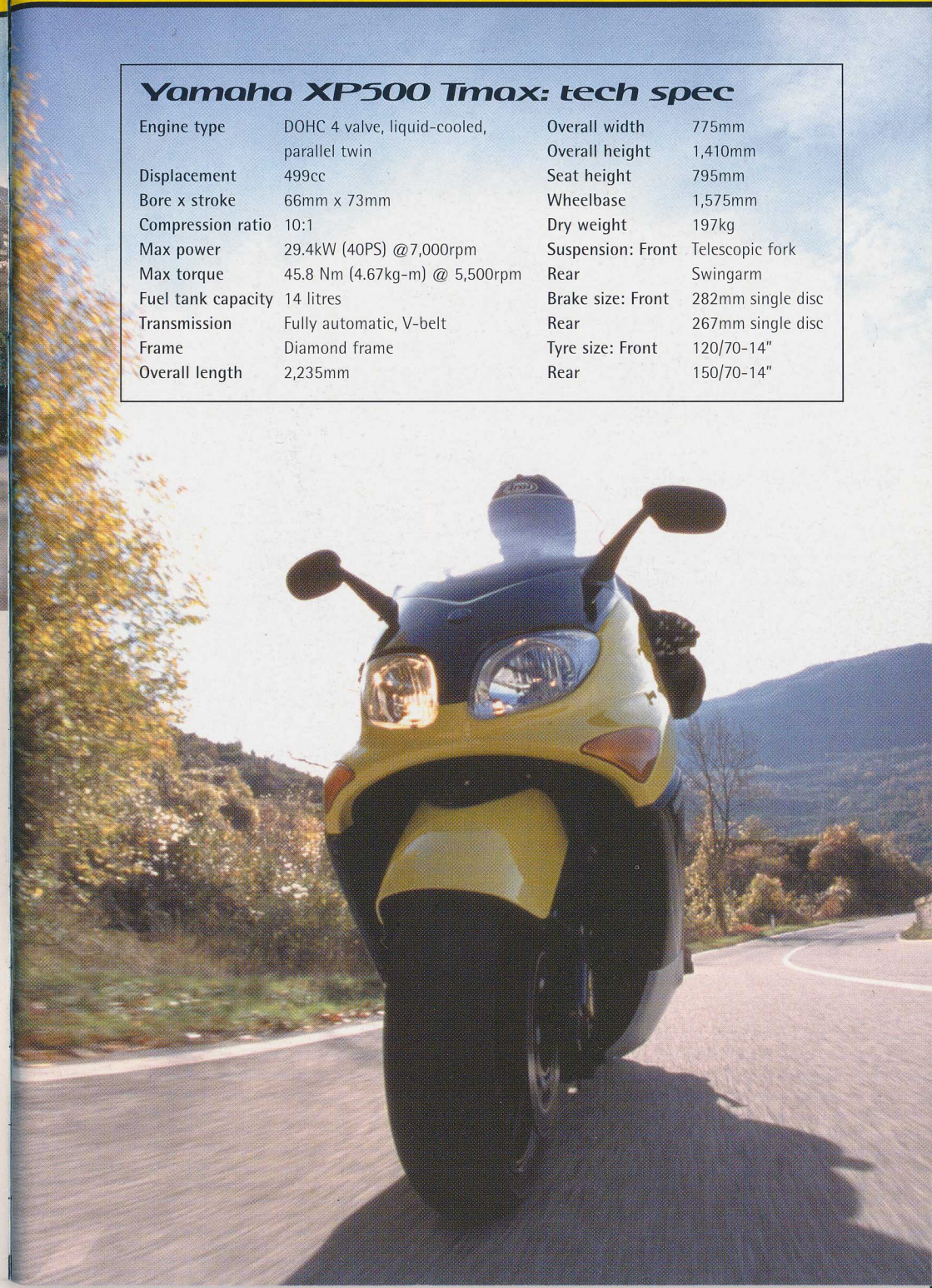


Despite its hot-hatch performance the Tmax is still as easy to ride as any scooter. Easier than most in fact. Its weight is carried very low, so it's simple to manoeuvre, and the transmission is fully automatic, so you don't have to worry about an alien-sounding, sequential footchange gearbox.

Press the starter and it burbles quietly into life, turn the twistgrip and off it goes – rapidly or gently, just as you wish. The brakes work like those on a bicycle (and they work very well) with one lever on each handlebar. Twist to go, squeeze to slow down.

At £6,000, the build quality is as you would expect, superb, and as well as reliable commuter transport you'll find you've tapped into a whole new leisure pursuit – try and resist the Tmax on a sunny Sunday afternoon!

Oh, by the way, one guy I know bought a scooter after years of commuting into a city by car. It saved him 45 minutes journey time each way, or as he worked out, seven and a half hours a week, 360 hours in a 48 week year. That's 15 days of his life back, for free...



Go far with the FJR

MCN road tester Jim Yearlly reports from the Spanish launch of the FJR 1300.



I'm riding the FJR out of the busy south-western port of Cadiz, chasing the morning sun and trying to evaluate the bike that I've read so much about. The roads here are almost deserted and may not be in perfect nick (but then, being a Brit, I'm well used to that) but the sun is shining, the air is fresh as it filters through the vents in my helmet and I decide there is nothing better in the world than riding a motorbike on a sunny morning.

Picking up the pace on the wide, deserted roads, the five-speed gearbox has been in top for almost 50 miles. I've trickled along behind cars passing through tiny villages, cruised past convoys of lorries struggling uphill and still hardly changed gear since

I pulled away from the first junction. That's not a feat you could perform on just any bike, but the wide-spaced gearbox ratios and massive low-end torque makes it relatively easy on the FJR. It's not that I'm lazy or anything...

Every time I accelerate on the FJR I watch the rev counter play catch-up with the speedo needle. There's such a massive surge of power pushing you onward to your destination that thoughts of lardy old tourers couldn't be farther from my mind.

As I head away from the coast and the blue waters of the Mediterranean, the big Yamaha's insatiable appetite for miles means I effortlessly gobble up the long, undulating straights. As each bit of scenery in



my mirrors rapidly becomes history, I take the time to check out my immediate surroundings.

The top of the tank is wide, almost slab-like, with a flush-fitting fuel cap. The top yoke is taken up by the large, pulled-back alloy handlebars, which are perfectly positioned for leisurely riding. The wide fairing drops down either side of the headlight cowl, and is colour matched to the rest of the bike – apart from a pair of black inserts.

The dash layout, which offers a segmented fuel LCD gauge, a clock, two trip meters and a range of other gizmos alongside the usual speedo and rev counter arrangement, is reminiscent of the FJR's discontinued older brother, the user-friendly

FJ1200. That makes me feel very much at home, as it's a bike I have very fond memories of.

For the last few miles, I've been playing with one of the best features on the FJR – its power-adjustable screen. A two-way switch on the left handlebar cluster lets you raise or lower the screen to suit your height and to protect against varying weather conditions. It works a treat. Being shorter than Jimmy Krankie, I tend to suffer from turbulence generated from the screens on touring bikes, but on the FJR I have no such problems. It's just a matter of fine-tuning the screen height and I'm sorted – snug as a bug in the proverbial floor covering.

Once adjusted to your liking, the FJR's mirrors are superb, with the stalks just long enough to avoid that elbows-only syndrome. Your knees tuck in neatly to the steel tank (yes, you can use your magnetic tank bag) instead of making you feel they're resting on the angular fairing panels. At most speeds I find myself nudging the rear of the fuel tank, but when you have some miles to click off and need to stretch a little, there's a good couple of inches of free seat space to slide back on before you feel the step.

With the Yamaha's engine running just below 6000rpm, I'm really getting into the swing of things and belting out "Viva Espana" under my helmet like any good Brit abroad.

But just as I'm heading up to higher ground and twistier roads, the first splatters of raindrops start bouncing off the angled screen. My visor is starting to get covered in raindrops mixed with sandy grime from the Spanish roads. On a sports bike, I'd be stuck with the old problem of trying to peer out through the filth, but then I remember I'm not on a sports bike – I'm on the FJR. And it has an adjustable screen. Nice. A quick dab on the switch and the bubble stands to attention, protecting me nicely from the watery onslaught.

My upper body's now fine, but as the weather worsens, I wonder what's to become of the rest of me. I clamp my knees to the fairing and tuck my feet in tight to shield them from the worst of the elements. After a few more miles, I realise I needn't have worried. Even with the Yamaha's sporty, angular looks, the weather protection offered by the bodywork is enough to stop rain seeping into my boots.

As we climb the first of many long, twisty passes that lead up into the mountains, the overtaking lanes encourage me to squirt the FJR past slow-moving lorries (not that I wouldn't have anyway). By now the road is starting to dry out and I can push it harder into the long Armco-lined bends. I'm confident enough about the bike's handling abilities not to worry too much about dropping over them and down the sheer drop on the other side.

With traffic absent and a dry road appearing, I get hard on the gas. As the seamless power delivery of the FJR's 145bhp engine blasts me through deep mountain gorges, I notice another amazing feature

of the bike – the brakes. Even on bumpy, long sweepers, there's a smooth transition of power under braking. Another straight unfolds before me and I come across a tedious train of cars, so I pin the FJR's throttle, allowing the fuel injection system to squirt more juice into the Yamaha's cylinders. There's easily enough power on tap to let me rush past the long queue of traffic and give me a kick at the same time. This is no bland tourer.

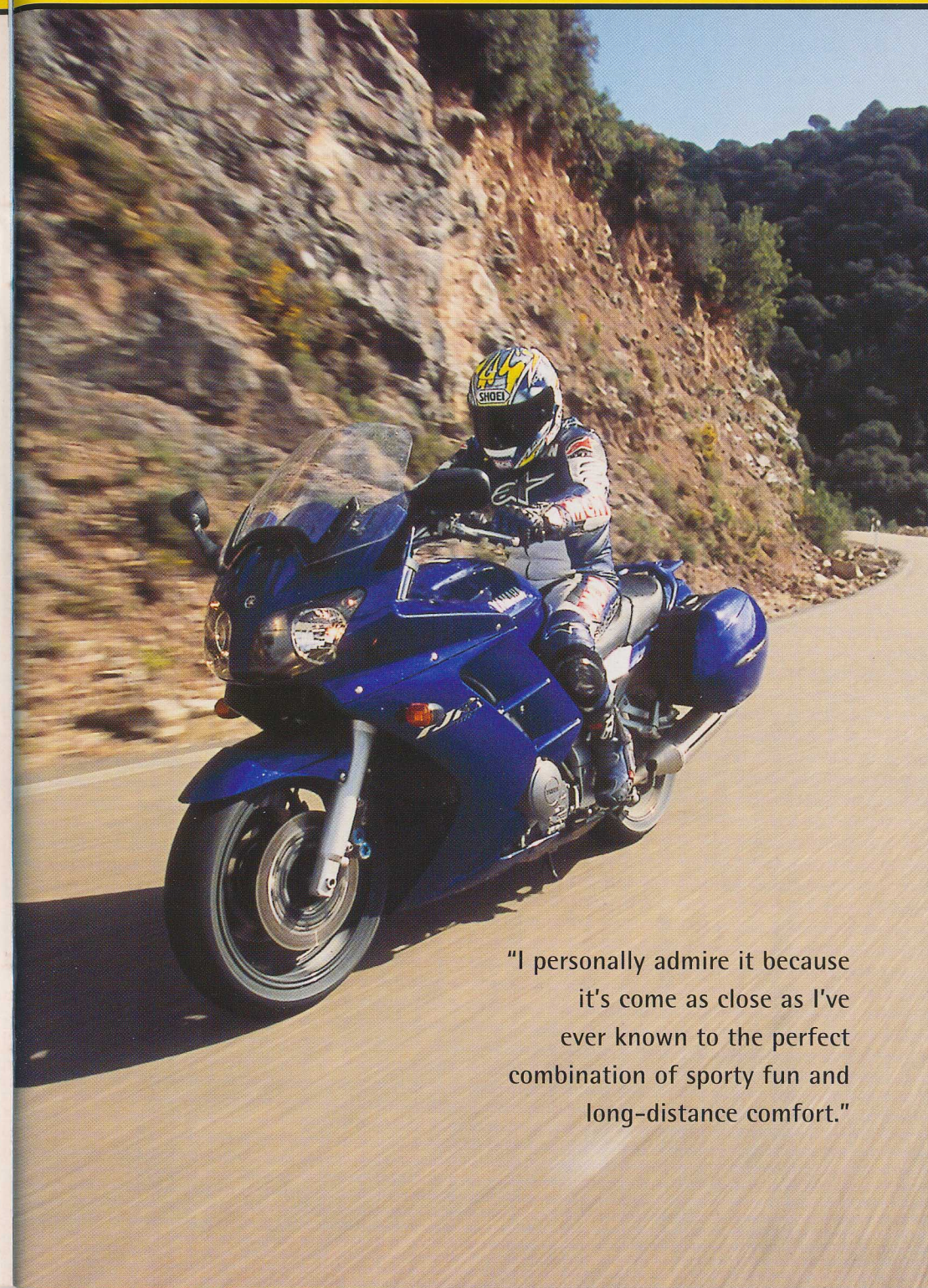
I back off the gas and turn the bike into a sweeping corner, allowing the front tyre to dig in and gain me some purchase. The chassis and suspension soak up most of the battered and sun-baked Spanish road surfaces, even with the rear single shock set on soft. You can change this setting to hard by turning a short lever under the left-hand side panel. The bike never gets tied up in knots and the beefy forks are rock solid. The spec sheet tells you that it's fully adjustable and the really neat thing is that it has small adjusters on top of the fork caps for instant pre-load tweaking without having to delve under the seat for the correct screwdriver.

Halfway through the next right-hander, I get a chance to really use the FJR's braking set-up, which is derived from the awesome system on the R1. A car is reversing out of a hidden driveway and I'm forced to sit the bike up and get hard on the brakes. As expected, they perform exceptionally well, helped by that solid front end which never seems to get out of shape.

Ground-clearance is another tick in the FJR's favour. Yes, you can touch down the pegs if you want to worship at the altar of lean, but that's not what this bike's all about. Honest.

I personally admire it because it's come as close as I've ever known to the perfect combination of sporty fun and long-distance comfort. Sure, you're not going to catch many R1s by surprise, but there's enough grunt to keep you smiling and you can chuck it around like a good 'un thanks to its solid chassis, suspension and brake set-up.

And you can still take off on a European touring holiday without having to worry unduly about weather conditions, cramped wrists or a stiff back. The FJR is as good as anything that has gone before and moves the game on a bit by improving the sporty side without losing creature comforts. ●



"I personally admire it because it's come as close as I've ever known to the perfect combination of sporty fun and long-distance comfort."

A bike for all seasons

Under sunny Spanish skies, Oly Duke took a spin on the quickest streetbike on the block and like most of the journalists on this FZS1000 Fazer launch, he wants one.



Yamaha's new FZR Fazer 1000 is not a naked R1. Yes, it has that storming R1 engine, but Yamaha is marketing this as the ultimate all-rounder. It's comfortable, it's a mile-muncher and it's an incredibly fast scratcher.

It's aimed at the mature, performance-oriented biker. But it would be just as much at home with a commuter, or even someone's who's fed up with over-aggressive sports machinery and requires both comfort and performance. It's the sort of bike that would whisk you off to the Alps with the minimum of fuss, and then let you go scratching.

The motor has been tweaked to make it more manageable than the R1's, which means it produces power more progressively when you crack open the throttle. It produces 143bhp at the crank – just

3bhp less than the R1 – but it feels softer and more manageable all round.

The Fazer easily stormed down the Spanish coastline where the launch was held. It's blisteringly quick and easy to drive out of bends. Where you might be a bit cautious with the R1, you're completely at ease with the Fazer.

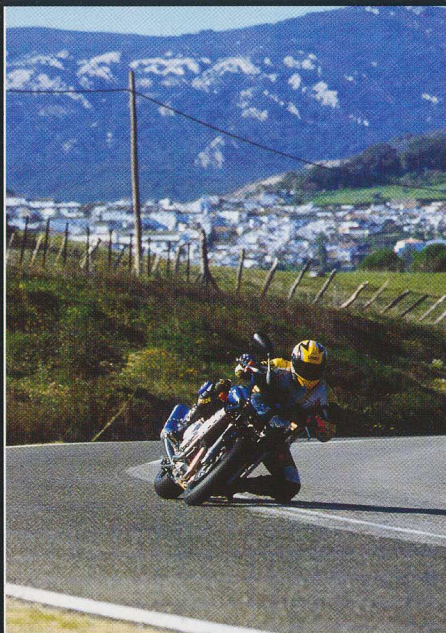
What's more, the motor's smooth and the power band is as straight as a die. There's good driveability from way down and things just keep on getting better from there on. Just as Yamaha intended, the Fazer will provide all the necessary excitement, yet not intimidate. The clutch is light enough and the gearbox shifts sweetly.

Chassis-wise, the Fazer isn't in the same league as its sportier brother. The suspension is softer, but the flipside is that it performs brilliantly on bumpy roads and provides a plush ride. The fully-adjustable suspension (conventional forks and monoshock) have been designed with versatility in mind, which means that the bike moves around a little when on the limit, but then it was never designed to handle like a supersports bike. Although the rake is 26 degrees, the bike steers easily and quickly, and loses its already class-leading 208kg once on the move.

Meanwhile, the brakes are excellent. Like the Fazer 600, the 1000 uses the same calipers as the R1. The sintered brake pads are different to the R1's, but the front set-up is massively powerful and very sensitive anyway. The rear is sharp and it is possible to lock up the rear wheel if you're not careful.

And probably just as important as performance, the seating position is wonderfully comfortable. The high, wide bars give good steering leverage and arm repose, while there's plenty of leg room and a lovely, squishy seat to take care of your sensitive buttocks. The bikini fairing also provides reasonable wind protection for the upper body.

In short, the Fazer 1000 is streets ahead of its other streetbike rivals. It's a brilliant combination of sports 'n' scratching, touring and commuting, with all the power you could wish for. But more importantly, it's a monstrous giggle that's supremely comfortable yet has enough street-cred attitude. What more could you wish for?



Tech spec

Price: £7,799 + otr

Engine: The 998cc, DOHC motor, with five-valve heads, is derived directly from the YZF R1, but has been modified. The R1 puts out a maximum of around 150bhp at the crank and Yamaha claims a 7 bhp reduction for the Fazer, producing 143bhp at 10,000rpm. The major changes are:

- 37mm carburettors, which offer higher gas speed at lower revs for better mid-range performance
- a heavier crank with a 10 per cent increase in inertial mass. This provides smoother acceleration and deceleration
- the camshaft timing has been revised to give a smoother powerband
- a redesigned cylinder head, to accommodate the new, semi-flat slide carburettors. The outer appearance has also been altered and is painted silver
- the radiator is more compact, but retains the R1's 200mm-diameter fan. Coolant is directed through a filter and into the carburettors to prevent icing
- a more compact clutch.

Exhaust system

The four-into-one system is all stainless steel, with 35mm headpipes and a baked and buffed muffler. The EXUP butterfly valve boosts low-down power.

Chassis

The double-cradle frame, which weighs 22kg, is tubular steel, while the conventional swingarm is box-section aluminium. The tank rails are 46mm in diameter and the steel is 1.6mm thick. The right lower downtube is bolt-on for easy engine removal. The steering head bearings are low-friction (similar to those of the R1).

Suspension

Both front and rear suspension are fully-adjustable for spring preload, and rebound and compression damping. The piggy-back shock has 65mm stroke, allowing 135mm of wheel travel. The 43mm forks are conventional (the R1's are upside-down) and provide 140mm travel.

Wheels

These are 17-inch, three-spoke, cast aluminium. A 120/70ZR17 fits the rear, while a 180/55ZR17 fits the back. Metzeler's ME Z4 sport-touring tyres are fitted.



Brakes

Taken directly from the R1, using the same one-piece, four-piston calipers up front to grip the twin 298mm rotors, and a one-piece, twin-piston caliper at the rear to grip the single 267mm rotor. The front and rear sintered pads are different compound to the R1's.

Instruments and controls

The handlebars are rubber-mounted to reduce vibration effects, the brake lever is five-position adjustable and the cable clutch has a screw-type adjustment. The instrument console consists of a tachometer, a speedometer and a fuel gauge. The LCD display has two trip meters, an odometer and a clock.

Storage

The seat lifts up to provide storage space for a U-lock or other locks and bits and pieces.

Accessories

These include a higher screen, tank bag, rear carrier, topcase with side cases, roller-type engine protectors, carbon fibre front mudguard and side panels, and a sub-cowling.

Dimensions

Rake and trail	26°/104mm
Wheelbase	1450mm
Dry weight	208kg
Fuel tank	21 litre (4.6 gallon)/ 4 litres (0.88 gallon) reserve

Yamaha on The Edge

THE EDGE
GET IT!

Brochure Hotline 01932 358121 or www.yamaha-motor.co.uk or brochure@yamaha-motor.co.uk



Machine control and the rider's relationship to, and effect on the motorcycle is nothing without road-craft, which is why Yamaha have unreservedly thrown their support behind the excellent MCI rider assessment program which has been called The Edge.

What is The Edge?

The Edge is a rider assessment scheme that offers lots of goodies in return for riders (im)proving their riding skills. It's more than just a basic road-craft training program though. The Edge tests and provides information on other essential aspects of motorcycling like: knowledge of basic machine set-up, group riding techniques, handling the scene of an accident, and even security, as well as covering the essential riding skills of cornering, overtaking and hazard awareness.

The assessment itself lasts no more than four hours and is appraised by an off duty police motorcyclist.

How much does it cost and what do you get for your money?

Apart from providing training, The Edge (which costs £60) comes with a benefits package for all those who make the grade. Part of the package is aimed at helping you develop your riding skills further and part is just for fun. Some of the benefits will save you money, whilst others are exclusive 'money can't buy' opportunities.

Whichever is your priority, for £60 you can't lose.

The Edge benefits

Call 0870 4422112 for more information or click on the web site www.get-the-edge.co.uk

The Edge events

There are four events planned for this year, a Mini Moto championship race at Silverstone in June, a track day at Mallory Park in July, stunt riding lessons with Craig Jones in September and the big event – The Blast – which takes place at Rockingham Motor Speedway in August.

The Blast – 18th/19th August

This has got to be in your diary! The Blast is the Edge's premier event for 2001. Held at Rockingham Motor Speedway (Britain's newest race circuit) The Blast is going to be a weekend celebration of everything that's good and exciting in motorcycling.

Riders who have passed The Edge assessment will have the unique opportunity to ride on the banked oval during 'free of charge' sessions. There will be retail stands to cater for your motorcycle needs, a large catering area as well as fascinating auctions for classic and historic bikes and race team memorabilia.

As well as that, demonstration riders will hurtle around the banked oval at speeds approaching 200mph. There will be stunt displays, extreme sports and an off-road area to keep the adrenalin flowing all day. Call 0870 4422112 for more information or visit The Blast web site at www.theblastatrockingham.co.uk

With an all-new 145bhp 1300cc fuel injected engine, aluminium twin-spar chassis, shaft-drive and class leading 237kg dry weight, this is the tourer they'll never be caught on.

For people who said they'd never be caught on a tourer.

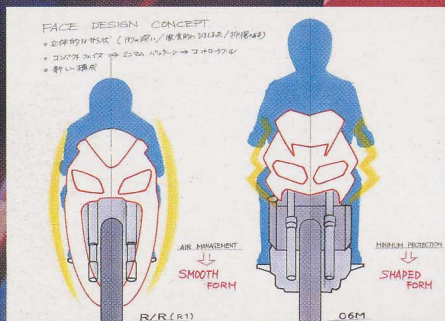


 **YAMAHA**

FJR
1300

Realise the dream

The story behind the design and concept of Yamaha's ground-breaking FZS1000 Fazer



This year's must-have bike is surely the exciting new FZS1000 Fazer. Although the eagerly awaited R1-engine-derived thriller has only just burst onto the scene, the original specification wish-list was drawn up way back in 1998. In this, the first of a series of design and planning features, we take you behind the scenes and speak to the team responsible for one of the most exciting bikes of the modern era.

It's hard to pick up a bike magazine this spring without reading reports on the FZR1000 Fazer, but that's no surprise because the world press has discovered that the new machine delivers an unrivalled blend of versatility, engine performance, handling, outstanding build quality and looks. The big, 1,000cc machine is so far ahead of the opposition that it has actually re-defined the class. Consequently, one of the most frequently asked questions Yamaha has to answer is: where do ideas for mould-breaking bikes like the FZS1000 originate?

Yamaha's multi-national European New Product Development Team is based at Yamaha Motor Europe, in Amsterdam. The location is important because the factory believes passionately that the inspiration for European bikes must come from the market it serves. Consequently, the team is responsible for developing ideas, concepts and designs for all of Yamaha's new models.

The UK's product planning representative Dan Harris takes up the story: "The team in Amsterdam discuss and exchange ideas with colleagues from all

the main European markets and then report back to HQ in Japan. From there, Japanese and European engineers and designers turn those ideas into reality."

Certain themes are rooted deep in the Yamaha psyche and this was certainly true of the new Fazer 1000. Yamaha's unrivalled reputation for producing innovative bikes shone through at every stage of development – from the initial concept right through to the choice of engine and final design.

"At the time, I wasn't responsible for coordinating the UK's product planning," said Harris, "but looking through the file it's obvious that the product planning team had a very clear objective in mind. They wanted the bike to be a top-quality, top-performing, benchmark all-rounder." This explains Yamaha's decision to base it on the award-winning Fazer 600, rather than following the trend to build street bikes aimed at the budget-end of the market. "After all, not everybody wants another cheap, built-to-a-tight-budget option, many are looking for a lot more

and Yamaha are of the opinion that there's always a place in the market for quality," confirmed Harris.

Naoki Segawa works in the product planning department at Yamaha's factory in Japan and was heavily involved with the development of the Fazer 1000. A huge fan of sports bikes (and a mean surfer) he knew the time was right for Yamaha to implement the European product planners' brief. "We wanted to produce a bike that was far superior to other large capacity street bikes and needed to make sure that the Fazer would perform equally well on all kinds of roads and in all conditions. Naturally, much of the cutting-edge technology was derived from the R1, but our goal for the Fazer was a more versatile bike for everyday use. We believe that most enthusiasts love bikes like the R1, but those using their machines for commuting prefer a more relaxed riding style, need comfortable seats, extra space for passengers and luggage carrying capacity. The new Fazer has all of these things and more.

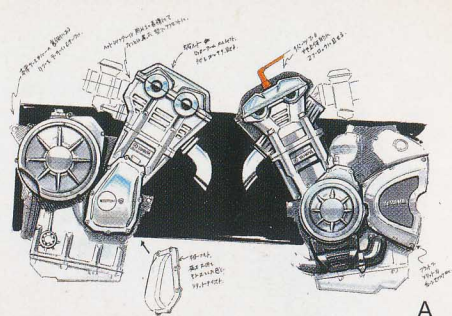


D Earlier sketch variation – too touring orientated

This is a view shared by Yutaka Kubo, the project leader for Yamaha's Fazer 1000. He's a dedicated motorcycle engineer who has worked on many important Yamaha bikes at the factory in Iwata, Japan, and confirms that achieving the balance between sporting performance, handling and comfort was a major discussion point between the engineers.

"To achieve this balance, we used a steel chassis in combination with horizontally mounted carburetors instead of an R1 Delta Box frame with downdraft carburetors," explained Kubo. "The tubular steel frame provides strength, rigidity, versatility and more space for the rider and passenger. This layout also enabled us to position the rider further forward and provide extra leg room. At the same time we were conscious about keeping weight to a minimum. As a result, the Fazer only weighs 208 kg dry, handles perfectly on minor roads and is easy to manoeuvre through the cut-and-thrust of city traffic." The facts have been well-documented – 143 HP with as much torque as an R1. But this is delivered a stunning 1,000rpm further down the range.

"We used the R1 engine as a base," confirms Kubo, "As a power-plant it is light and compact, produces enormous power and is very reliable. To make the delivery more suitable in all traffic conditions we incorporated some engine mods. Although the top-end power is still 143 HP, we gained a more balanced torque curve with 10,8 kg/m torque, so you don't need to shift up and down the gearbox much. Even in top gear on back roads, the acceleration and low down power is outstanding and makes riding a real pleasure. We achieved this by a 10% increase in crank inertia mass, combined with BSR 37 mm carburetors and a completely new cylinder head."



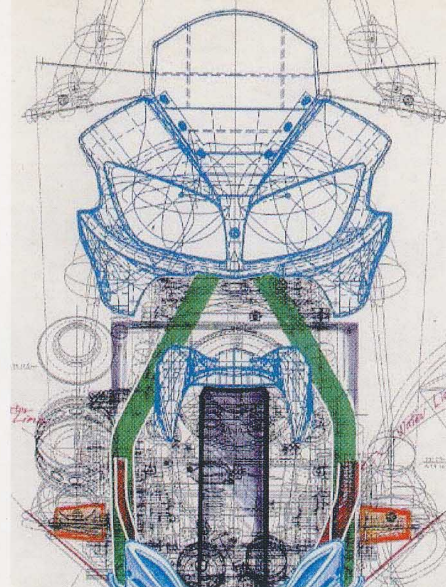
A Special attention to the now visible R1 engine

Segawa agrees: "Using the R1 engine as a base was the logical starting point, but by no means the only option for us. We did a lot of internal tests and evaluation before deciding on the final package – it just happened that the R1 engine proved to be the best for the job. The team on this project rode many different bikes to set the target. We evaluated our own models as well as all the major competitors' machines before we were 100% sure that the final product would be the ultimate street machine. Our goal was to produce a bike that could catch up with an R1 on twisty roads, yet remain comfortable and fun to ride at all times."

As Kubo confirms, it was a pretty optimistic goal. "Believe me it wasn't easy. As you know, the R1 is a pretty serious sports bike that delivers a huge level of performance. This had to be re-formatted into a package that would be versatile enough to offer comfort as well as performance on the road. To



Early snake-eye concept



Line drawing accessory development based on final layout

achieve this we used an EXUP exhaust valve system (other manufacturers are only just catching up with this technology, a decade after Yamaha introduced it - Ed.) and a 4-into-1 muffler. This contributes to the flat torque and lightweight small clutches with modified second reduction gear (16x43 to 16x44). The net result is an engine that contributes to the Fazer's easy ride feel on public roads. Of course, the R1 is still superior for hard riding on tracks or at high speed, but for normal road use in a variety of traffic conditions, the Fazer is a close competitor."

So, there's little doubt about the big Fazer's pedigree and performance credentials, but as the line drawings of various stages of development show, the designers were able to give the Fazer's aggressive, razor-sharp looks without sacrificing rideability. "We knew how well it goes, but it had to look the part too," says Segawa, "so the actual styling of the Fazer 1000 came about after a great deal of discussion. We did many tests to determine what the best balance would be between slim dynamic looks and great weather protection and comfort. Normally, each of these requirements comes at the expense of the other, but I believe we have found the best balance."

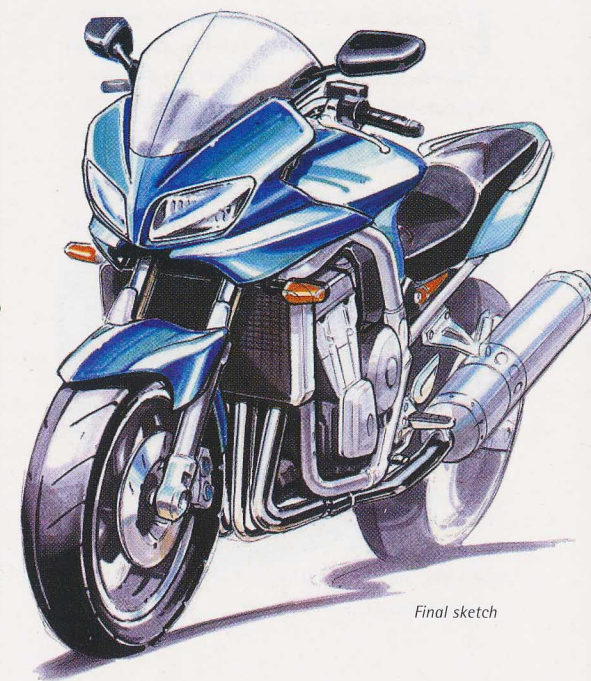
Incidentally, there's one stage of the concept and developmental process that was missed out at the



Late clay model

beginning – the most important one – and that is where the company product planners get their ideas from in the first place. Well, Yamaha are often credited with building the bikes that motorcyclists want to ride, and there's a good reason for that. You see, the ideas come from you – the customer. They are compiled from the Yamaha Motor Europe Design Café website, from market research and from design workshops that are held for customers in each country.

So, the next time someone asks you who decided on the design parameters for the Fazer 1000, you can tell them you did, and we at Yamaha Motor UK will back you up. ●



Final sketch

More than just motorcycles...

While the Yamaha name may be inextricably linked with award-winning motorcycles, there are a whole host of other exciting machines bearing the crossed tuning forks logo. *Spirit* takes a journey into the world of Yamaha.



Former Superbike World Champion Carl Fogarty rides the crests on a Waverunner

For those of us who have been lucky enough to experience the mind-blowing performance of a machine like the R1, it's difficult to think of anything else on wheels that can come close to matching the performance and thrill factor that this bike provides. Add a couple of wheels and think again, because Yamaha has just blown the opposition away with the new-for-2001 YFM660R, the ultimate sports, all-terrain vehicle.

Powered by an engine based on that of the XTZ660 Super Tenéré, the YFM, or Raptor as it is known in the USA, is aimed squarely at the adrenaline junkie and the leisure market.

The 660cc five-valve single revs to a screaming 9,000 rpm and has the largest capacity of any quad ever built, period. At 181kg it weighs the same as some sportsbikes and it's obvious from the familiar R1 "face" and styling that the YFM660R will appeal to those who ride off road purely for pleasure, as well as competitors racing in the increasing number of quad events.



YFM660R's project leader, Nobuaki "Knobby" Shiraishi, is proud of his creation and told *Spirit* what his vision was for the YFM: "I believe the design tells people straightaway that this is a machine with awesome sports performance. The market was in need of a more powerful sports model, so we completely re-thought the chassis dimensions in comparison to existing models, with the aim of building a machine that not only boasted incomparable performance figures but also had controllable and easy-to-handle power characteristics."

The top speed of 75mph is reached in the blink of an eye thanks to the low gearing required for off-road riding. It costs just £4,795 and is available from 12 authorised Yamaha dealers nationwide.

Snow way!

Forget skiing, sledging and snowboarding – mountains were made for Yamaha's SRX snowmobile. When the white stuff dumps down, this 696cc monster is the fastest thing on or off

the piste and is ideal for playing around on the slopes. Unlike its cousin, the VK540, the SRX is not so much an essential form of transport as an on-piste plaything. American snowmobile publications have praised the SRX for its class-leading power output and unparalleled handling. Numerous wins in race events held in Scandinavia and North America is proof, as if any was needed.



Waterworld

While 98% of professional jetski racers choose Yamaha's WaveRunner SuperJet in competitions worldwide, its another new machine that is creating waves in the leisure market – the WaveRunner XLT1200.



Costing £7,899, the 1,176cc, three-cylinder two-stroke motor pumps out an inconceivable 155bhp, making the XLT the most powerful personal watercraft in production today. This awesome performance means that the XLT1200 can comfortably carry three adults, as well as towing a water ski (and probably a cruise liner as well!).

In addition to being frighteningly good fun to ride, advances in personal watercraft design and technology have brought the thrill of water-skiing to the attention of everyone. The sport is no longer the domain of the rich and famous, as midrange Waverunners can now do the job of a speedboat for a fraction of the cost.

Of course, if you prefer to keep your toes dry, the Fletcher Yamaha range of sports boats could be the next port of call. It is not generally known, but Yamaha is Japan's biggest builder of boats, producing everything from small fishing vessels to America's Cup winners. In the leisure market sector though, a Fletcher Yamaha boat is hard to beat.

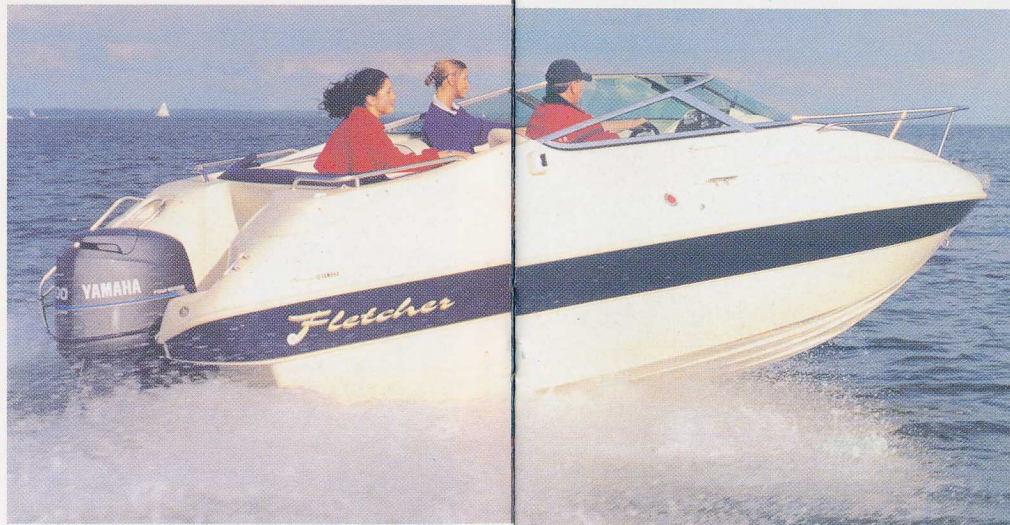
The price of this luxury starts at around the cost of a family car, but if that doesn't leave enough for a family car, then how about the YAM range of inflatables? They provide inexpensive go-anywhere



capability and, with some models, you can even roll them up and put them in a cupboard when not in use!

And if you've got an inflatable you'll need an outboard motor. Yamaha provides a full range of powerplants, topped off with the award winning

F225A, one of the most innovative units in production today. This 225 horsepower V6 unit is the largest and most powerful, 4-stroke outboard motor in production today – another case of Yamaha pushing the boundaries even further. Just make sure you don't get caught in their wake! ●



Fit and friendly

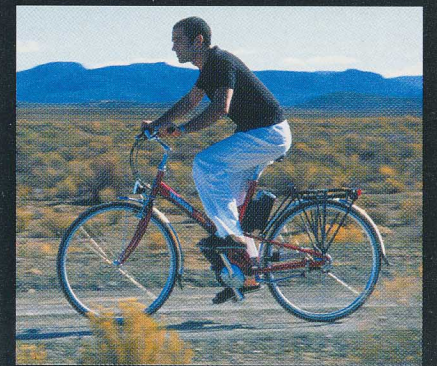
Are you fed up with the rising cost of petrol, or are you concerned about the increased levels of pollution being pumped into our atmosphere?

If the answer is yes, then it may be time to get out the cycle clips and climb onto a Yamaha PAS power-assisted bicycle. The PAS looks like a traditional bicycle, rides like a conventional bicycle and can legally be ridden on UK roads from the age of 14. It is however fitted with an electric motor that makes the toil of climbing hills and fighting head winds a thing of the past.

Prices start at a mere £699 and running costs are negligible. The battery can be charged in around three-and-a-half hours and, because it is classed as a bicycle, there is no need for insurance or road tax.

The patented PAS system monitors road speed, giving the rider extra oomph while moving away from a standstill or cycling up hills. At speeds of up to 15mph a steady stream of power is supplied by the motor, but at speeds in excess of this, the motor is disengaged, meaning that the maximum speed of the PAS is no greater than that of a conventional bicycle.

As the population grows and there is increasing pressure on our natural resources, it's good to know that the future of commuting is here today.



Net response

If you're connected to the Net, click on www.yamaha-motor.co.uk to view the latest incarnation of the Yamaha Motor UK website.

Spirit's search engine quickly located Yamaha's Marketing Information Manager, Simon Pointer, and discovered he had played a major role in getting the new site online.

Two-and-a-half years ago, Yamaha Motor UK became one of the first European motorcycle distributors to have a presence on the Internet. On the world wide web though, 30 months may as well be 30 years, so Yamaha has rolled out an all-new website, aimed at providing greater entertainment value and more interaction with its customers.

The site was developed in-house by YMUK's Marketing Information Manager, Simon Pointer, over a six-month period. "We've used new web technology wherever possible," explains Simon, who had no previous knowledge of HTML (the Internet programming language) before undertaking the project. "But we haven't used it just for the sake of it."

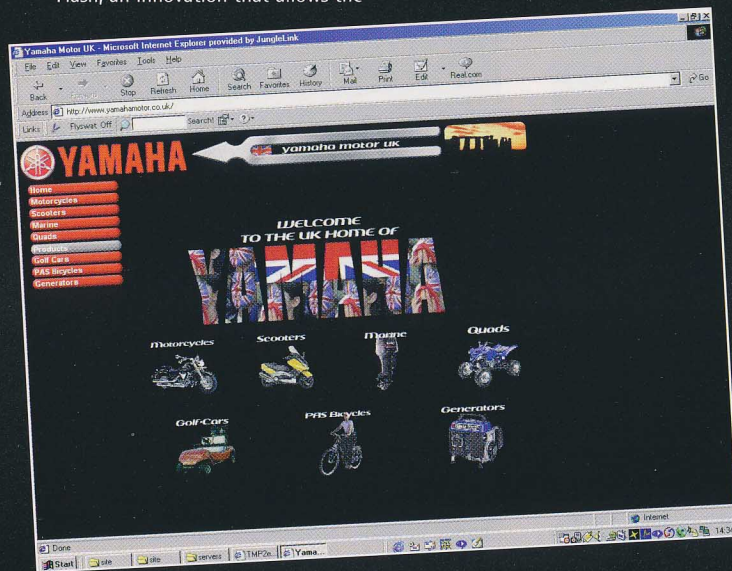
Much of the site has been constructed using Flash, an innovation that allows the



dynamic use of animation and sound on the web. The downside of Flash can be large file sizes that take an age to load, something that Simon was aware of when

developing the site. "We've tried to keep the file sizes as small as possible, and where that's not been the case, I've included preloaders, which are mini animations that tell the reader that the site is loading and not that their computer has crashed!"

Having a great looking site is all very well, but it's the content that makes the surfers come back. Many corporate websites have been under fire for failing to interact with users but, as a marketing man, this is something Simon is keen to ensure doesn't happen with www.yamaha-motor.co.uk. "Many people now prefer to do their business on the Internet as opposed to the phone. This puts them in control – they get as much or as little information as they want, and not just what an operator tells them."



One of the most innovative and popular features of the site is the dealer locator section, along with a brochure request facility. This is currently receiving twice as many requests as the equivalent telephone line.

Uniquely, the site has been constructed using Yamaha's own Yamnet software. This is a server-based design program, which allows images and model specifications to be shared between the various European importers.

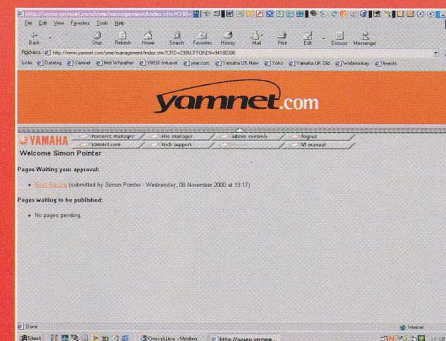
Simon has to log in to a secure Internet site to edit the pages. Once his password has been verified he has access to the worldwide bank of images and technical data, which he can then use to construct his pages. The program is similar to an advanced

word processor or desktop publishing application and allows him to piece together professional web pages quickly and easily, despite his limited knowledge of HTML.

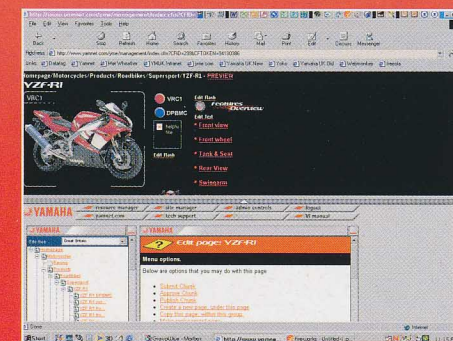
Last year the site was visited by almost 250,000 visitors and after listening to user feedback, a number of new features are planned over the next six months. These include sections of the Virgin Mobile Yamaha race team, a cyber café where visitors can leave feedback on the site and even an online version of *Spirit*.

Access rates should become much faster too, as the site is due to be moved from its current server at Yamaha's European HQ in Holland to a new one at YMUK's Surrey offices.

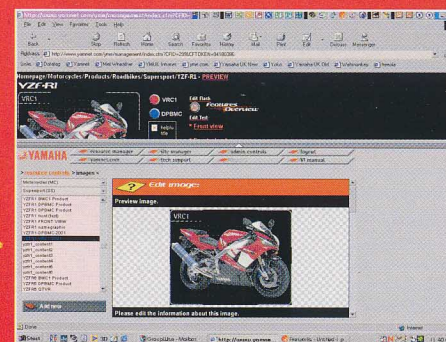
Step by step guide to building the website



Step one: Simon is presented with the administration page once logged into Yamnet.



Step two: Opening the resource manager presents Simon with an array of images and technical data, which he can use on his site.



Step three: The split screen layout allows pages to be edited in the lower frame, while previewing the finished article in the upper section.



Step four: The finished site provides a detailed look at the entire Yamaha range.



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Ask your Yamaha dealer for more details.



Mobil 1 Feel the difference

Young guns



Photography: Vic Barnes

Watched by record crowds, last year's British Superbike Championship proved to be the most pulsating yet. Team Virgin Mobile Yamaha riders went fairing-to-fairing with the some of the best riders in the world. The red army is back for 2001 with a major new sponsor, an updated R7 and two of the hottest prospects in British racing. *Paul Taylor* caught up with the team as it underwent last minute preparations.

Such is the competitiveness of the British Superbike Championship these days that if you aren't world class, you aren't at the races. No-one is more aware of this than team manager Rob McElnea (second from left) who has signed two of Britain's top racers in James Haydon and Jamie Robinson for the 2001 campaign.

The signing of Haydon in particular has sent out the message that McElnea means business and the boss is confident that the former Grand Prix and World Superbike ace will repay his faith in spades.

"The signing of James is a real coup for us," commented McElnea. "He is without doubt one of the top riders in the championship, an extremely

go for it

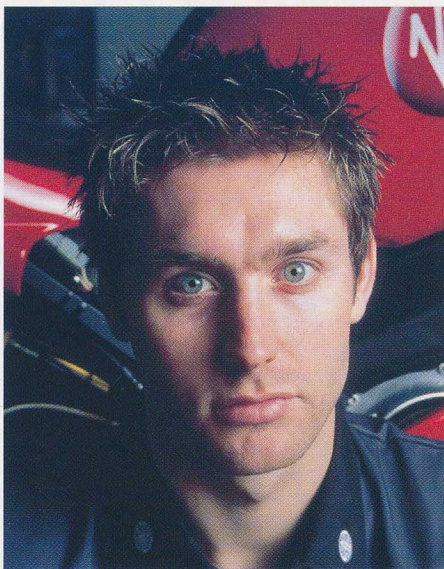
talented rider who is not only very capable on the bike, but who is confident and reassured off it. This is vitally important in modern racing."

Hi-fi giant Aiwa has linked up with Virgin Mobile to become a title sponsor of this year's squad – which will now be known as Team Virgin Mobile Aiwa powered by Yamaha.

"Our partners play a vital role in the success of the team," continued McElnea. "Virgin and Aiwa are serious organisations with serious agendas, so that means the image we portray is important too. James and Jamie are both highly marketable riders and I'm looking forward to working with them as the season progresses.

"We have the most pro-active and forward-thinking set up ever seen in motorcycle racing. This will benefit not only the team, but the sport as a whole. As the most successful British Superbike team ever, we have always looked at taking the next step forward by bringing more to the sport and spreading





James Haydon: in it to win it

James Haydon has a simple target for the 2001 season - to become British Superbike Champion. And he believes that the Yamaha R7 is the bike to help him realise that ambition.

The 26-year-old from Berkhamsted in Hertfordshire finished fourth in last year's series, despite battling against a painful neck injury sustained in a pre-season car accident.

After a winter of intensive training and physiotherapy, Haydon has already made his mark on the first two rounds of this year's series at Donington Park and Silverstone and jumped at the chance to race a Yamaha.

"The fact that they have been the most successful British Superbike team ever speaks for itself," he explained. "As you'd expect, the squad is well organised and there's a real spirit in the team. I'm glad to get back on a four-cylinder bike after a year on a twin. I've ridden fours in the past and I know that I can win on one. With the updated parts we are receiving from the Yamaha factory, we should be right on the pace from the word go."

the word further afield. With such an incredible team we have everything in place to do just that."

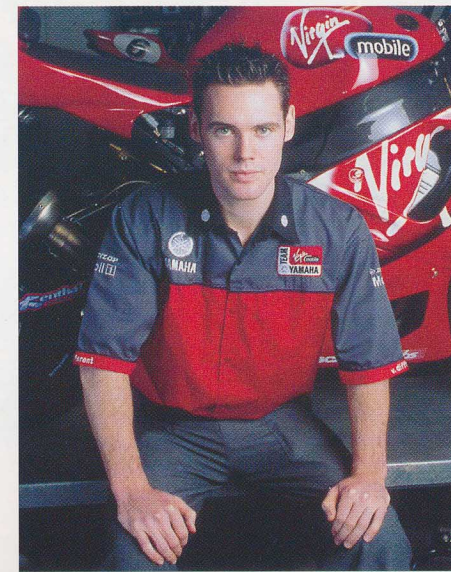
Hot prospect James Haydon is only too aware of the pressures placed on professional sportsmen these days and is relishing the chance to join the highest profile team in the paddock. The 26-year-old is one of a new generation of road racers: photogenic, fashionable and articulate. He agrees that there is more to racing than simply riding the bike.

"PR and sponsor commitments are part and parcel of racing these days," he acknowledges. "To be honest it's something that you get used to and I quite enjoy it now. The only thing I feel uneasy with is posing for photographs. It's not that I don't like it, I just don't really know what to do!"

Robinson joins the team after a season in one of the toughest proving grounds in racing, the World 250cc Championship. "I'm really looking forward to this season," he said. "Rob McElnea tried to sign me

a couple of years ago, but at the time it wasn't possible. I've still got a lot to learn when it comes to riding a superbike, but Rob has a reputation for bringing on riders and both Niall Mackenzie and Steve Hislop (two of the team's former riders) came from a 250 background and did well on the Yamaha."

McElnea also confirmed that Noriyuki Haga's switch to Grands Prix from World Superbike means that his squad is now the factory's number one priority outside Japan. "This is the third season of the R7 and its development is still of paramount importance to the factory," he said. "Yamaha value the British Superbike Championship, along with the Suzuka 8-hour and the Japanese and American series, very highly. The bike was fast last year - a string of lap records and pole positions are proof of that - but this year we are getting more support from the factory and receive a lot of new parts - 2001 should be our most competitive season yet." ●



Jamie Robinson: proving a point

Yorkshireman Jamie Robinson, 24, comes to the British Superbike Championship after racing against the best two-stroke riders in the world.

Despite his limited experience of four-strokes, the former British 250 Champion is keen to master the Yamaha in a bid to help his team lift the title for the fourth time in six years.

"It is vitally important that I get on the pace as quickly as possible," he declared. "The only way I can do that is by getting plenty of time on the bike. Thankfully we have a busy schedule of pre-season testing planned.

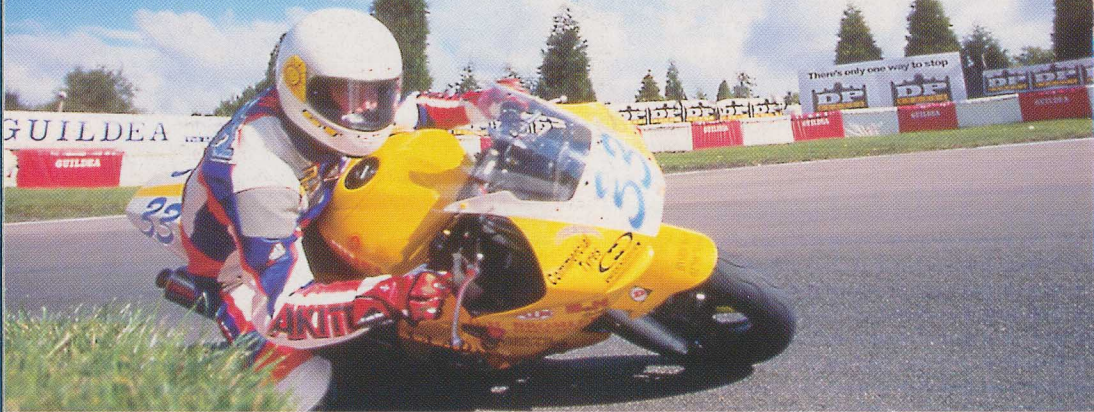
"Rob McElnea has a reputation for developing young riders, and with James as my team-mate I know I couldn't be in a better team. The most important thing is that the team wins the championship. If I can't do it myself, then I need to be up there helping James out.

"The British Superbike Championship is one of the best in the world. There are some people who doubt my ability to ride a four-stroke and you can be sure that I'll be out to prove a point this year."



Fast by Frost

After scoring a win on his Yamaha debut in the British Supersport Championship last season, Rob Frost has become one of the most talked about men in British racing. *Spirit* caught up with the fastest road tester in the land...



For someone who earns his living pulling wheelies for the cover of a magazine, Rob Frost is a remarkably ordinary man. Behind the beach-bum bleached hair and tribal tattoos is a quiet and intelligent guy. He doesn't have the tough-as-teak exterior of reigning Supersport Champion Jim Moodie, nor the laid back and carefree attitude displayed by the hordes of Aussies plying their trade in the series. He's just a regular bloke who can ride bikes fast – and to the limit.

Considering he had little interest in bike racing as a youngster, Rob's career has come a long way. While most young stars work their way through junior motocross or mini-bikes, Frost became involved with the sport after a spell in his local hospital. He explained: "When I was growing up I always wanted to race cars. However, I was involved in a crash and ended up in hospital. The guy in the bed next to me had hurt himself in a bike smash and, because I was bored, I started reading his bike magazines. I was hooked, and as soon as I got out of hospital I bought myself a motorbike."



Within six months he had given up on his dream of becoming a racing driver and had made his bike racing debut at Cadwell Park. He soon secured backing from *Fast Bikes* and later moved to London to work for them.

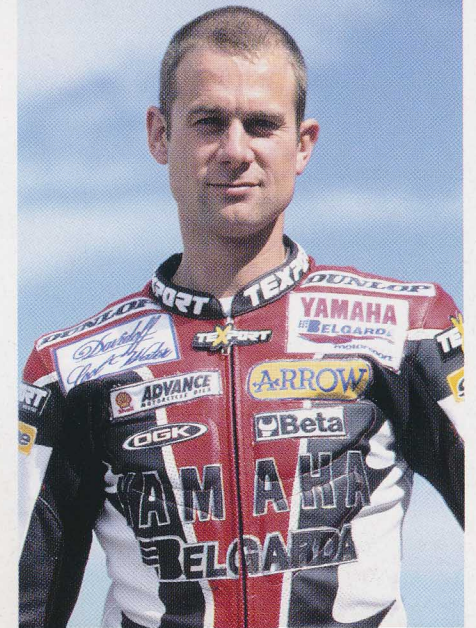
Last season he campaigned a R1 in the British Superstock Championship, before jumping onto the B&H Racing R6 for the final three rounds of the Supersport series, finishing on the podium on each occasion and winning at Mallory Park – not bad for a so-called "racing journalist".

"I don't think that being a journalist has done me any favours," he shrugs. "People tend to think that you get it handed on a plate, but that's not true. Maybe if I wrote for another magazine it might be the case, but the industry can be suspicious of *Fast Bikes* because of its anti-establishment image. That said, the readers are incredibly loyal and the response I got from the crowd when I took the lead at Mallory was mega. Even in the heat of the action I could hear them and it spurred me on."

For 2001 he will concentrate solely on the Supersport series, remaining with B&H. At 28, he knows that winning the series is not beyond him and, as an incentive, his squad has promised to back him in the 2002 World Supersport Championship – if he can lift the title.

To further the cause he's given up working full-time at *Fast Bikes*, where he often found himself working an 11 or 12 hour day, and returned to his native Lincolnshire, where he shares a flat with girlfriend Naomi. "I can't wait for the season to start," he enthuses, "I'm training really hard. When I'm not down at the gym, I'm out on my mountain bike or motocrosser. I'm more focussed than I've ever been."

He is keen to establish himself as Rob Frost the racer, as opposed to Rob Frost, racing journalist. However, he hasn't completely given up his day job. He will continue to write his monthly Race Riot column for *Fast Bikes* and, when we spoke to him, he had just returned from Spain, where he was covering the world launch of the Fazer 1000 for the magazine. ●



Taking on the world

Fans' favourite James Whitham is ready to lead Yamaha's defence of the World Supersport Championship in 2001.

The fun-loving former British Superbike champ is preparing for his second full season on the Belgarda R6, and hopes to improve on last year's sixth place in the championship standings. "Yamaha has got a major winter engine testing on the go, so hopefully we'll have a little extra power for the new season," he said. "We've also switched to Dunlop tyres, which should suit my style more than the Michelins we used last year."

Supersport consistently produces some of the most competitive racing in the world and the Yorkshireman will face tough opposition from three fellow Yamaha riders if he is to realise his ambition of lifting the title. Last year's champion Jorg Teuchert and his team-mate, fourth placed Christian Kellner, remain on the dominant R6 (albeit with a new team) while Whitham will be joined at Belgarda by 2000 runner-up, Paolo Casoli, who will also start as one of the title favourites.

The end of an era...



The 2001 Road Racing World Championship, now known as MotoGP, got underway at Japan's famous Suzuka circuit on 8 April. It looks set to be a fascinating year for many reasons, as *Spirit* discovered

For one thing, this is the last year of the championship as we know it. From 2002 the rules will allow the introduction of four-stroke machines into the premier class of motorcycle sport. Already the major factories are preparing to enter highly advanced prototypes that will change the face of motorcycle sport. Yamaha has announced that it is well underway with a testing

programme for an in-line, four-cylinder machine (see *top right*) with its trademark five-valve head design.

However, before those exotic machines are ridden in anger, there are plenty of races ahead of us in 2001. None of the manufacturers involved in MotoGP will deny that they are pushing hard to take the last World Championship under the current two-stroke 500cc rules.

The racing in 2000 was some of the closest and most exciting in the championship's 52-year history. Yamaha took the 500cc manufacturer's title with its YZR500. Now it wants to add another 500cc rider's title to its impressive list of past successes.

This desire to win is demonstrated in the awesome line-up that Yamaha boasts in the 500 class. Last year's 250cc class was dominated by the French Tech 3 team, with Olivier Jacque dramatically passing team-mate Shinya Nakano on the finish line of the final race to take the championship. In 2001 the squad has jumped up to the 500 class with the pair keen to repeat their success on the bigger bikes.

They join the Red Bull Yamaha team that continues with 2000 sliding sensation Garry McCoy and adds the undoubted talents of Yamaha's

Superbike World Championship runner-up Noriyuki Haga – himself no stranger to sideways riding.

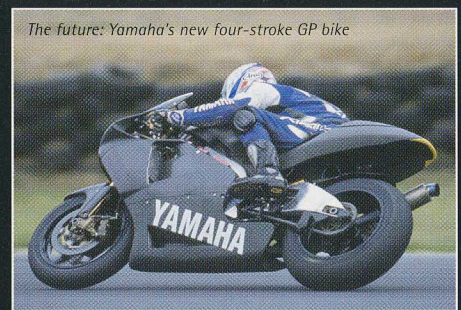
The winner of the 2000 Japanese Grand Prix, Norick Abe, stays with his Spanish Antena 3 Yamaha D'Antin team that also fields Jose Luis Cardoso on a 2000 version of the bike.

Even without adding to the equation the reigning World Champion, Kenny Roberts, and former 125 and 250 World Champion Valentino Rossi, Yamaha's wholly-owned factory squad, Marlboro Yamaha Team, has its work cut out!

However, work is well under way. Italian Max Biaggi and Spaniard Carlos Checa both made excellent progress in pre-season testing in Malaysia, Spain and Portugal and are ready to mount a serious challenge for the 2001 championship.

"This is my third season with Yamaha," explains Biaggi. "I feel we're seeing an even bigger effort than normal this year. Everybody wants this season's rider's title. We'll try our best. The target is just to get on and do it."

The Roman should be a major threat to Roberts and Rossi. He was injured during pre-season testing in 2000 and was left languishing way down on points mid-way through the summer. But the four-time 250cc World Champion's dogged determination shone through and he raced a stunning second half of the year. It started with an emphatic win at the Czech GP and ended with another breathtaking victory in Australia, the final race. His fifth 500cc win, it promoted him to third overall in the Championship.



The future: Yamaha's new four-stroke GP bike

Team-mate Carlos Checa is also in his third year with the Marlboro Yamaha Team. The Spaniard's 2000 season was almost the exact opposite to Biaggi's. After four races Checa was joint series leader with Roberts. However, a tumble in wet conditions at the Catalunya Grand Prix marked a downturn in his fortunes and he was unable to recapture his early season form, finishing sixth overall.

In 2001 Checa is quietly confident, but recognises there is a long way to go. "We have had a long testing period and we have a long season ahead," said the amiable 28-year-old. "It's too early to say now what will happen. But Yamaha is pushing very strongly and everyone is working hard. I want to be number one, I'll do my best and I have confidence for the start of the year. We'll just see at the end what's happened."

Marlboro Yamaha has undergone a minor restructure since last season, with experienced Yamaha engineer Mr Hiroya Atsumi assuming the role of Team Director, taking care of all technical and sporting matters. Meanwhile the team has been trimmed down slightly to produce a simplified way of working for the riders.

Motivation in the team is high, as Mr Atsumi explains: "Everyone at Yamaha wants to see this project succeed. This is the third year of the team and we must win the World Championship. The whole team understands this and we're all working hard towards that goal. There is no doubt in my mind that both Carlos and Max are capable of doing it." ●



Planet four-stroke

Designed using race-bred technology from our Grand Prix winning motocross machines, Yamaha's range of competition and fun bikes can handle anything you've got.

Yamaha YZ250F

In the same way that the YZ426F has attracted many new riders to 4-stroke racing, Yamaha believe that the new YZ250F will appeal to a wide cross-section of competition and play riders who are looking for something a little bit different.

Running with a 77mm bore and short 53.6mm stroke, the 250F's dry sump DOHC engine is an extremely free-revving design which delivers a broad spread of usable power. With a compact 1475mm wheelbase, as well as 117mm of trail and a 27.1 degree caster angle, the new YZ250F chassis delivers agile and responsive handling performance, which, together with its low weight of only 96.5kg, ensures that this new quarter-litre four stroke is sure to be a serious threat to the opposition – which shouldn't be difficult, as there is no real opposition.



YZ426F

Throughout Europe and the USA the Yamaha YZ426F has made its mark as one of the most competitive motocross bikes around. Whether it is competing against 250cc 2-strokes or larger capacity 4-strokes, the YZ426F's agile handling performance, low weight and free-revving engine deliver race-winning performance.

To ensure that the YZ426F maintains its winning ways the latest 2001 model comes with a range of detail changes to the engine and chassis that combine to give its rider the edge just when it matters!

New for 2001 are lightweight titanium valves and lower-rate springs which make for improved response right across this five-valve engine's wide operating range. Weight-saving features include a new-design header pipe and a modified gearshift mechanism which, together with chassis modifications, help keep the 2001 model's weight down to 105.5kg.

Braking performance gets a boost for 2001 with the fitment of a new 250mm diameter floating front disc – and at the rear end the YZ range is now fitted with a lighter swinging arm and modified rear shock absorber.

Yamaha's full range of competition and fun bikes can be seen at your local authorised Yamaha off-road dealer. See page 67 for full details.

Don't try this at home

Dave Coates is Yamaha's official stunt rider. *Spirit* took a ride on the wild side to find out Dave's plans for 2001...



It's hard not to build up a mental picture of the guy who holds the world record for riding a motorcycle backwards, I mean it's not normal to accelerate up to 100 mph, stand up, turn around and continue up to 145.6 mph while facing the wrong way. Is it?

"It was a real buzz," grinned Dave, who set the record at Elvington airfield near York last October. "I held the previous record at 134.7mph but I

wasn't sure just how fast I could go because I thought that I'd get blown off line. Surprisingly the bike was rock solid and I was able to ride backwards for over half-a-mile."

Dave has ridden bikes for most of his life and decided to become a professional stunt rider seven years ago after a decade of showing off in front of his mates. He soon built up a reputation as one of this country's top performers thanks to a high-octane show and his trademark, number plate smashing, wheelie stunt, where he elevates his R1 beyond the vertical, smashing the plate in defiance. The shows also feature Dave's better half Sandra, who rides pillion while Dave wheelies, surfs, skis and burns-out in the name of entertainment.

"I think I'll always ride motorbikes," said Dave, who has kept his R1 stunt bike road legal in order to enjoy the odd "blast". Sandra doesn't ride and had no real interest in bikes before she met Dave 15 years ago. By day she works as a civil servant and spends her evenings studying to become a driving instructor.

My mental image was quickly blown apart. Sitting in the front room of their Darlington semi, it transpired that Dave and Sandra are a regular couple who just happen to have chosen an unusual career path. Even during the winter months when there is little demand for stunt shows, Dave returns to his work as a self-employed builder.

They have a heavy schedule lined up for the summer. They are already booked for more than 20 shows this year, including trips to Silverstone as a support act to the British F1 GP and the British Superbike Championship round. Dave will be armed with a new Fazer 1000 much to Sandra's delight: "It looks comfortable," she said. I probably looked puzzled, but it was only because I didn't quite know how to ask her how riding as pillion behind a stunt rider could ever be described as "comfortable".

The Fazer will join Coates' current stunt bikes, his usual R1, a Thunderace, which is on standby "just in case" and a Slider scooter (above). "The Fazer should prove an ideal stunt bike," said Dave, who attended the launch in Spain. "It's got a nice balance and is more rider friendly - and not as vicious as the R1."

The Slider provides light entertainment during Dave's stunt shows, and draws just as much attention as the R1. "We didn't know how people would take to it after all the noise and smoke of the big bikes," he said. "But we always get a good reaction. Hardcore bikers are amazed by the array of stunts I can do on it, and it comes into its own in poor weather conditions. I can do stunts, like stoppies, that I wouldn't be able to do on the R1."

Show promoters seem to love the thought of a record breaker appearing at their event. He's glad

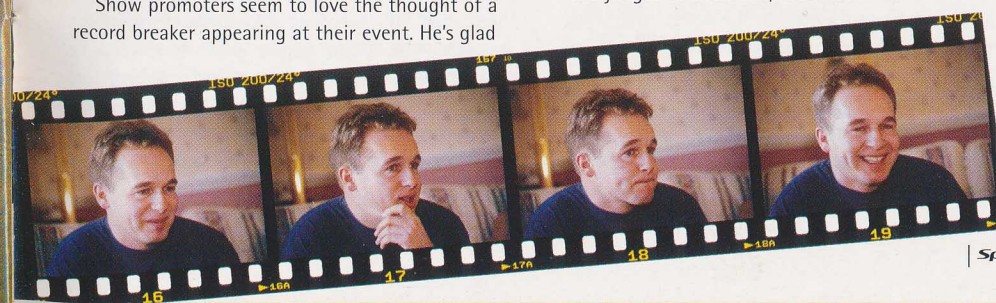
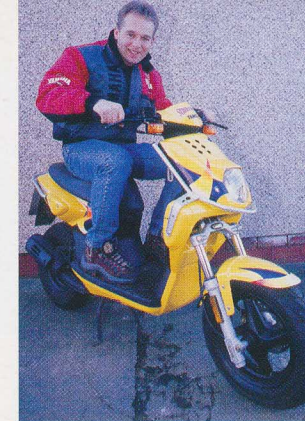
to be returning to Silverstone for the GP after a triumphant performance at last year's event. "The crowd was really up for it," he said. "All the other stunt riders had packed up and left in anticipation of traffic problems, so after the race the organisers asked me to go out and entertain the huge crowd. I had a free reign and the show went down a storm." Sandra chips in: "And we got to hang out with David Coulthard at the post-race party!"

He also plans to bag a few more records throughout the year, although he's anxious not to let too much slip in case his rivals catch on. "I guess it's a prestige thing," he says in explanation of his record runs. "The last record attracted a huge amount of publicity for me and my sponsors. We were in every national newspaper, Tyne Tees Television featured me on their news programme and I believe that we even got a mention on Radio 2!

"I even had German TV come over to film me at Elvington. They found out about me breaking the record and thought it was great - they seemed to love the thought of an English person doing something wacky!"

He'll also be back at Elvington later in the year in an attempt to improve on his existing record. "Because my stunt bike doesn't have a fairing you are about as aerodynamic as a brick wall when you are sitting on the tank facing backwards. I know that I can go faster and I intend to use another R1, but this time on a faired machine. The improved aerodynamics alone should see me comfortably go faster. I set the record on a standard-engined R1 and I may well tune it in a bid to go even quicker."

I can't help think that the Germans aren't such bad judges of character, after all!





The great escape continues...

The last issue of *Spirit* highlighted the plight of *BIKE* magazine's *Dan Walsh*, who quit his job to travel the world on an XT600E. Contrary to expectations, he's made it as far as Africa, from where he writes his latest instalment.



"Cool, fine, nice," croons Maurice the wrestling fisherman, making it up as he goes along. "That's how we speak the English." Lounging in the Campement Palmarin, sipping seaside sundowners, chuckling along to Maurice's pidgin nursery rhymes and fluent djembe drumming, and the living is easy – Senegal easy.

Heading south from Saharan Mauritania into laid-back Senegal, and the contrast was stark. Mauritania is hot, harsh and hard-faced. A country where slavery lasted till 1980, where they've sold their limited natural resources for short-term dollars, and where cash-crop deforestation means that the deserts are eating the cities. So it's every man for himself, and the 100-mile stretch from Nouackchot to the frontier is an increasingly difficult rat-run of bribe-chasing cops and robbers. Then you hit the River Senegal and breathe a sigh of relief – the water has held the

sand and its attitudes at bay, yellows become greens, sulks become smiles, veiled women become half-naked beauty queens and I think I'll like this place.

Getting around in Senegal is easy. Unlike Mauritania, with its pistes and guides, this place has roads. Proper tarmac roads. Which could almost be boring if it wasn't for the scenery, a subtle blend of mangrove swamps alive with butterflies, salty lagoons humming with wading birds, and forests of upside-down baobab trees. And an awful lot of awfully big road kill. In England we get squashed squirrels and pancaked hedgepigs. Here it's donkeys, camels and longhorns, fly-blown and bloated, strewn around like rotten potatoes with cloven stick legs akimbo. And where there's road kill, there's vultures, mooching around in menacing gangs, giving everybody 'one day' stares, their baldy heads and hunched shoulders making them look like skinheads in crombies.

The vultures are everywhere, and even make it into Dakar, the only part of Senegal that isn't laid-back.

"This is the second most beautiful city in West Africa," said my hitchhiker proudly as the skyscrapers appeared over the gridlocked shanty suburbs. And it is a beautiful city, if you can see beyond the hustlers, touts, pickpockets and con men, low lifes with tall tales that haunt its busy squares and narrow streets.

As usual, the most effective crooks are wearing uniforms, and within five minutes of hitting town I've been stung by a yellow eyed, beery-breathed cop for failing to comply with some invisible sign. I almost lost my temper until I realised that the 3000CFA fine was really only three quid.



I'd come to Dakar to watch the last stage of the famous race – but I was rather surprised when I ended up competing in it. Cruising down the highway from St Louis, minding my own business, I spot a too-bright light in my mirror (that's mirror, singular, after the other was smashed in Dakhla by feral street kids – cue 'I got stoned in Morocco' gag) and next thing I've been chewed up and spat out by two cigarette-liveried V-eight Pajeros, a thundering six-wheel drive Merc truck and a team of open piped XR650s. God damn! They're racing along open roads, three times the speed of everyone else, swerving round buses, beeping at bicycles, tearing up the inside of ox carts, hundreds and thousands of pounds worth of too-fast reckless arrogance forcing their way through the rush hour slow-down. Would an African outfit get away with this kinda behaviour on the Peripherique? My condemnation came later – at the time, it was a blast. Under-powered and out of my depth, but ever the courier, I couldn't help thinking: 'Just wait



until they hit some traffic, then I'll have them! And sure enough, as the roads narrowed and the gaps tightened, I caught up and joined in, acknowledging the cheers of the crowds, ignoring the stares of the factory drivers, saluting cops as they waved us through red lights, generally feeling like a streaker at Wembley and finally creating confusion by going straight on rather than right at the last checkpoint.

And there's now a northern quarter of Dakar where the rally will never be taken seriously again, after locals saw a scruffy English rider abandon the race 15 minutes from the end and dive into a notoriously sleazy bar where he spent the night drinking heavily with a crew of Liberian refugees, mooning at the Naomi Campbell look-a-like waitress and trying to teach the bemused band to play Baker Street.

That was enough big city nonsense, so I headed down the coast to Palmarin and Maurice the fisherman. And the best thing about this place isn't that it only costs £7 a night for full board in a thatched roof beach hut, nor that you wake up and fall asleep to the sound of the ocean, nor even that the only other guests are foot-long lizards and month-old puppies. It's the fact that the campement is government built and locally run, with a share of the profits funding the village school and clinic. So mid-afternoon drinking isn't a selfish indulgence, it's an act of selfless philanthropy.

So, Ahmed, another round of beers, *s'il vous plait*, and Maurice, why don't you grab the guitar and sing us the song about the chauffeur and the boss's wife? Those kids deserve it.

Keep singing.

Read about Dan's continuing exploits in each issue of *BIKE* magazine, out on the 8th of the month.

City centre

scramble!



The Yamaha-supported DSL Moto-X School is a new initiative taking place in the London's Docklands area. *Spirit* went back to the classroom to listen and learn

The DSL Motocross School is on a mission to bring the thrill of off-roading to everyone. Equipped with brand new Yamaha YZ125 'crossers for the new season, the school is taking place at a new track in London's Docklands and various locations in the south-east of England.

The school is aimed at riders of all abilities, but particularly those who have no previous off-road

experience. Kids from as young as ten can also take part by riding Yamaha's TTR four-strokes.

DSL Director Alison Wyld is a keen motorcyclist who took up despatch riding to support herself financially during her student days and has been hooked ever since. In 1992 she raised over £2.5 million for a London charity which used the money to introduce over 5,500 teenagers to motocross.



Allison is a regular competitor in the British Enduro Championship and hopes to encourage more road riders to get involved in the sport. She said: "The

DSL team is gearing up for 2001 and more and more road riders are wanting to have a go off-road. They want the freedom that motocross offers, with no speed restrictions, no speed cameras and, best of all, no cars!"

Allison is working closely with Yamaha and some of the country's leading motocross teams to help in the development of the school. She is also promoting GMX2001, a three-round motocross series for female riders.



The school's ACU-approved instructors work closely with participants to ensure that they progress at their own pace. Riders learn all the basic techniques of riding off-road, concentrating on machine control and developing the unique riding style required to attack the mud and berms.

A full day at DSL costs £168 and will include about six hours on the bike (with training), the use of a 2001-model Yamaha YZ125 and all necessary safety clothing. A half day session, with approximately three hours tracktime, costs £89. Call DSL on 020 8376 0363 for dates and further information.



Competitions

All of the items on this page can be won! All you have to do is send your name, address (with contact telephone number) and the answer on a postcard (one entry per card please) to:

Spirit, Schiphol Way, Humberside International Airport, DN39 6GB or by e-mail to: spirit@yamaha-motor.co.uk

P.S. All the answers to the following questions can be found in this magazine!



Carry out

This Motorsport holdall has enough space to store everything you need for a trip away and retails at £29.99. *Spirit* has a pair to give away to the first two entries drawn that have correctly answered the following question:

What's the power output of the FZS1000 Fazer?

Mud-u-like

The Yamaha-supported DSL Motocross school is on a mission to bring the thrills of off-roading to the masses and *Spirit* has a full days' tuition, worth £168 to give away. To stand a chance of winning, answer the following question:

Which Yamaha motocross bikes are used at the London Docklands DSL Motocross School?



Team gear

Spirit has two priceless Virgin Yamaha team shirts to be won, each signed by James Haydon and Jamie Robinson.

To enter, answer the following question:

Who is the Manager of the Team Virgin Mobile Aiwa powered by Yamaha squad?

Wear it

Spirit has two YZF-R1 jackets worth £154.95 each to give away courtesy of Yamaha's clothing and accessories division. To stand a chance of winning, answer the following question:

Which ex-World Superbike Champion can be seen riding Yamaha's excellent Waverunner Superjet personal watercraft on page 26?

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Fazer Powerbike jacket

£129.99 black/grey



Motorsports jacket

£99.99 red/blue



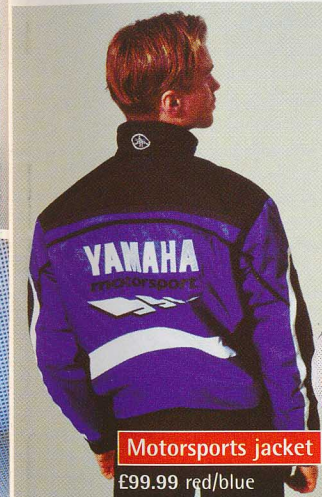
Yamaha back pack

£29.99 black/grey



Motorsport holdall

£29.99 red/black/grey



Motorsports jacket

£99.99 red/blue

Shoei interceptor helmet

£384.99 red/blue



YZF-R1 leather jacket

£299.99 red



R-series leathers

£649.99 blue/white

SUPERSPORTS


Model	Engine type	Displacement	Max.Power (DIN)
YZF-R1	4 cylinder, 4-stroke, liquid-cooled, DOHC, 20-valve, EXUP	998cc	150 PS (110.3 kW) @ 10,000 rpm

Max.Torque (DIN)	Fuel tank capacity	Wheelbase	Dry weight	Tyres (front/rear)	Colours
11 kg-m (108.3 Nm) @ 8,500 rpm	18 litres	1,395 mm	175 kg	120/70 ZR17 58W 190/50 ZR17 73W	Red/white blue/white



YZF-R6	4 cylinder, 4-stroke, liquid-cooled, DOHC, 16-valve	599cc	119.9 PS (88.2 kW) @ 13,000 rpm
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6.94 kg-m (68.1 Nm) @ 11,500 rpm	17 litres	1,380 mm	169 kg	120/60 ZR17 55W 180/55 ZR17 73W	Red/white blue/white
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YZF-R7 0W02	4 cylinder, 4-stroke, liquid-cooled, DOHC, 20-valve	749cc	106 PS (78 kW) @ 11,000 rpm
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7.3 kg-m (72.1 Nm) @ 9,000 rpm	24 litres	1,400 mm	176 kg	120/70 ZR17 58W 180/55 ZR17 73W	Red/white
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FJR1300	4 cylinder, 4-stroke, liquid-cooled, DOHC, 16-valve	1,298cc	106.7 PS (145 kW) @ 8,500 rpm
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125.5 kg-m (12.8 Nm) @ 6,000 rpm	24 litres	1,515 mm	237 kg	120/70 ZR17 180/55 ZR17	Silver/blue/black
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YZF1000R Thunderace	4 cylinder, 4-stroke, liquid-cooled, DOHC, 16-valve	1,002cc	145 PS (106.7 kW) @ 10,000 rpm
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11 kg-m (108.3 Nm) @ 8,500 rpm	20 litres	1,430 mm	198 kg	120/70 ZR17 180/55 ZR17	Black/silver Red/silver
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YZF600R Thundercat	4 cylinder, 4-stroke, liquid-cooled, DOHC, 20-valve, EXUP	599cc	100.1 PS (75 kW) @ 11,500 rpm
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6.7 kg-m (65.6 Nm) @ 9,500 rpm	19 litres	1,415 mm	187 kg	20/60 ZR17 160/60 ZR17	Silver/red/yellow
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FZS1000 Fazer	4 cylinder, 4-stroke, liquid-cooled, DOHC, 20-valve	998cc	143.1 PS (105.2 kW) @ 10,000 rpm
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10.8 kg-m (105.9 Nm) @ 7,500 rpm	21 litres	1,450 mm	208 kg	120/70 ZR17 58W 180/55 ZR17 73W	Red/blue/black
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FZS600/S Fazer	4 cylinder, 4-stroke, liquid-cooled, DOHC, 16-valve	599cc	95 PS (69.9 kW) @ 11,500 rpm
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6.2 kg-m (61.2 Nm) @ 9,500 rpm	20 litres	1,415 mm	189 kg	110/70 ZR17 54H 160/60 ZR17 69H	Silver/black
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XJ600S Diversion	4 cylinder, 4-stroke, air-cooled, DOHC, 8-valve	598cc	61 PS (44.9 kW) @ 8,500 rpm
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5.4 kg-m (53 Nm) @ 7,500 rpm	17 litres	1,445 mm	198 kg	110/80-17 57H 130/70-18 63H	Red/dark green
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XJ600N	4 cylinder, 4-stroke, air-cooled, DOHC, 8-valve	598cc	61 PS (44.9 kW) @ 8,500 rpm
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5.4 kg-m (53 Nm) @ 7,500 rpm	17 litres	1,445 mm	195 kg	110/80-17 57H 130/70-18 63H	Red/dark green
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XJ900S Diversion	4 cylinder, 4-stroke, air-cooled, DOHC, 8-valve	892cc	89.4 PS (65.8 kW) @ 8,250 rpm
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8.5 kg-m (83.3 Nm) @ 7,000 rpm	24 litres	1,505 mm	239 kg	120/70-17 58V 150/70 ZR17 69V	Red/blue
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TDM850	Twin cylinder, 4-stroke, liquid-cooled, DOHC, 10 valve	849cc	82 PS (60 kW) @ 7,500 rpm
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8.2 kg-m (80.4 Nm) @ 6,000 rpm	20 litres	1,475 mm	198 kg	110/80 ZR18 58W 150/70 ZR17 69W	Red/silver
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V-Max	4 cylinder, V-type, 4-stroke, liquid-cooled, DOHC, 16-valve	1,198cc	140 PS (103.3 kW) @ 8,500 rpm
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11.8 kg-m (117.7 Nm) @ 7,500 rpm	15 litres	1,590 mm	262 kg	110/90 V18 150/90 V15	Black
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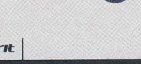


XJR1300/SP	4 cylinder, 4-stroke, air-cooled, DOHC, 16-valve	1,250cc	106.2 PS (78.1 kW) @ 8,000 rpm
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10.2 kg-m (100.0 Nm) @ 6,000 rpm	21 litres	1,500 mm	230 kg	120/70 ZR17 58W 180/55 ZR17 73W	Silver/yellow/black/blue
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SPORT/TOURING
STREET
MUSCLE

CRUISERS
FUN/ADVENTURE/SPORT

Model	Engine type	Displacement	Max.Power (DIN)	Max.Torque (DIN)	Fuel tank capacity	Wheelbase	Dry weight	Tyres (front/rear)	Colours
 XVS1100 Drag Star	V-twin cylinder, 4-stroke, air-cooled, SOHC, 4-valve	1,063cc	62 PS (45.4 kW) @ 5,750 rpm	8.7 kg-m (85 Nm) @ 2,500 rpm	17 litres	1,640 mm	261 kg	110/90-18 61S 170/80-15 M/C 77S	Black/red
 XVS1100A Dragstar Classic	V-twin cylinder, 4-stroke, air-cooled,	1,063.0cc	62 PS (45.4 kW) @ 5,750 rpm	8.7 kg-m (85 Nm) @ 2,500 rpm	16 litres	1,645 mm	N.A	130/90-16 170/85-15	Light green
 XV1600A Wild Star	V-twin cylinder, 4-stroke, air-cooled, pushrod, 4-valve	1,600cc	62.6 PS (46.3 kW) @ 4,000 rpm	13.7 kg-m (131.4 Nm) @ 2,250 rpm	20 litres	1,685 mm	307 kg	130/90-16 67H 150/80-16 71H	Deep red
 XVZ1300TF Venture Star	4 cylinder, V-type, 4-stroke, liquid-cooled, DOHC, 16-valve	1,294cc	94.6 PS (69.6 kW) @ 6,000 rpm	12.3 kg-m (123 Nm) @ 4,750 rpm	22.5 litres	1,705 mm	377 kg	150/80-16 71H 150/90-15 M/C 74H	Silver
 XVS650A Drag Star Classic	V-twin cylinder, 4-stroke, air-cooled, SOHC, 4-valve	649cc	40 PS (29.4 kW) @ 6,500 rpm	5.2 kg-m (50.9 Nm) @ 3,000 rpm	16 litres	1,625 mm	230 kg	130/90-16 67S 170/80-15 M/C 77S	Black
 XVS650 Drag Star	V-twin cylinder, 4-stroke, air-cooled, SOHC, 4-valve	649cc	40 PS (29.4 kW) @ 6,500 rpm	5.2 kg-m (50.9 Nm) @ 3,000 rpm	16 litres	1,610 mm	214 kg	100/90-19 57S 170/80-15 M/C 77S	Black
 XV535DX Virago	V-twin cylinder, 4-stroke, air-cooled, SOHC, 4-valve	535cc	44.1 PS (32.4 kW) @ 7,500 rpm	4.69 kg-m (46 Nm) @ 6,000 rpm	13.5 litres	1,520 mm	182 kg	3.00-19 49S 140/90-15 M/C 77S	Black
 XVS250 Drag Star	V-twin cylinder, 4-stroke, air-cooled, SOHC, 4-valve	249cc	15.5 PS (21.1 kW) @ 8,000 rpm	20.7 kg-m (2.11 Nm) @ 6,000 rpm	11 litres	1,530 mm	147 kg	80/100-18 47P 130/90-15 M/C 66p	Red
 XVS125 Drag Star	V-twin cylinder, 4-stroke, air-cooled, SOHC, 4-valve	124cc	13 PS (9.5 kW) @ 10,000 rpm	N.A	11 litres	1,495 mm	135 kg	3.00-18 47P 130/90-15 M/C 66P	Black
 SR125	Single cylinder, 4-stroke, air-cooled, SOHC, 2-valve	124cc	12 PS (8.8 kW) @ 8,500 rpm	1 kg-m (9.4 Nm) @ 8,500 rpm	10 litres	1,280 mm	104 kg	3.00-17 45P 3.50-16 52P	Red/dark blue
 TW125	Single cylinder, 4-stroke, air-cooled, SOHC, 2-valve	124cc	11.8 PS (8.7 kW) @ 9,000 rpm	0.99 kg-m (9.7 Nm) @ 8,000 rpm	7 litres	1,330 mm	118 kg	130/80-18 66P 180/80-14 MC 78P	Red/silver
 TT-R125/LW	Single cylinder, 4-stroke, air-cooled, SOHC	123.7cc	10.3 PS (7.6 kW) @ 8,000 rpm	1.02 kg-m (10.0 Nm) @ 6,500 rpm	5.5 litres	1,240 mm (1,264 mm)	74 kg (76 kg)	70/100-17 (-19) 90/100-14 (-16)	Blue
 TT-R90	Single cylinder, 4-stroke, air-cooled, SOHC	89cc	5.6 PS (4.1 kW) @ 7,000 rpm	0.62 kg-m (6.1 Nm) @ 6,500 rpm	4.1 litres	1,308 mm	61 kg	2.50-14 4PR 3.00-12 4PR	Blue
 RT100	Single cylinder, 2-stroke air-cooled	97cc	8.5 PS (6.3 kW) @ 7,000 rpm	0.87 kg-m (8.5 Nm) @ 6,500 rpm	4.5 litres	1,190 mm	77 kg	2.50/18 4PR 3.00/16 4PR	Blue
 PW80	Single cylinder, 2-stroke crankcase reed-valve	79cc	4.8 PS (3.5 kW) @ 5,500 rpm	0.64 kg-m (6.3 Nm) @ 5,000 rpm	4.9 litres	1,055 mm	57 kg	2.50/14 4PR 3.00/12 4PR	Blue
 PW50	Single cylinder, 2-stroke, crankcase reed-valve	49cc	2.7 PS (2 kW) @ 5,500 rpm	0.39 kg-m (3.8 Nm) @ 4,500 rpm	2 litres	855 mm	37 kg	2.50/10 4PR 2.50/10 4PR	Blue
 DT125R	Single cylinder, 2-stroke, liquid-cooled, crankcase reed-valve	124cc	12.1 PS (8.9 kW) @ 7,000 rpm	1.6 kg-m (15.7 Nm) @ 6,500 rpm	10 litres	1,416 mm	109 kg	2.75-21 4PR 4.10-18 4PR	Blue/black
 XT600E	Single cylinder, 4-stroke, air-cooled, SOHC	598cc	43 PS (31.6 kW) @ 8,750 rpm	4.9 kg-m (48.1 Nm) @ 5,250 rpm	15 litres	1,440 mm	156 kg	90/90-21 54S 90/90-21 54S	Blue

SCOOTERS


Model	Engine type	Displacement	Max. Power (DIN)
XP500 TMAX	Twin cylinder, 4-stroke, liquid-cooled, DOHC, 8-valve	499cc	40 PS (29.4 kW) @ 7,000 rpm



YP250 Majesty	Single cylinder, 4-stroke, SOHC, liquid-cooled	250cc	21.1 PS (15.5 kW) @ 7,500 rpm
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YP125R Majesty	Single cylinder, 4-stroke, SOHC, liquid-cooled	124cc	12 PS (8.4 kW) @ 8,750 rpm
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Maxster 125	Single cylinder, 4-stroke, SOHC, liquid-cooled	124cc	12 PS (8.7 kW) @ 9,000 rpm
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YN100 Neo's 100	Single cylinder, 2-stroke air-cooled	101cc	6.8 PS (5 kW) @ 7,000 rpm
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YQ100 Aerox 100	Single cylinder, 2-stroke air-cooled	101cc	7.5 PS (5.5 kW) @ 7,000 rpm
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XN125 Teo's	Single cylinder, 4-stroke, SOHC, liquid-cooled	124cc	12 PS (8.7 kW) @ 9,000 rpm
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YQ50 Aerox R	Single cylinder, 2-stroke liquid-cooled	49cc	3.7 PS (2.75 kW) @ 7,000 rpm
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YN50 Neo's	Single cylinder, 2-stroke air-cooled	49cc	3.9 PS (2.9 kW) @ 7,000 rpm
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WH50 Why	Single cylinder, 2-stroke air-cooled	49cc	3.4 PS (2.5 kW) @ 6,500 rpm
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EW50 Slider	Single cylinder, 2-stroke air-cooled	49.2cc	5 PS (3.6 kW) @ 6,500 rpm
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CW50NG Bi-Wizz	Single cylinder, 2-stroke air-cooled	49cc	5.7 PS (4.2 kW) @ 6,600 rpm
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YZ426F	Single cylinder, 4-stroke liquid-cooled DOHC, 5-valve	426cc	58.1 PS (47.7 kW) @ 9,600 rpm
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WR426F	Single cylinder, 4-stroke liquid-cooled DOHC, 5-valve	426cc	NA
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WR400F	Single cylinder, 4-stroke liquid-cooled DOHC, 5-valve	399cc	48 PS (35.3 kW) @ 9,000 rpm
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WR250F	Single cylinder, 4-stroke liquid-cooled DOHC, 5-valve	249cc	NA
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YZ250F	Single cylinder, 4-stroke liquid-cooled DOHC, 5-valve	249cc	NA
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YZ250	Single cylinder with YPVS, 2-stroke liquid-cooled	249cc	53 PS (39 kW) @ 8,000 rpm
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YZ125	Single cylinder with YPVS, 2-stroke liquid-cooled	124cc	39 PS (28.7 kW) @ 11,500 rpm
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YZ80/YZ80LW	Single cylinder with YPVS, 2-stroke liquid-cooled	82.9cc	28 PS (20.6 kW) @ 12,000 rpm
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MOPEDS
OFF-ROAD

Max. Torque (DIN)	Fuel tank capacity	Wheelbase	Dry weight	Tyres (front/rear)	Colours
4.67 kg-m (45.8 Nm) @ 5,500 rpm	14 litres	1,575 mm	197 kg	120/70-14M/C 55S-150/ 70-14M/C 66S	Yellow/silver/blue
2.2 kg-m (21.6 Nm) @ 6,000 rpm	12.5 litres	1,535 mm	156 kg	110/90-12 64L 130/70-12 62L	Yellow/silver
1.12 kg-m (11 Nm) @ 7,500 rpm	10.5 litres	1,480 mm	125 kg	120/70-12 51L 130/70-12 56L	Blue/silver
1.03 kg-m (10.2 Nm) @ 7,000 rpm	7.5 litres	1,400 mm	124 kg	130/60-12 140/60-13	Black/blue
0.6 kg-m (6.8 Nm) @ 4,500 rpm	6.5 litres	1,280 mm	85 kg	120/70-12 51L 130/70-12 56L	Silver/deep red
0.89 kg-m (8.8 Nm) @ 6,000 rpm	7 litres	1,259 mm	87.5 kg	130/60-13 140/60-13	Red/blue
1.07 kg-m (10.5 Nm) @ 7,000 rpm	10 litres	1,315 mm	113 kg	120/70-12 51L 130/70-12 56L	Blue/silver/red
0.42 kg-m (4.2 Nm) @ 7,250 rpm	7 litres	1,256mm	89 kg	130/60-13 140/60-13	Light grey/red
0.49 kg-m (4.9 Nm) @ 5,850 rpm	6.5 litres	1,273 mm	78 kg	120/70-12 56J 130/70-12 56J	Blue/black
0.39 kg-m (3.35 Nm) @ 6,200 rpm	7.2 litres	1,294 mm	69 kg	70/90-16 80/90-16	Red/green
0.54 kg-m (5.3 Nm) @ 6,200 rpm	6.5 litres	1,202 mm	72 kg	120/80 M/C-12S 130/90 M/C10S	Black/silver/yellow
0.49 kg-m (4.9 Nm) @ 6,600 rpm	8.5 litres	1,206 mm	74 kg	120/90-10 54J 130/90-10 59J	Orange
5.9 kg-m (4.9 Nm) @ 7,000 rpm	NA	1,490 mm	105.5kg	80/100-21 110/90-19	Blue
NA	NA	1,490 mm	113 kg	90/90-21 130/90-18	Blue
4.06 kg-m (39.8 Nm) @ 7,500 rpm	NA	1,490 mm	113 kg	90/90-21 120/90-18	Blue
NA	NA	1,475 mm	102 kg	90/90-21 120/90-18	Blue
NA	NA	1,475 mm	96.5 kg	90/9100-21 100/90-19	Blue
5 kg-m (49 Nm) @ 7,500 rpm	NA	1,482 mm	98 kg	80/100-21 51M 110/90-19 62M	Blue
2.6 kg-m (24.6 Nm) @ 10,000 rpm	NA	1,444 mm	87.5 kg	80/100-21 51M 100/90-19 57M	Blue
1.7 kg-m (16.7 Nm) @ 11,000 rpm	NA	1,257/1,283 mm	66/69 kg	90/100-14 49M 90/100-16 52M	Blue

AVON

Bristol BS4 3DR/Fowlers of Bristol Ltd, 2-12 Bath Road, Pyllie Hill – 0117 9770466/7788990
Bristol BS1 3PY/Motor Cycle City, 15-19 Stokes Court – 01179 423602
Weston-Super-Mare BS23 3BY/Morse Motorcycles, 13-15 Locking Road – 01934 621187

BEDFORDSHIRE

Flitwick MK45 1ED/Flitwick Motorcycles, Station Road – 01525 712 197

BERKSHIRE

Newbury RG14 7BL/Pro-Bike Yamaha, 22 Newtown Road – 01635 581500
Reading RG3 1EF/Motor Cycle City, 470-478 Oxford Road – 0118 9574044

BUCKINGHAMSHIRE

Chesham HP5 3ED/Ford & Ellis Motorcycles Ltd, 132-152 Broad Street – 01494 772343
High Wycombe HP13 6AD/Brian Gray Motorcycles, Station Road – 01494 438615
Milton Keynes MK5 8HT/Carnell, Roebuck Way, Knowlly – 01908 325700
Westcott HP18 0JX/On Yer Bike, A41 Bicester Road – 01296 655999

CAMBRIDGESHIRE

Cambridge CB4 3JS/PH Allin Motorcycles Ltd, 184 Histon Road – 01223 311611
Cambridge CB1 3EB/Graham Jenkins Motorcycles, 29 Cromwell Road – 01223 243074
Peterborough PE6 7UR/Carnell Motor Group Ltd, High Street, Eye – 01733 223444

CHESHIRE

Chester CH3 5DH/Bill Smith Motors Ltd, 30-36 Tarvin Road, Boughton – 01244 323845
Crewe CW2 7AS/Crewe Motorcycles, 92 Mill Street – 01270 212268
Stockport SK1 4LL/Carnell Motorcycles, St Mary's Way, Hemphaw Lane – 0161 429 5500
Sale M33 1AQ/Sale Yamaha Centre, 156 Cross Street – 0161 973 5844
Warrington WA1 3BE/Tony Jefferies – Cheshire, 240 Manchester Road – 01925 656528

CLEVELAND

Redcar TS10 1ER/Petite & France Motorcycles, The Motorcycle Centre, 93-101 Station Road – 01642 475981
Stockton-on-Tees TS18 1ER/Tillstons Ltd, 52 Yarm Lane – 01642 611138

CORNWALL

St Austell PL26 7XN/RS Damerell & Son Ltd, Whitmoor – 01726 822402

COUNTY DURHAM

Darlington DL1 1UE/White Bros (Darlington) Ltd, 201-209 Northgate – 01325 483121
Peterlee SR8 4JJ/David Sykes Superbikes, Cotsford Lane, Horden – 0191 586 4589

CUMBRIA

Barrow-in-Furness LA13 0BZ/John Stewart Motorcycles Ltd, Bridgegate Garage, Flass Lane – 01229 824757
Carlisle CA2 5BN/John Stewart Motorcycles Ltd, 3 Citadel Parade, Viaduct Estate – 01228 596826

DERBYSHIRE

Chesterfield S44 5AE/Chesterfield Motorcycle Centre, Top Road, Calow – 01246 559900
Derby DE21 4EE/Derby Powersports, Sir Frank Whittle Road, Pentagon Island – 01332 206092

DEVON

Exeter EX2 8RQ/Bridge Motorcycles Ltd, Alphinbrook Road, Marsh Barton – 01392 260200
Newton Abbot TQ12 3BN/Motor Cycle City, Pottery Lane, Kingsteinton – 01626 331020
Paignton TQ3 2SE/GT Motorcycles, 77-79 Torquay Road – 01803 559949
Plymouth PL24 6JJ/Damerells Motorcycles Ltd, 99 Mutley Plain – 01752 667806

DORSET

Bournemouth BH5 2HT/Roger Barrett Motorcycles, 24-26 Seabourne Road, Southbourne – 01202 426244
Poole BH15 3AH/Poole Motorcycles, 138a Stanley Green Road, Sterte – 01202 670023/669734

EAST SUSSEX

Brighton BN2 3QB/P & H Motorcycles, 112-113 Lewes Road – 01273 669944
Heathfield TN21 0JP/SW Groombridge, Mayfield Road Garage, Cross-in-Hand – 01435 862466
Pevensley Bay BN24 6EX/JS Gedge Motorcycles, 3-4 Penvensley Court, Eastbourne Road – 01323 765515
St Leonards on Sea TN38 0JB/JS Gedge, Silchester Road – 01424 423520

EAST YORKSHIRE

Hull HU3 6JB/Fiveways Motorcycles Ltd, 17-19 Walton Street – 01482 355535

ESSEX

Brentwood CM14 4BA/G P Motorcycle Centre, Crown Street – 01277 233744
Braintree CM7 6JD/John Pease Motorcycles, 37-43 Railway Street – 01376 321819
Chelmsford CM2 8BH/John Pease Motorcycles, 91 Wood Street – 01245 264350
Colchester CO1 2AJ/TK Cope Motorcycles, 38 Military Road – 01206 574765
Grays RM17 5NH/South Essex Motorcycles, 15-17 Southend Road – 01375 375653
Ilford IG2 7RT/Carnell, 741-755 Eastern Av., Newbury Pk. – 01815906615
Leigh on Sea SS9 3NF/Alpha Motorcycles, 944-946 London Road – 01702 476260
Romford RM7 9QX/John's of Romford Ltd, 46-52 London Road – 01708 726048

GLOUCESTERSHIRE

Cheltenham GL50 4LS/Dave Parry Motorcycles, Elim Works, Dunalley Parade – 01242 230403
Cirencester GL7 1LD/Peter Hammond Motorcycles Ltd, 44 Watermoor Road – 01285 652467
Gloucester GL2 6EU/Fraser's of Gloucester, 261 Bristol Road – 01452 306485

HAMPSHIRE

Andover SP10 3HN/Bridge Motorcycles, Station Approach – 01264 354200
Basingstoke RG23 7LL/Mott Motorcycles, Kempshott Hill (A30) – 01256 321989

Farnborough GU14 6HD/Motor Cycle City (Sales) Ltd, 149-151 Lynchford Road – 01252 400000
Portsmouth PO2 7RW/Motor Cycle City, 196-200 & 217-219 New Road – 023 9282 8425
Southampton SO45 2PD/Doug Dearden Motorcycles, 207 Long Lane, Holbury – 023 8089 1110
Southampton SO15 3FP/Parkroad Motorcycles Ltd, 160 Shirley Road, Shirley – 023 8022 8718

HEREFORDSHIRE

Hereford HR2 7RH/Motorcycle Centre Ltd, Belmont Roundabout, 7-9 Ross Road – 01432 272341

HERTFORDSHIRE

Cheshunt EN8 8JQ/Waltham Cross Motorcycles Ltd, 50-54 Crossbank Street – 01992 625173
Hemel Hempstead HP3 9SX/Moores Ltd, London Road, Apsley – 01442 252601
Knebworth SG3 6AP/Saunders Motorcycles, 17 Station Road – 01438 811524
St Albans AL2 1QF/Motorcycles & Moore, 166 High Street, London Colney – 01727 824248
Watford WD1 8LZ/Colin Collins Ltd, 1-3 Euston Road – 01923 235346

KENT

Dartford DA1 2EU/EC Bate, 60-62 West Hill – 01322 220748
Faversham ME13 8JN/The Bike Shop Ltd, 39a The Mall – 01795 532365
Folkestone CT20 1BU/Alford Brothers, 20 Cheriton Road – 01303 254057
Gillingham ME7 5TR/Magnum Motorcycles, 43-45 Canterbury Street – 01634 851200/855504
Gravesend DA12 2RF/Milton Motorcycles, 20 Milton Road – 01474 326248
Paddock Wood TN12 6AF/Motorcycle City, 62 Maidstone Road, Paddock Wood, Kent – 01892 835353
Sidcup DA15 9NB/Garozzo Motorcycles Ltd, 19-20 Wellington Parade, Blackfen Road – 0181 303 1811

LANCASHIRE

Accrington BB5 1SA/Keith Dixon Motorcycles, 392-396 Blackburn Road – 01254 231221/235452
Ashton Under Lyne OL6 7QU/Claremont Motorcycles, 275-277 Stamford Street – 0161 330 3418
Blackpool, FY4 4EF/Sam Taylor, 5/21 Vicarage Lane – 01253 763442
Bolton BL1 4AA/ESB, 3 Marsden Road – 01204 535443
Chorley PR6 0TB/Chorley Yamaha Centre Ltd, Eaves Lane – 01257 230300
Preston PR1 4DV/Northwest Superbikes Ltd, 26/36 New Hall Lane – 01772 798882
Manchester M16 0HP/Motor Cycle City, Chester Road, Old Trafford – 0161 772 7800
Wigan WN3 4AR/Wigan Yamaha, 1 Wilcock Street – 01942 491491

LEICESTERSHIRE

Leicester LE1 3GR/Arnolds, 106-108 Belgrave Gate – 0116 2530272
Loughborough LE11 2AG/Arnolds, 66-68 Leicester Road – 01509 212988
Melton Mowbray LE13 1AE/Len Manchester Ltd, 17 Burton Street – 01664 562302
Leicester LE67 3EP/Arnolds, 22-28 Hotel Street, Coalville – 01530 817707

LINCOLNSHIRE

Lincoln LN5 7LG/Webb's Yamaha Centre, 117-121 Portland Street – 01522 528951/513193
Spalding PE11 2AF/CH Biggadike Motorcycles, 23-27 Westlode Street – 01775 723037
Grimsey DN31 1DJ/Carnell, Victoria Street – 01472 357573

LONDON

N9 0PD/JA Lock Ltd, 333-335 Fore Street, Edmonton – 020 8807 5269
NW10/Motorcycle City, 301 Iveagh Avenue, Stonebridge Park – 020 8955 4600
W6 7PH/Scooter Store International, 48-50 Shepherds Bush Road – 020 7610 4131
SW6 4RJ/The Yamaha Service Centre, 347 New Kings Road, Fulham – 020 7371 9700
SW16 3PX/Hamilton PowerSports, 442 Streatham High Road, Streatham – 020 8764 0101
SW20 8JX/Frontiers Motorcycles Ltd, 363 Kingston Road – 020 8540 7774
SE5 0EZ/Carnell Motorcycles, 73-75 Camberwell Road – 020 7703 2271
SE10 9TZ/Metropolis, 150-152 Trafalgar Road, Greenwich – 020 8293 0095
EC4R 2YB/Metropolis, 23 Dowgate Hill – 020 7236 1913
E11 4JT/Double R Motorcycles, 309-311 High Road, Leytonstone – 020 8558 4819
E18 1LN/Woodford Motorcycles, 51-53 George Lane, S. Woodford – 020 8989 3157

MERSEYSIDE

Liverpool L5 9XJ/Carnell, Sand Hills Lane, Off Derby Road – 0151 955 6222
Birkenhead L41 2TW/Marriott Motorcycles, 72-76 Oxtou Road – 0151 653 8704/5
St Helens WA9 5PE/Millenium Motorcycles, Sherdley Hall Garage, Aspinall Place, Thatto Heath – 01744 616161

MIDDLESEX

Bedfont TW14 8BP/Motor Cycle City, 533-537 Station Road – 020 8890 2913
Edgware HA8 5AH/Rex Judd Ltd, Brooklands House, 415 Burnt Oak Broadway – 020 8952 6911
Harrow HA3 0AN/Mach Motorcycles, 97 Kenton Road – 020 8907 6705
Harrow HA1 4JD/Colin Collins Ltd, 90-100 Pinner Road – 020 8861 1666
Twickenham TW2 5AB/Blays of Twickenham Ltd, 32-34-38 The Green – 020 8894 1397

NORFOLK

X Diss IP22 3JG/Mike Bavin Motorcycles, 101 Victoria Road – 01379 642631
Kings Lynn/AMG Bikes, Hardwick Road, Kings Lynn – 01533 761161
Norwich NR2 4EE/Tinklers Motorcycles Ltd, 182-190 Northumberland Street – 01603 627786

NORTH YORKSHIRE

Harrogate HG1 1BB/H Acklam, 11 Bower Road – 01423 565125
Scarborough YO12 7BY/Andrews of Scarborough Ltd, Roscoe Street – 01723 366083
York YO3 0AP/York Yamaha Centre, Heworth Village Garage – 01904 424597

NORTHAMPTONSHIRE

Northampton NN3 9HW/M & P Northampton, 2 Museum Way, Riverside Retail Park – 01604 417000

NORTHUMBERLAND

Bedlington NE22 5PT/Ian Bell Motorcycles Ltd, 62-64 Rothesay Terrace – 01670 822311

NOTTINGHAMSHIRE

Nottingham NG5 6AA/C.M.C. Nottingham, Daybrook Square, Mansfield Road, Arnold – 0115 9267720

Nottingham NG9 2DB/Nottingham Powersports, 216 Queen Road, Beeston – 01159 677369

OXFORDSHIRE

Kidlington OX5 2NP/TW Motorcycles, 139 Oxford Road – 01865 842144

Oxford OX4 2BS/George White Superbike Centre, 379 Cowley Road – 01865 773333

SHROPSHIRE

Market Drayton TF9 3DN/Wylie & Holland Motorcycles, 63-67 Shrewsbury Road – 01630 657121

Telford TF1 2NH/Wylie & Holland Motorcycles, 146 Watling Street, Wellington – 01952 248868

SOMERSET

Crewkerne TA18 8NT/Taylor's Motorcycles, Mosterton Road, Misterton – 01460 72318

Taunton TA2 8DG/Taylor's Motorcycles Ltd, Unit 1, Venture 11, Priorswood Ind. Est. – 01823 274247/274249

Wells BA5 2HS/Motor Cycle City, Westfield Road – 01749 673462

SOUTH YORKSHIRE

Doncaster DN5 8AF/Carnell Motor Group, Marshgate – 01302 327722

Sheffield S6 2UB/Jeff Hall Motorcycles Ltd, 130-142 Langsett Road – 0114 2333116

STAFFORDSHIRE

Burton-on-Trent DE14 2DA/Jacksons Motorcycles Ltd, 22-23 Borough Road – 01283 565154

Cannock WS11 2GD/Skellerns, Unit 16,17,20, Brindleys Business Park, Chaseside Drive – 01543 428528

Stafford ST16 3BS/CG Chell Motorcycles, 25-27 Marston Road – 01785 258295

Stoke on Trent ST4 2QH/Tony Jefferies, 81-83 Stoke Road, Shelton – 01782 415768

Tamworth B77 5AD/Motor Cycle City, 361 Watling Street, Wilmcote, Tamworth – 01827 280905

SUFFOLK

M Beccles NR34 9UE/LC Green & Son Ltd, Peddars Lane – 01502 712370

Bury St Edmunds IP33 3AA/CJ Bowers & Son Ltd, 11-13 Risbygate Street – 01284 705726

Ipswich IP1 2ER/Revett's Ltd, 53-67 Norwich Road – 01473 253726

Lowestoft NR32 1QE/A R Motorcycles, 79 St Peter's Street – 01502 584169/01284 705726

SURREY

Carshalton SM5 3AE/Lamba Motorcycles, 120 High Street – 0208 647 4851

Guildford GU2 6AA/Portman Motorcycles, 23-25 Woodbridge Hill – 01483 560945

Haslemere GU27 1BZ/Haslemere Motorcycles, 11-13 Weyhill – 01428 651580

Purley CR8 2LA/Motor Cycle City Ltd, Russell Hill Road, Purley – 0208 763 5700

Woking GU21 1LJ/Continental Motorcycles, 77 Goldsworth Road – 01483 714893

TYNE & WEAR

Newcastle-Upon-Tyne NE4 6AQ/Kens Motorcycles Ltd, 246-250 Westgate Road – 0191 232 1793

WARWICKSHIRE

Nuneaton CV12 8AH/Alf England Ltd, Leicester Road, Bedworth – 01203 312184

Stratford-Upon-Avon CV37 0AH/Knotts of Stratford Ltd, 15 Western Road – 01789 205149

WEST MIDLANDS

Birmingham B12 0JU/Carnells, 131-148 Digbeth High Street – 0121 604 4111

Warley B65 0JS/Speedway Motors, 78a Oldbury Road, Blackheath – 0121 559 1270

WEST SUSSEX

Crawley RH11 7AE/P & H Motorcycles, 61-63 Gatwick Road – 01293 413300

Chichester PO19 4JG/CMW Motorcycles Ltd, 20 The Hornet – 01243 782544

Worthing BN11 3HQ/Keys Bros, 142a Montague Street – 019033 236842

WEST YORKSHIRE

Batley WF17 6JD/Padgett's (Batley) Ltd, 234 Bradford Road – 01924 478491

Bradford BD2 1QN/Bradford Motorcycle Centre Ltd, Hillam Road, Canal Road – 01274 734248/732755

Huddersfield HD1 3LE/Huddersfield Superbikes T/A Earnshaws, Manchester Road – 014844 21232

X Huddersfield HD7 1PR/Terry Silvester Motorcycles, Spring Lane Mills, Woodhead Road, Holmfirth – 01484 683665

Keighley BD21 5AJ/Colin Appleyard Ltd, Wellington Road, Worthway – 01535 606311

Leeds LS8 5DR/Colin Appleyard Ltd, Roseville Road, Leeds – 01132 485000

Shipley BD18 3JQ/Motor Cycle City, 206 Saltire Road – 01274 771122

WILTSHIRE

M Devizes SN10 1LQ/Richard Stevens Motorcycles, 14 Estcourt Street – 01380 725467

Salisbury SP2 7PU/Hayball Motorcycles, Brunel Road, Churchfields – 01722 322796

Swindon SN1 2AB/George White Motors Ltd, 1-8 Manchester Road – 01793 716716

WORCESTERSHIRE

Kidderminster DY11 7QP/The Motorcycle Mart Kidderminster Ltd, Stourport Road – 01562 824259

Redditch B97 5EN/Knotts of Redditch, 189 Evesham Road, Headless Cross – 01527 404391

Worcester WR1 2JA/Skellerns Motorcycles Ltd, 52 Sidbury – 01905 20580

SCOTLAND
CENTRAL

Falkirk FK2 7BX/Jim Allan Motorcycles, 208 Grahams Road – 01324 620111

DUMFRIES & GALLOWAY

Dumfries DG1 2PN/Scotspeed Motorcycles Ltd, 2-6 Nith Place – 01387 265050

FIFE

Kirkcaldy KY1 2QF/Alan Duffus Motorcycles Ltd, 19-21 St Claire Street – 01592 264135

GRAMPIAN

Aberdeen AB1 2HJ/Shirlaws Ltd, 92 Crown Street – 01224 584855

Inverurie AB51 9UT/Two Wheel Centre, Port Elphinstone – 01467 625192

LOTHIAN

Bathgate EH48 4EU/Jim Allan Motorcycles, 20 North Bridge Street – 01506 653922

Edinburgh EH6 7ET/Carrick Motorcycles, 62 Queen Charlotte Street – 0131 555 2575

STRATHCLYDE

Ayr KA8 8AA/Harry Fairbairn T/A North Harbour Motorcycles, 14-18 North Harbour Street – 01292 281933

Glasgow G41 2PZ/Ride on Motorcycles Ltd, 19-21 Nithsdale Street – 0141 4240404

Renfrew PA4 8PD/William Thomas T/A Motorcycle Services, 18 – 20 Fulbar Street – 0141 561 7521

TAYSIDE

Dundee DD3 6RX/Allan Duffus Ltd, 308 Strathmore Avenue – 01382 817051

Perth PH1 2DP/Allan Duffus Ltd, Rannock Road, Perth – 01738 622 020

HIGHLANDS

Inverness IV1 3SG/Marrs Motorcycles, 3 Longman Drive, Longman Industrial Estate – 01463 717896

WALES
CLWYD

Abergele LL22 7LA/Woods Motorcycles, Units A1-A4 Peel Street – 01745 825958

DYFED

M Haverfordwest SA61 1SX/Mason Motorcycles, Fountain Row, Barn Street – 01437 765651

Haverfordwest SA61 1XE/M & P Haverfordwest, Old Hawkin Road, Merlins Bridge – 01437 768434

GLAMORGAN

Bridgend CF31 1TZ/M & P Bridgend, Tremains Road – 01656 679851

Cardiff CF1 7NN/South Wales Superbikes – Cardiff, 218 Penarth Road – 029 2039 0100

Cardiff CF11 9DX/Cardiff – Yamaha, 82 Cowbridge Road East, Canton – 029 2039 6500

Port Talbot SA13 1LP/Mount Motorcycles Ltd, 57-61 Commercial Road, Taibach – 01639 883936

Swansea SA5 8LD/JT's Motorcycles, Unit 2, Heol-Y-Gors, Cwmbwrla – 01792 461776

GWENT

Abergavenny NP8 1EP/Black Mountain Yamaha, Llanwenarth Citra, Crickhowell – 01873 811776

GWYNDD

Bangor LL5 4DA/Bill Smith Motor (Gwyndd) Ltd, Cytr Lane – 01248 352085

POWYS

Newtown SY16 1DD/David Jones Newtown, Pool Road – 01686 625010

NORTHERN IRELAND

Belfast BT12 6LR/Hurst Motorcycles Centre, Boucher Road, Balmoral – 028 9038 1721

ISLE OF MAN

Douglas/Road & Track, 11 Tynwald Street – 01624 623725

ISLE OF WIGHT

Carisbrooke PO30 5JS/Dave Death Motorcycles, Priory Garage, 9 Priory Road – 01983 522160

CHANNEL ISLANDS

Guernsey, GY2 4NU/Panchos Motorcycles, Church Road, St. Sampsons – 01481 248550

Jersey JE2 4QY/G & B Motorama Ltd, 9 Great Union Road – 01534 22819/22820

OFF ROAD DEALERS
MOTOCROSS

M Mike Bavin Motorcycles – 101 Victoria Road, Diss, Norfolk, IP22 3JG – 01379 642631

Bikesport – 208 Westgate Road, Newcastle, Tyne & Wear, NE4 6AN – 0191 232 8970

ER Williams Motorcycles – Bromfield Ind. Est., Gas Lane, Mold, CH7 1UR – 01352 753619

M Ford & Ellis – 132-152 Broad Street, Chesham, Buckinghamshire, HP5 3ED – 01494772343

Mototech Ltd – 222-224 Hornchurch Road, Hornchurch, Essex, RM11 1QJ – 01708 459502

M Poole Motorcycles – 138a Stanley Green Road, Sterte, Poole, Dorset, BH1 3AH – 01202 670023

Russells Motorcycles – Unit 1, Edgar Road Industrial Estate, Carryduff, Belfast, Northern Ireland, BT8 8NB – 028 9081 7000

M Terry Silvester Motorcycles – Spring Lane Mills, Woodhead Road, Holmfirth, Huddersfield, West Yorkshire, HD7 1PR – 01484 683665

M Richard Stevens Motorcycles – 14 Estcourt Street, Devizes, Wiltshire, SN10 1LQ – 01380 725467

Ray Hockey Motorcycles – Bryn Garage, Penpergwn, Abergavenny, Gwent, NP7 9AT – 01873 840170/840171

Boretech Engineering – Unit 10, Golding Barn Ind. Est., Henfield Road, Smallhale, West Sussex, BN5 9XH – 01903 816236

John Wren Motorcycles – 162 Rawlinson Street, Barrow-in-Furness, Cumbria, LA14 1DQ – 01229 836038

M Road & Track – 11 Tynwald Street, Douglas, Isle of Man – 01624 623725

Ride MX – Unit 13 Western Road Ind Est., Stratford Upon Avon, Warwickshire, CV37 0AH – 01789 292931

M Ride On Motorcycles – 19-21 Nithsdale Street, Glasgow, Lanarkshire, G41 2QA – 0141 424 0404



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