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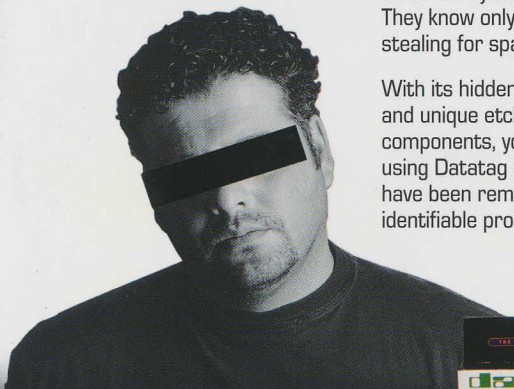


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 **YAMAHA**

The Yamaha owners' magazine

# Spirit

SPRING 2002



# TDM

THE LOOK

**2002 R1  
TEST**

2002 models road test bonanza: YZF-R1, Jog R, TDM900, Fazer 600, XJR1300, BT1100 Bulldog, XVS650 and XV1700 Road Star Warrior





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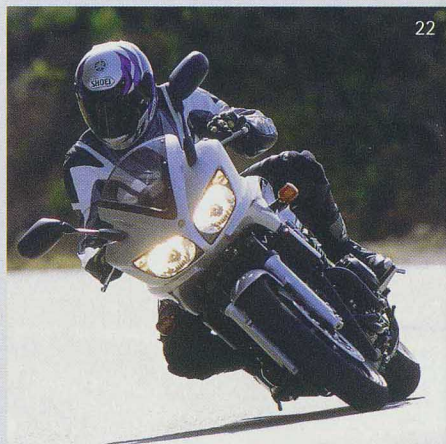


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Welcome



For me this, the Spring issue of *Spirit*, is probably the most exciting one of the calendar as it features road tests of all the new 2002 models, written by high profile independent journalists.

This year is particularly exhilarating as we have a brand new flagship, the 2002 YZF-R1. Our engineers concentrated on producing a large capacity Superbike with a more rounded performance. It is lighter, slimmer, easier to ride, has better handling, more refined road manners, and as you've come to expect from Yamaha, is packed full of technical innovation.

At the other end of the scale you may have seen the Jog R 50cc scooter at your local authorised Yamaha dealer. Launched to great press acclaim early in the year, the Jog delivers Yamaha technology, performance and build-quality at an affordable price.

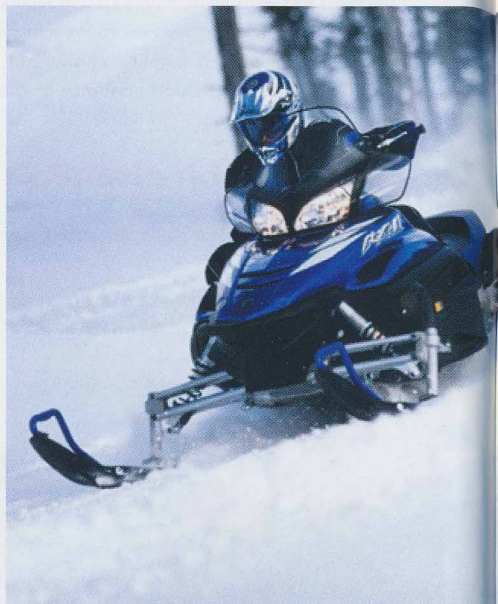
Add to this, tests on the restyled, sharper Fazer 600, the lighter and better-equipped XJR1300, and the mould-breaking BT1100, and I'm sure you'll agree that Yamaha's new bike options for 2002 are very, very exciting.

This issue of *Spirit* has its usual diverse selection of features, from a test of the best seller XVS650 through to the American market XV1700 Road Star Warrior, and from sports to racing. There's even internet news, an independent supermotard conversion using a WR426 as the base, and the return of the around the world XT600E.

As always, I hope that you will enjoy reading *Spirit* magazine, and that you have a fantastic summer on the Yamaha of your choice.

Andrew Smith  
Director, Yamaha Motor (UK)

R1 power for snowmobile and watercraft



Yamaha has capitalised on the acclaimed YZF-R1 power plant by using it to power two new and diverse products.

Yes, the looks are familiar too. It's the sleek, angular bodywork, digital speedo, cat's-eye headlights, dual tail-lights and motorcycle-inspired Deltabox aluminium chassis that gives it away. The all-new Yamaha RX-1 is the first snowmobile available from a major manufacturer using a high performance four-stroke engine. And yes, you're right - the stunning R1 engine powers the RX-1.

The 145bhp 5-valve engine offers many advantages over conventional two-stroke designs including incredible torque and smoother, quieter power delivery, as well as improved engine efficiency, which means better fuel consumption and cleaner emissions.

The RX-1 is available in two variants: a short-track version for trial riding and a long-track mountain version. Owners will no doubt be praying for snow like never before!

Yamaha make bats?

Yorkshire cricketer and R1 owner Craig White is Yamaha mad. The England all-rounder will be proudly sporting the Yamaha logo on his bat during 2002, which will be seen by armchair cricket fans across the world as the big hitter (hopefully) helps England restore the competitive advantage they seem to have lost in recent years. Digital TV viewers will have access to a stump cam view of the sponsors' logos throughout England's 2002 Test series.



Yamaha also launched the world's first four-stroke powered personal watercraft at the International Boat Show at Earls Court, London. Until now, personal watercraft have always been powered by two-stroke engines but the FX140 has changed all that. Yamaha has successfully developed the four-stroke, YZF-R1 engine so that the FX140 can match or even better long-established power plants.

At the heart of the FX140 is a specially tuned, all-new 998cc engine producing 140hp - making it the highest hp/cc ratio of any personal watercraft. Using a four-cylinder engine reduces vibration and gives a smoother ride. The machine also benefits from long service intervals and excellent fuel economy, which results in extremely low running costs.

The £9,699 FX140 is one of the most flexible personal watercraft ever built, equally capable of three-up touring, sports riding or even towing a skier. Expect it to make waves at watersport venues all over the UK from April.



FJR1300 for professionals

Yamaha's police-specification FJR1300 was shown at November's International Motorcycle and Scooter Show at the NEC in Birmingham and provoked a great deal of interest. The machine has now been tested by police forces throughout Europe and has received official Home Office approval for police covert use. Unfortunately, for some, the days of being able to out-run a police motorcycle are now over - so use your mirrors and watch out.

After extensive testing of the MCN award-winning sports tourer, Virgin Limobikes has also ordered a fleet of the FJR1300s.

You may have seen the Limobikes in the capital, whizzing the smart set around quickly and safely. Richard Branson regularly uses them (of course) as do many other celebrities. They prefer the anonymity of a quick and safe pillion ride to being stuck in the back of a taxi for hours on end.

Ceri Mort, Chief Principal of Virgin Limobikes said: "After extensive testing, we were so impressed with the FJR1300 that we decided we couldn't operate as efficiently without it. We're over the moon to have the opportunity to strengthen our relationship with Yamaha."

Supporting the stars of the future

Yamaha has outlined its commitment to the future of racing in the UK by offering an R6 to the winner of this year's British Junior Superstock Championship. The top three in the series will receive trophies donated by Yamaha and competitors will also be able to buy official parts at a discounted rate from authorised Yamaha dealers.



## Around the world on an R1

The last edition of *Spirit* profiled maverick explorer Nick Sanders, who was preparing to set off around the world on an R1. Here's the latest news, courtesy of the man himself.

I shipped the bike over to New York where five inches of snow on the ground cleared just before I finished dealing with US Customs. I soon got on the road and headed across Pennsylvania and into Virginia. My back tyre was wearing badly and I should have changed it before I left. Traffic cops stop me at least once a day. They mostly want to have a look at the bike. They said they've never seen an R1 being ridden around the world before. So far, I've never had a ticket.

The bike is handling well and I'm getting used to the highly-charged response. At high speeds where response is everything, I love it.

I met Ron Ayres who holds the record for riding 10,000 miles and through every state in the US in just over 6 days – 1250 miles a day. There is a fraternity of major endurance riders in the US who are very serious about what they do.

Mexico tomorrow and then Copper Canyon – it's six times bigger than the Grand Canyon. Then I'll take the overnight

ferry to Baha and travel up to LA before I fly out to Sydney. After Australia I'm looking into South East Asia – Thailand, Cambodia, Laos and Vietnam, before India. I've got to be back before the end of April or my wife will string me up.



## Back on track

Not only are Yamaha supporting the UK arm of the California Superbike school in 2002, but Yamaha Motor (UK) Ltd are pleased to announce the brand new 'Yamaha Race School', which will be run by the biggest two-wheel motor-sport player in the UK, Octagon Motorsports.

Octagon, who own all of the Brands Hatch Leisure circuits including: Brands Hatch, Cadwell Park, Oulton Park, and Snetterton, also have a managing interest in the fantastic Silverstone complex and will run Yamaha race schools at all of these events.

The Yamaha race school instructors will use a

fleet of Yamaha YZF-R1s and R6s, and customers have a choice of either hiring R6s, or of using their own bikes. Octagon, who also own and run the On-Track organisation (one of the biggest and most professionally run operations in Britain) have also chosen R1s and R6s for their Track Day operations.

The great news is that all Yamaha owners are entitled to a 10% discount at all of Yamaha's Spirit customer promotions, including the Yamaha Race School. The 10% discount offer also applies to the California Superbike School, non sponsored On Track events, as well as the off road schools including The Yamaha Experience and the Yamaha off road school.

## Giving Yamaha customers what they want

Yamaha Motor UK has been carrying out extensive research across the UK and is compiling information on what sort of powered two-wheeler riders want to see Yamaha produce in the future. Plans are already in place for three British universities to be involved in scooter research projects. Meanwhile, engineers from Japan were present at the recent R1 launch to talk to journalists about a new bike – and to find out exactly what makes UK sports riders tick.

A series of seminars with senior Yamaha product planners has also taken place at selected dealers across the country where owners were able to supply feedback on all motorcycle-related issues

from ABS to YZF. This will enable Japanese planners, designers and engineers to gain a better understanding of the European market so that future Yamaha products continue to innovate and perform well.

For the long term, Yamaha are constantly reviewing the security options on their motorcycles. The constant drive to improve security to a standard that is acceptable to UK insurers is one angle that Yamaha are investigating in an attempt to permanently force down motorcycle insurance costs. With this in mind, engineers from the Iwata factory have already visited the UK to study the problem of theft and security.

## Another R1 adventurer



of Nick. It broke down and the group crossed into Africa with no back-up.

Steve continues: "The name of the game was to reach the Sahara Desert and we made it. When you see the real desert appear on the horizon and the dunes seem half the size of England. It is an experience that's hard to describe. The R1 coped really well and I'd have loved to accompany Nick on this year's Motorcycle World Challenge. And I'd use the same bike again!"

Nick's not the only motorcyclist to go the distance on an R1. *Spirit* caught up with Steve Wrenshaw, a YZF-R1 riding truck driver who accompanied Nick on a 'short' ride to the Sahara Desert.

"I'd heard that Nick was a real character and when I finally got to meet him, it was all confirmed," said Steve. "His tours at the time weren't exactly for the faint hearted – they were more of a wild adventure. I told him that I was interested and he said to turn up at Dover with £1,100. So, I did!"

Once on the continent, they crossed through France, travelled over the Pyrenees into Spain and headed for Gibraltar. The back-up vehicle turned out to be an old Jeep driven by a 70-year-old friend

## Yamaha Insurance

After the incredible success of the 2001 R1 insurance scheme, Yamaha are pleased to announce a brand new scheme in support of all Yamaha owners. Martin Marshall, Divisional Manager of Motorcycles explained the thinking behind the scheme.

"We have been looking for a way to help our customers with insurance for some time and know that it is critical to find a long-term solution to the issue," he said. "We hope that our customers approve and support us with the measures that we have put in place – both to help with the immediate problem and with an eye on the future."

For full details on the new scheme, please contact your local authorised Yamaha dealer.



# Exclusive competition for Yamaha Spirit readers

Your chance to receive personalised riding instruction from some of the best riders in the world.

A once in a lifetime, money-can't-buy riding opportunity for R-series owners only.

Motorcycle competitions come and go, but none have ever offered the chance to win a motorcycling dream-prize as unique and unattainable as this.

This is the prize that truly breaks the mould. It sets a standard so high it may never be matched, because that standard is centred around eliciting the expertise and personal input of some of the very best riders in the world - Yamaha's top international Grand Prix and World Supersport riders. The prize comes in three stages.

In stage one, there are no fewer than twenty-five winners. Of those twenty-five, just fifteen will be selected to go on to the next stage. The ten who don't go on will have their names picked out of a hat. The first six out of the hat win a fantastic day out at the Yamaha Race School, and the final four will receive Yamaha Moto GP clothing.

The final fifteen will be selected to go on to stage two, where they will be invited to join Yamaha as VIP guests at the Brands Hatch round of the World Superbike Championship on 27th - 28th July. Here they will get the

opportunity to meet the riders and to enjoy the team's hospitality, as well as meet high profile journalists from some of the country's top-selling publications. During the lunch break a small competition will be run by the team to select two riders to move on to the final stage, the top prize.

The two riders who win the top prize will be flown out to Valencia on 3rd November to watch the final Grand Prix of the year, again as VIP guests of Yamaha. This time the winners will get the opportunity to meet all of Yamaha's Grand Prix riders, and of course to enjoy Yamaha's hospitality in the company of selected UK journalists.

The priceless part of the programme comes the day after the Grand Prix. The prize winners are taken back to the Valencia track, not to watch this time, but to ride a Yamaha supplied R-series bike. They will be in the company of the journalists, and they will be offered one-to-one instruction from Grand Prix and Supersport stars such as Max Biaggi, Carlos Checa, Garry McCoy, and Olivier Jacque. However, due to contractual limitations Yamaha cannot guarantee which stars will be available.

Entries will be directed through two UK motorcycle publications. To find out what the terms and conditions are and how to enter, go to [www.yamaha-motor.co.uk](http://www.yamaha-motor.co.uk) after 15th May 2002.

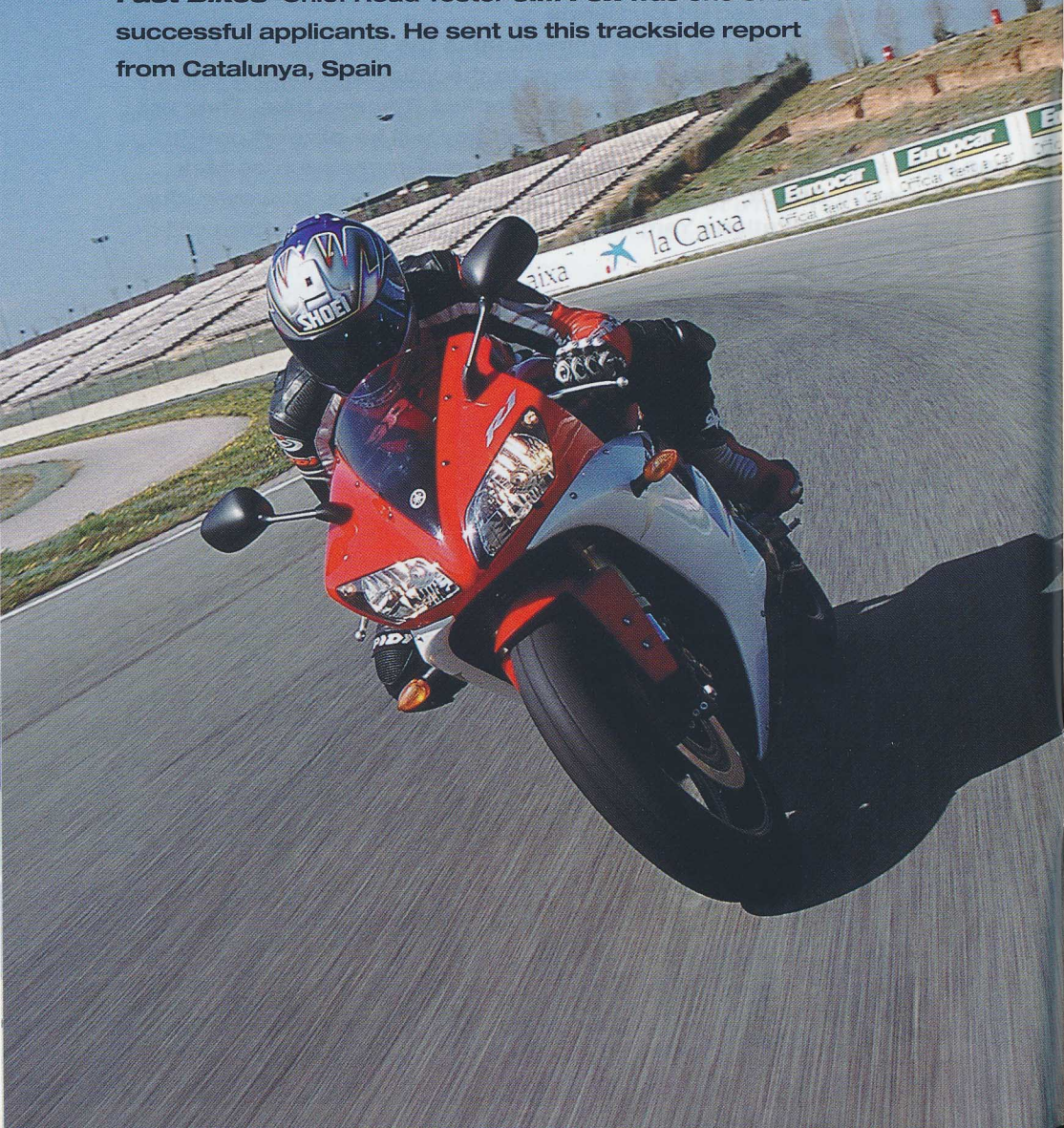


## Yamaha All Star Rider's Course



# The One

In the weeks leading up to Yamaha's YZF-R1 launch, motorcycle journalists the world over tried all the tricks in the book to make sure their name was on the guest list. **Fast Bikes'** Chief Road Tester **Jim Fox** was one of the successful applicants. He sent us this trackside report from Catalunya, Spain



We've all known since Yamaha's launch of the new R1 last year, when they unveiled what is by consensus the best looking mass-produced supersport multi ever, that bar the basic engine, it's a completely new bike. Nobody needed to tell us that, but what's really interesting is the direction they chose for the development.

The R1 is clearly one of the most tuneable engines in the business. Specialist tuning houses have been getting massive horsepower (reportedly 185bhp plus with standard carbs) from R1s with just minor modifications for years, so it was obviously a conscious decision, which took some restraint on the part of the factory, to keep the same level of horsepower.

What they chose to do instead was to refine one of the best and most reliable engine units ever, and to develop a brand new chassis with the basic aim of making it the best handling large capacity sportsbike ever. The model they chose to base the new chassis design on was the awesome R7, limited edition racer. Before they started there was one other unique challenge adopted – to build the bike to be fast and nimble, but to engineer an inherent steadiness that would not require a steering damper to mask any steering foibles.

In search of this utopia, the engine was moved closer to the R7 position (slightly higher to make the bike turn faster) the centre of mass and weight distribution was recalculated, the fork offset reduced by 10mm, and wider 43mm diameter forks were developed to make the front more stable and to match that of the R7. Moreover, a considerable amount of research and development went into balancing the chassis and suspension set-up to allow the rider to be able to get on the power very, very early in the turn. As a by-product the once, state of the art blue, single-cast brakes were also upgraded with aluminium pistons and new sintered

pads – once again elevating them to the position of benchmark.

The net result of the overall set up is a bike that is brilliantly balanced. It requires little more than a simple thought to change direction, fast or slow, tight or wide. It also makes it possible to improvise mid corner, which is fantastic for those elephant-dung-on-the-corner-exit incidents, or on the track when you're going for that last corner pass. It allows you to dive in deep on the



brakes (on the track) or use them that little bit harder when on the road. If the corner you've set up for suddenly tightens or reveals any unwanted surprises, the R1 lets you to square-off turns beautifully, which is great for holding your position on track, or giving yourself that extra little bit of safety room on the road.

Above all, the R1 allows you to perform all of these manoeuvres with an easy, calm, composed, uncomplicated effortlessness that is probably unmatched by any other bike in the class.

So given that no two chassis or bodywork components are interchangeable on the old model, then what remains the same? Well Yamaha would tell you the engine, which is surprising because the powerplant feels much smoother, much stronger in the lower and mid-range, and it even feels quicker at the top end. In fact, the only major changes to the engine are the new fuel injection, a new exhaust system (complete with





"The net result of the overall set up is a bike that is brilliantly balanced"

titanium down pipes and a new more sophisticated two-stage EXUP exhaust valve.)

It's interesting to note that the EXUP valve (invented by Yamaha) has been around for over a decade. Most of the major manufacturers have only just 'cottoned on' to the technology, and although each one claims that their version is subtly different, the fact remains that Yamaha has been using and developing the technology since the late Eighties. From a technical point of view the idea is to vary the back pressure at different revs, fooling the engine into thinking that it has a different exhaust fitted at lower revs, than at higher ones. The bottom line is that it enables the engine to produce a better spread of power and torque throughout the rev-range – a feature that has characterised the R1 right from the beginning.

Everyone knows that making fuel injection work smoothly on bikes is difficult. The problem is that injectors are either on or off. They are either pumping fuel or they're not, and if you want injectors to deliver lots of fuel at high revs, then you need big injectors which can't deliver small amounts of fuel at low revs.



Even using two sets of injectors (big ones for high revs and small ones for low revs) doesn't eliminate the problem of throttle snatch (a jerk felt through the throttle) which makes machine control particularly difficult in wet conditions. Incidentally, in case you were wondering, in the car world this isn't a problem as the weight of a car masks the jerk that occurs when you apply the throttle.

Yamaha's solution is sublime. They have, in the words of the engineers, used the best elements of an analogue (carburettor) system, and combined it with the best of a digital (injection) system. In short, they have invented a new type of fuel injection in which the throttle bodies have in-built constant velocity (CV) housings to carefully and precisely meter the delivery of fuel at low revs. The combination of the innovative fuel injection and the high-tech EXUP valve means that the R1 has arguably the best fuel delivery of any motorcycle – ever. Better than other injection systems and better even than the best carburetted systems. In the words of one of the Yamaha riders: "It is impossible to make it misbehave with any combination of revs or throttle."

On the track this was a welcome feature, particularly when at acute lean angles, trying to get back on the throttle early to make the most of the fantastic chassis, but on the road (particularly when it briefly rained) it was an absolute godsend.

So, if the performance is so polished, what of the ergonomics? Well, the beautifully sculpted bodywork doesn't just look fantastic (by 'no compromise' supersport standards) it works as well – deflecting the worst of the wind blast away from the rider. The new riding position seems to suit large as well as smaller riders and this has been achieved by moving the pegs up and further back and adding a reshaped seat, smaller 17-litre



fuel tank and newly shaped, one-piece handlebars. I found it extremely comfortable both on the track and on the road.

One of the coolest features is the programmable instrumentation. This features a gearshift revs light that is fully adjustable and can be set to any part of the rev-range. It is also possible to programme the brightness of the light, as well as the entire display – very trick.

Yamaha has shown a lot of courage in stepping back from the horsepower battle. We all know how easy it is to tune R1 engines and this would have been the easy way for them to move forward. Instead they've developed arguably the best looking and best handling large capacity multi on the market, and using some unique and innovative technology, refined the already super-powerful engine to a point where it's hard to see where the engineers are going to go from here. It's an amazingly well balanced and seriously impressive motorcycle, which really does live up to its name – The One.



# Ahead of the pack

**MCN** reporter, **Adam Morrissey**, was among the UK journalists catching some sun on Yamaha's TDM900 launch. He sent us this report from the Canary Islands

**F**uertaventura is a strange holiday destination. You land on what appears to be a barren, reddish-brown rock and on closer inspection find you're on a barren, reddish-brown rock. Vegetation is sparse, splashes of colour are sparser. There's sun and sea and golden sands, but it's a holiday island more suited to rare birds than anything else.

The TDM900 replaces the old TDM850, but Yamaha is claiming a lot more than sandpapering an extra 49cc out of the barrels. The engine, while based on the old bike's parallel twin, has been seriously overhauled. Technology has been added in the form of fuel injection and Yamaha claims the upshot is not so much a boost in power as a smoothing out and flattening of power and torque curves.

Being a big twin, the engineers have concentrated on low and mid-range power. Sure, torque is up by a claimed 11 per cent and power by five per cent, but it's the continuous delivery of torque that Yamaha thinks we'll like.

Then there are the changes to the chassis. The frame is now aluminium rather than steel, saving 11kg (24lb) and increasing rigidity. Adding fuel injection and catalytic converters, however, added three kilos, so the new model is lighter than the old one by a total of 8kg (17lb).

The new rear shock has a full range of adjustments, making it better suited to the role Yamaha sees for the bike. According to project planner Oliver Grill, the original TDM was developed in the mid-80s to answer the question: what would make the best, most fun bike to take on mountain roads? That could be solo, two-up or two-up with luggage. To cover all those situations, Yamaha felt a fully adjustable shock was vital.

To make the bike better balanced, the engine has been canted to a more vertical position and shifted farther forwards. The rider has followed the engine, giving a 49.8 per cent/50.2 per cent front/rear weight balance. Like the looks, the riding position hasn't really been touched. The upright, comfortable seating arrangement remains the same, and it feels familiar.



# the



Twist the throttle and the sound is a distinctive twin-like bark and thankfully louder than you'd expect. Those stainless steel pipes should stand up well to the rigours of their exposed position – just as well if the coating of dust already gathering is anything to go by.

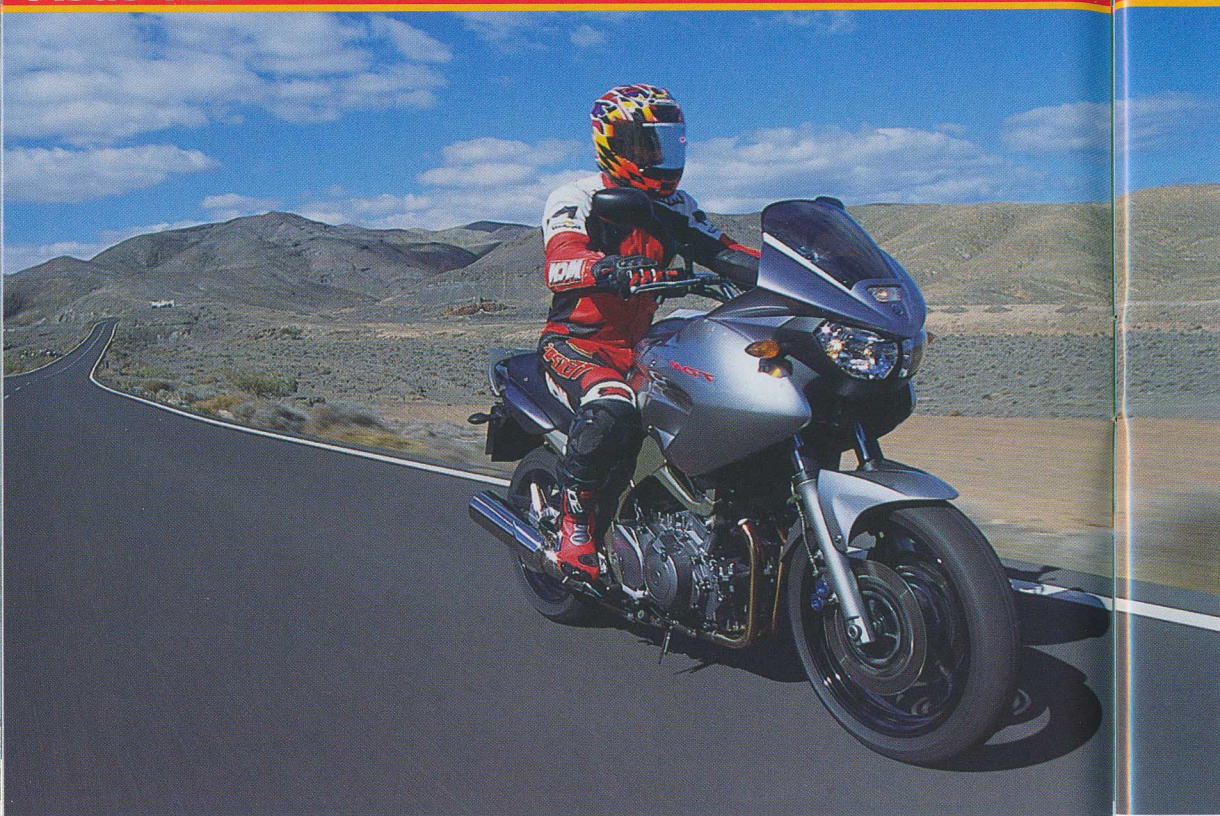
It's a common cliché that most Spanish holiday destinations are still under construction. The same appears to be true of this place, but there's an upside to it. Nothing here seems to be more than about 10 years old, and that includes the roads.

Maybe they've had an EU grant or something, but the place is covered in quality tarmac.

Then there's the topography. There are plenty of twists and turns and, since the island is formed from volcanic eruptions, the roads go up and down as much as they go left and right.

Thumb the starter and listen to the bike settle into a familiar burble. There's an equally familiar vibration thanks to the parallel-twin layout, but it's not obtrusive. Let out the clutch and the lumpiness of the two big cylinders starts to make itself known.





The TDM feels light and flickable, just right for another of its key environments – crowded city centre streets. OK, the chance of finding a city centre here is non-existent, but even negotiating a few yards of that kind of congestion is enough to show you how well the TDM will hold its own in town.

The first proper road I find is a fast sweeper with a couple of tighter hairpins thrown in. The wide bars give a lot of leverage and that makes changing direction a doddle. It's so easy to take the bike from upright to fully cranked that you're free to concentrate on traffic and the best line instead.

The quality suspension helps, too. There was nothing much wrong with the original set-up, but now it feels more refined – Harrods rather than Debenhams, if you like.

With a few miles under the wheels, it's time to pay attention to the route.

And time to make a few corrections – you can give a rider a route map, but you can't make him follow it properly. Performing a U-turn (or two) shows another good feature of the handling – its low-speed balance. Even on tight roads, with the threat of a substantial drop either side to reward a mistake, the TDM is easy to manoeuvre.

As the going gets tighter, the bike continues to prove its agility. Through some super-tight twists where you can only see from one corner to the next by looking back over your shoulder, the bike flicks lightly from side to side. In this sort of environment, concentration is vital. If you had to work hard you'd get tired and that makes it harder to concentrate on where you're going. With the TDM you could keep going all day.

But you'll have to keep your eyes off the dash. The new display gives you a big digital speedo and a central rev-counter, and it's the latter you might

want to avoid looking at. The red zone starts at 8,000rpm and ends at about 9,500rpm. And the needle clearly has a travel pass for all zones – it'll happily spend all day in the red. Getting in and out of the tight turns, the engine felt happiest revving hard. Rather than relying on the much-improved bottom end, keep it over 6,000 and you'll get plenty of drive.

And it's easy to keep it there for a long period as you watch the twists and turns disappear in the mirrors. How happy the engine would be with this sort of use on a daily basis is hard to say, but then not many of us ride these kinds of roads day-in, day-out.

Again, there's an element here of horses for courses – the kind of rider Yamaha sees buying this bike may not be the one to want to race down every mountain road, but instead take in some of the scenery. Relax and the engine copes fine – it should drag the extra weight of passenger and luggage no problem.

With this many tight turns in such a short space, there are bound to be errors of judgement. Cresting a hill, maybe I missed the sharp right-hander ahead sign, or maybe there wasn't one. Whatever, it was a good time to try out the R1 – derived brakes. And they work fantastically. A whirr of pad on disc, a controlled dive on the softish forks and a dramatic reduction of speed. Let them off, tip in and there's still plenty of time to make the corner. Sorted.

The bikes were on Dunlop Sportmaxes. With

**“If you had to work hard you'd get tired and that makes it harder to concentrate on where you're going – with the TDM you could keep going all day”**

good roads for the most part and the warm sun keeping temperatures in the high 20s (better than I can remember in Britain all year) there were few problems. The tyres got hot, the roads were hot and even with a fair amount of dust blowing about, the rubber stuck and worked.

Going for a wider 160-section rear hasn't caused any problems. The perceived wisdom is that wider tyres turn more slowly, but you'd never know it. With a host of changes, including revised geometry, a shorter wheelbase and lightweight wheels, Yamaha has produced a bike that's about as flickable as you'd want.

The firm is hoping to catch British bikers on the rebound. Many riders are trading in their superbikes

for something a little more manageable, but no less entertaining. And the TDM is sure to tickle plenty of fancies. It's a bike you could ride every day – and all day – in comfort, yet still raise a smile. It won't mind a hard thrash down your favourite back lane, and it will take you two-up with luggage to the Riviera just as easily.

And, like the adverts for the original model said, you'll still be able to surprise a few sports bikes. ●







Yamaha has added another 50cc scooter to its comprehensive line-up – the air-cooled Jog R. Freelance journalist and scooter fanatic, **Oladele Akinsehina** went to the Spanish launch to Jog his senses

# Featherweight contender

And so, there I was in Seville in the blazing sun, the murky weather of London the furthest thing from my mind as I whizzed about on Yamaha's new 50cc Jog. I'd be lying if I said I'd been especially looking forward to getting my leg over it. I hadn't. After all, there are dozens of nifty 50s on the market and another one here or there isn't going to make a huge difference to anyone, right? Maybe so, but to dismiss the new Jog as just another 50cc machine would be mightily unfair, especially when you realise how much consideration has gone into making it the scooter it is.

I first set eyes on the little beauty at the Milan motorcycle show last year. Yamaha had the Jog quietly placed on a tall plinth among many other impressive looking motorcycles in their range. I dutifully snapped off a couple of pictures, picked up the press information pack and continued on my way, promising myself to study it in more detail later on.

Months later, having failed to keep that promise and on my way to sunnier climes to test ride it, I was a lot more curious at the prospect of riding the Jog. Then came the formal presentation and this was when I really began to take an interest in the

scooter. This was not only because there turned out to be more to it than initially met the eye but also because, historically, the presentation stage leads directly onto the test ride where you discover whether the marketing vision has any bearing on the actual reality.

So, there I was in Seville in the blazing sun – the dowdy weather of London the furthest thing from



my mind – as I whizzed about on Yamaha's new 50cc Jog. I quickly discovered that each of the key features pointed out to me during the briefing were actually exactly as they had been described.

The air-cooled Jog is available in sunshine white or tech grey. It weighs just 76kg. Ingenious design allows the scoot to retain its pretty looks without an obvious grill or air intake spoiling

the carefully crafted lines and at the same time keeping the centre of gravity low. Add a pair of grippy tyres and a high-rigidity, lightweight frame and you get the sharp handling and precise feel of a true sports scooter.

As well as lightweight, the Jog is also compact but it doesn't feel small, even for a 5'11", 15-stoner like me. It hardly feels cramped at all even after a



Chris Brown



couple of brief stints with a pillion on board because there's plenty of length to the low 770mm seat. Complementing the lengthy seat is the flat footboard, a separate pair of foldaway footrests and a rear grab-rail/spoiler that's substantial enough to hang onto with ease. What this means is that the passenger never feels the need to try and share the front of the seat with you. That is unless they're of a particularly nervous disposition, or you brake hard – which is a highly possible scenario because the 190mm disc at the front paired with a 110mm drum at the rear do their allotted tasks admirably.

Then there are the Jog's overall looks. Complimenting the stylish, horizontal radiator is a modern headlight arrangement set in a curved, sleek and aerodynamically sculpted front-end which incorporates the front indicators beneath a single



'splashed-on' lens cover. At the back it's the same story with a single-lens covering the high-mounted, extra-visibility reflector/tail light and rear wipers. The control panel is a simple affair with an analogue speedo and a digital face for the time, fuel and odometer.

At the time of writing Yamaha has not confirmed a definite price for the scooter but the 50cc Jog is expected to retail at under £1,500 when it arrives later in the year. There is also a liquid-cooled version but there are no plans to bring it in for some months, so wannabe racers out their will have to resort to 'sporting up' the look of the air-cooled version all by themselves.



# Faze two



**Gareth Corsi** owns a 1999 FZS600 Fazer. When Yamaha brought out the 2002 version, he was first in the queue

When I first saw the FZS1000 I was a man in prayer. I prayed that the 'Thou's' beautiful fairing would find its way on to the smaller 600. My prayers were answered.

Most of the changes to the FZS600 this year have been aesthetic. A new fairing, headlamps, fuel tank and instrument panel have been added. They are worthwhile additions. The new-style fairing gives the 600 a sleeker, more determined look. Meanwhile, the new headlamps direct a powerful beam in front of the bike and are a significant improvement over the previous model.

Yamaha has decided not to modify the engine in any way, but it still feels so much better than the old model. I should know – I own one. At tick-over you can hardly hear the engine, let alone feel it through the comfortable seat and handlebars. Did that mean the Thundercat engine had been tempered? I opened the throttle to find out. The Fazer reassured me with that familiar growl. The gearbox was also its old familiar self, rewarding me with a definite click when I'd found the right gear.

Modifications or not, the engine does have a bit more kick to it. Yes, it is a detuned 'cat engine, but it has plenty of poke – it is one of the beauties of this bike. It will quite happily potter about town in first or second gear, if need be. Get it on the open road though, and you can have some serious fun. It's stable, fends off unwanted crosswinds and makes touring a pleasure. Good road holding and the suspension set-up combine to give a comfortable ride without wallowing. It's a forgiving bike too, picking you up if you make a mistake, not throwing you off. It's a great workhorse with subtle hints of a supersport's performance. Coupling this with better braking, than its predecessor, and a more progressive feel through the right-hand lever will instill confidence in many. The foot brake is superb – instant bite with minimal pressure.

In comparison with the previous model the Fazer is a touch livelier in general, keener to get into and out of corners. This doesn't detract from control at all. The Fazer is still an easy bike to handle, so much so that I've seen riding schools use them. It makes you feel at home within minutes of sitting in the saddle.

The redesigned instrument panel remains simplistic in style – easy to read and easy to use. It now has a clock too, which is useful for telling me when I'm going to be late for work. Notably, on the left-hand switchgear there is now a hazard-warning switch just above the beam toggle. It's a necessary safety feature which seems to have escaped the biking world as a whole. I'm glad to see Yamaha introducing it on its bikes.

The Fazer is the established benchmark in the 600cc all-rounder class. Few have come close, many pale into insignificance. I think it's the best all-rounder there is and the majority of the motorcycle press joins me in this belief. But don't take our word for it, go out and try one for yourself. You won't be disappointed. ●



Some bikes, like the R1, achieve instant glory – some have it thrust upon them. **Vic Barnes** is sure the XJR1300 comes into the second category

The first thing you realise when riding an XJR1300 is that, despite the lack of aesthetically contoured bodywork, you are most certainly astride a modern, 21st century motorcycle. This is one muscle bike that is honed to perfection, without a hint of flab. In fact, I'm not sure it is a muscle bike. It is much too civilised to be stuck with that label.

Let's start with the basics: the XJR1300 is much smaller than you imagine a 1.3 litre motorcycle will be. Despite its weight of 224kg the XJR is remarkably easy to manoeuvre, is well balanced and has an excellent steering lock. The obviously low centre of gravity almost encourages foot-up U-turns. You could pass a CBT test on one of these.

By the time I had turned out of Yamaha HQ I was laughing. I was already thinking that so-called muscle bikes were supposed to be raw, untamed, ponderous, lumpy at slow speed and a pain in the butt on anything but an open road. This thing was a pussycat. It simply purred along, all feline grace, agile and as responsive as a cat on a hot tin roof.

A subdued and understated rumble only hinted at the instantaneous and silky power but it did mean you could play tunes on the engine without annoying even 'Disgusted of Tonbridge Wells'. Underneath all that sophistication though was more than a hint that the XJR was ready and impatiently waiting to take care of business.

The soft-tuned, parallel four seems to deliver the goods in the most beguiling way. In fact, if you don't keep an eye on the speedometer you'll be at triple-points endorsement speeds before you can say "Max Biaggi". Combine that sort of performance with the bike's agility and you have a piece of kit that will surprise most race-rep owners who try to outrun it on twisty back roads. C'mon then, if you think you're hard enough...

There's nothing wrong with the bike's road holding. The rock-like front end gives a clue about ergonomics, but when a bike is as stable as the Yamaha was at medium and slow speeds it is unlikely to disappoint when being pushed hard. Needless to say, tracking and steering were every bit as good as I had hoped.

Ancillary features include a simple, yet eye-catching instrument consul, an excellent dual seat, great riding position and a 4-into-2 exhaust. The fuel tank has a capacity of 21 litres so it is reasonable to assume that the XJR's range should be somewhere around 200 miles, depending on how hard it is being ridden.

Those that prefer a 'real' motorcycle that delivers the goods should look no further than their nearest Yamaha dealership, because at £5,949, the XJR1300 is the bargain of a lifetime. ●

# Tough classic





# Hot dog!



Yamaha's new for 2002 BT1100 Bulldog is now on sale in the UK at a dealer near you. **Andy Dukes** cautiously unleashed the beast and took to the streets for a first ride

**A**h, the life of a motorcycle journalist. So many bikes, so little time – it's a great problem to have, but it does become increasingly difficult to objectively appraise a motorcycle when they are all so damn good these days! However, once in a while, you'll find a little gem that seriously captures your imagination, hidden among the rows of plastic wrapped, carbon-fibre exotica.

The Bulldog did this to me when I first saw it in the flesh at last year's International Motorcycle and Scooter Show. The first thing I did was to try and trace its origins and find something to compare it to, but it didn't actually look like it had come from the Japanese factory. Then I stood back to see who else was taking in the same view, and noticed that many suits (i.e. one-piece leather-suited bikers) were paying the Bulldog more than just a passing interest.

Turns out it was designed in Europe, which makes sense, because there is something distinctly un-Japanese about the way this bike looks. I can imagine the Bulldog parked outside the right pavement cafes in Paris, Monte Carlo and Rome. It is clearly an exercise in style, designed around that classically beautiful air-cooled V-twin engine and just begs to be ridden.

But is the performance a measure for its pose value? Yes, as long as you don't lose sight of the fact that this is a bike for the real world, not the race track. The trick is to enjoy the whole riding experience rather than just concentrating on the next corner. The upright riding position encourages you to tune in to your environment, look around, see the sights and smell the smells. There's no rush of adrenaline because there's no need to rush.

It's biking at its lazy best, helped in no small part by that long-stroke, V-twin power that just effortlessly delivers enough low-down grunt to



make you forget that you have a choice of gears available. You can forget about lubing and adjusting a chain too, because the Bulldog comes with hassle-free, silent-running shaft drive. Easy.

Although the Bulldog is, in essence, a naked motorcycle, the ride is smooth and comfortable. A small windscreen helps deflect air away from the rider and a gentle push on the wide bars is all you need to change direction. A long, stepped dual seat is firm, but supportive and the 20-litre fuel tank has cut-outs to enable you to tuck in for more spirited riding.

Aesthetically, the Bulldog's looks put it in a category of its own. It will appeal to cruiser and muscle bike owners for its exposed black engine, massive finned cylinders and upswept stainless steel mufflers. Owners of traditional machines will like it for its relaxed riding position, wind in your hair styling and low maintenance costs. Even sports bike riders could well see the Bulldog as the quickest route to keeping their licence.

In short, pure biking pleasure that will appeal to everyone – unlike the ugly mutt from which it takes its name.



# Bruise cruise

Ever thought about a cruiser? You may be surprised to know that it is one of the fastest growing market sectors in motorcycling and that Yamaha has one of the most comprehensive ranges out there. **Spirit** tries the long, low, best seller for size

Longing for something laid-back? If, like many motorcyclists, you've done your fair share of hard riding, then perhaps it's time you had a good look around you. Slow down and admire the scenery, and then park up and admire the machinery, because Yamaha's XVS650 Dragstar is one good looking motorcycle.

The middleweight is just one of many models in Yamaha's Star line-up, which also includes 125 and 250cc versions, as well as the punch-packing XVS1100 Drag Star, XVZ1300 Venture Star and XV1600 Wild Star heavyweights.

You see, the world is a truly amazing place when it's not rushing past you at warp factor speeds and a cruiser is one of the best ways in which to experience it. It doesn't take long to feel completely home on this air-cooled V-twin, because it is so easy to ride and works seamlessly within its own parameters. The exposed shaft drive is remarkably smooth and the four-stroke 649cc engine puts out 40hp at 6,500rpm, but reaches its maximum torque figure of 50.9 Nm some 3,500rpm earlier down the scale, so it's all about short shifting and low down power.

You don't need a tape measure to see just how long the wheel base is but – unlike many other cruisers – the

Drag Star doesn't feel as if it is hinged in the middle. Its ultra-smooth telescopic front and monocross rear suspension combine to give a relaxed, but

responsive ride and good straight line stability. Cornering is great fun too – you are limited only by the forward-mounted foot rests, so a gentle scrape on your boot heel gives you an indication of the angle of lean.

An ultra-low seat height of just 695mm ensures that this bike can be ridden by just about anybody and the raised handlebars and well positioned footrests give a relaxed, but comfortable riding position, with great all round visibility. There is a lavish and lustrous coating of



chrome on the crankcases, cam covers, exhausts, cylinder fins and tank-mounted speedo. It hides its dry weight of 215kg very well, due in no small part to the extremely low centre of gravity. And given the fact that the fuel tank holds 16.5 litres, the Dragstar should be good for around 150 miles between fuel stops, making longer journeys a definite possibility.

Yep, the Dragstar is definitely a bike designed for low-speed cruising and much of its appeal lies in its design and styling. Park it up anywhere and a crowd gathers to see what it is and what it'll do. Well, it'll do wonders for your social life without seriously denting your wallet, as the

XVS 650

Dragstar retails at only £5,299 on the road. So, if you're fed up with having your rear end above your elbows, then maybe it's time to consider a more laid-back approach to motorcycling.





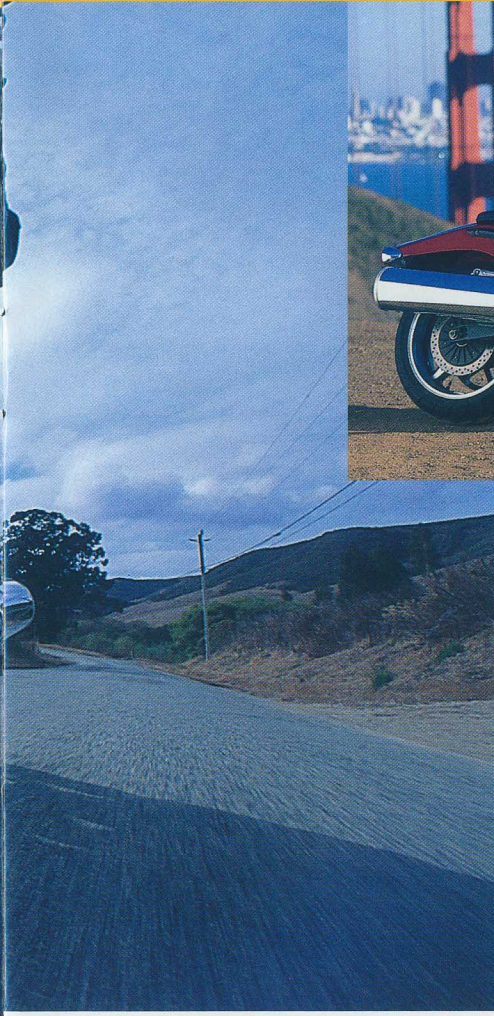


# American Star

After riding Yamaha's XV1700 Road Star Warrior, freelance journalist **Kevin Ash** wants to know when it'll be on sale over here

**Y**ou can't buy one of these bikes. Not in the UK in the immediate future, anyway. So why this report on it then, and why indeed did Yamaha go to the expense of sending me to San Francisco to ride the machine?

The way the system works is that the importers are sent specifications of the new machines the parent company in Japan is working on so they can decide which bikes due out in the years ahead will be suited to their specific markets. The bikes they decide they want are then designed to meet the legal requirements of those markets, a drawn out and expensive process called homologation which takes up to a year.



Enough to realise there was very likely a market for this machine in Europe – including the UK.

Hence my trip to the USA, to write test reports which might help to gauge the reaction of the British public. And I'm not doing this as a PR exercise for Yamaha, it's because after riding the Warrior, I agree with them – they really should have brought it to Europe!

The bike is in fact is one of the most surprisingly good I rode in the whole of 2001. The engine, for a start, is absolutely gorgeous! From just 2000rpm, the bike is punched forward with a solid force that builds relentlessly as the revs rise. The exhaust note is deep, meaty and quite unlike the anodyne waffle of most other V-twin cruisers. The throttle response is deliciously fluid and crisp, and crucially, the torque builds up rapidly rather than falling away as it does on most cruiser engines. At 3000rpm the acceleration climbs again, so much so that a double-take is needed on the small speedometer at the top of the fuel tank – 80mph is passing rapidly before the power starts to fall away, and even then it's still respectably quick – top speed is around 120mph.

This engine, frankly, is one of the most pleasurable power units of any description I've had the privilege of experiencing. At tickover the bike shudders and shakes with metronomic regularity, but the vibration right across the range is always thumping and evocative, never buzzy or unpleasant. It only revs up to 5000rpm, but that's part of the endearing character of the machine, its lazy yet enormously muscular power

Yamaha Europe saw that Yamaha Japan had scheduled production of a new machine called the Road Star Warrior to come on sale in 2002. The Warrior was slated as a new type of cruiser, one with a stronger emphasis on engine performance and handling, but still, it was a cruiser, and Yamaha already has a very strong and successful cruiser range in Europe, and it was difficult to see how this new one would fit in.

The problem was that some Yamaha Europe staff later got to ride the bike when they were on a trip to Japan for other purposes... and they liked it. A lot.





Even cruiser riders who'd have no intention of exploring the Warrior's performance envelope will still appreciate how much better it feels at ordinary, everyday speeds, in terms of stability and general togetherness compared with the sloppy, vague handling they're used to.

Ground clearance has been suitably increased too, although this is still the limiting factor when you're trying harder, when the hero-bolts on the ends of the footrests touch down by way of early warning. You can't realistically hang off the bike to improve the

delivery. At 80mph the engine is thudding away beneath you just 3000 times per minute and you can trickle it right down to 1000rpm or so and it still surges forward with delicious force.

But what singles out this machine among cruisers is the chassis, which is outstanding. There has been an entirely new emphasis in this class on weight reduction, particularly of crucial components such as the wheels and swing arm. The pedigree of many of the parts is as fine as you'll get, with items such as the forks and brakes coming from the R1 supersports bike. Even the wheels are made the same way as the R1's, and on the Road Star Warrior they wear some serious rubber, low profile Dunlop D207s including a massive 200 section on the rear, the largest tyre fitted to a production motorcycle.

Crucially, it all works superbly. The bike changes direction slowly but stability is excellent and it holds a far tighter line than any previous cruiser I've ridden. More impressive still is how well the suspension works, providing feedback unknown to cruiser riders and dealing with rough surfaces with none of the crashing and bouncing you'd expect in this class of machine. And here's an irony – cruisers are meant to be comfortable long distance tools, but because their suspension is usually poor they give their riders quite a harsh and unpleasant ride most of the time. Now the Road Star Warrior has been given this new performance criteria, the ride quality has stepped up into an entirely different league.

clearance either, as the riding position with your feet well forward precludes the possibility of supporting any weight with your feet, so to move about you have to hoist yourself by the handlebars, which takes a lot of

### **"In fact the bike was one of the best machines I rode in the whole of 2001"**

effort and doesn't exactly help with the finesse of cornering – not a good idea.

The ergonomics work fine from a comfort point of view though, the very low seat suits short riders without cramping tall ones too much, and thanks to that excellent suspension you could seriously consider taking this bike on a Continental tour.

The final factor that will surely seduce even British riders brought up on a diet of sports bikes is the Road Star Warrior's style. Yes, it's a cruiser, but it's such a beautifully executed example of the ilk even confirmed custom bike haters might feel a stirring of approval. The combination of stretched out, sweeping fuel tank, long and low lines and the unmistakably sporting wheels and forks suggests power and muscle as much as any sports bike, and there's no loss of credibility with those in the know because the Warrior backs up the promise with real performance.

So come on Yamaha, there are plenty of riders, including me, who'll think it's worth it. ●





### April

Week	14	15	16	17	18
Mon	1	8	15	22	29
Tue	2	9	16	23	30
Wed	3	10	17	24	-
Thur	4	11	18	25	-
Fri	5	12	19	26	-
Sat	6	13	20	27	-
Sun	7	14	21	28	-

### May

Week	18	19	20	21	22
Mon	-	6	13	20	27
Tue	-	7	14	21	28
Wed	1	8	15	22	29
Thur	2	9	16	23	30
Fri	3	10	17	24	31
Sat	4	11	18	25	-
Sun	5	12	19	26	-

### June

Week	22	23	24	25	26
Mon	-	3	10	17	24
Tue	-	4	11	18	25
Wed	-	5	12	19	26
Thur	-	6	13	20	27
Fri	-	7	14	21	28
Sat	1	8	15	22	29
Sun	2	9	16	23	30



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# Yamaha YZF-R1

# 2002



**April**

Week	14	15	16	17	18
Mon	1	8	15	22	29
Tue	2	9	16	23	30
Wed	3	10	17	24	-
Thur	4	11	18	25	-
Fri	5	12	19	26	-
Sat	6	13	20	27	-
Sun	7	14	21	28	-

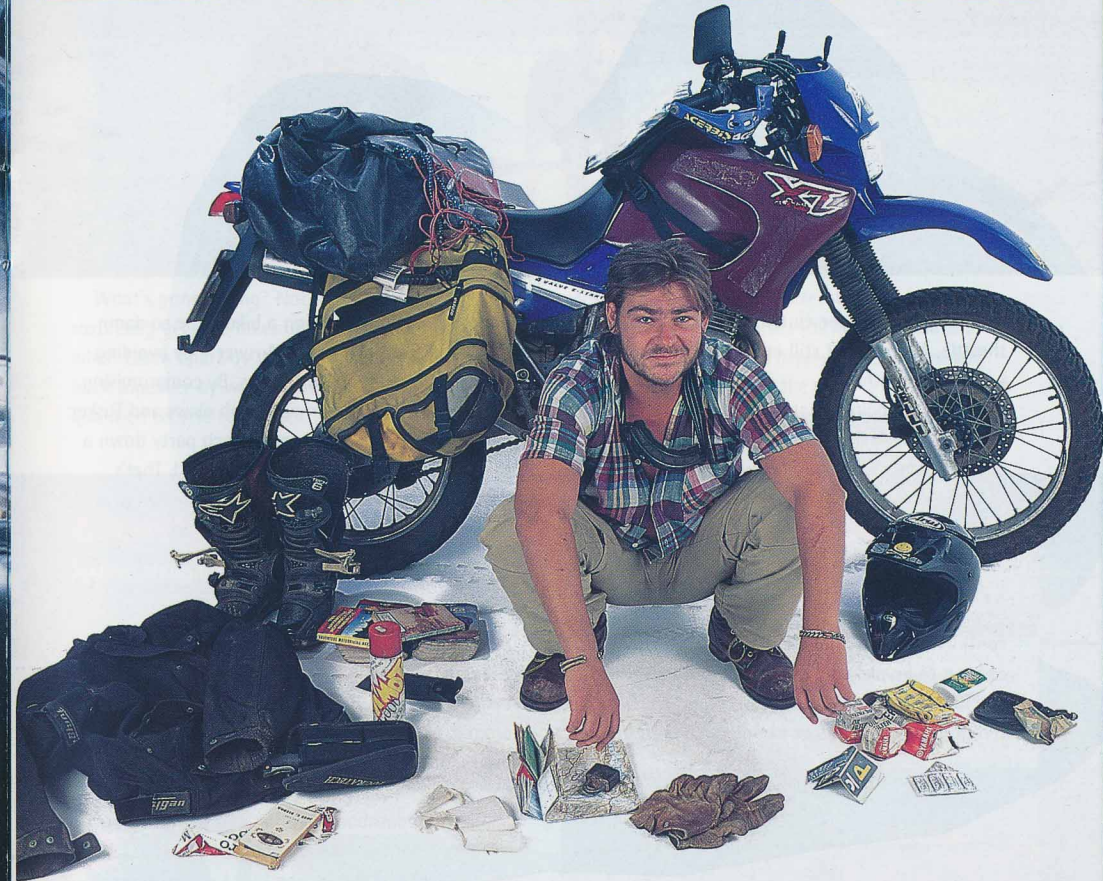
**May**

Week	18	19	20	21	22
Mon	-	6	13	20	27
Tue	-	7	14	21	28
Wed	1	8	15	22	29
Thur	2	9	16	23	30
Fri	3	10	17	24	31
Sat	4	11	18	25	-
Sun	5	12	19	26	-

**June**

Week	22	23	24	25	26
Mon	-	3	10	17	24
Tue	-	4	11	18	25
Wed	-	5	12	19	26
Thur	-	6	13	20	27
Fri	-	7	14	21	28
Sat	1	8	15	22	29
Sun	2	9	16	23	30

# World tour



Never one for package holidays, **BIKE** magazine's **Dan Walsh** loaded up an XT600 in December 2000 and set off to ride around the world.

This is the story of the bike

**R**usty, makeshift bridge over a muddy red Mozambique river, just a single stained girder barely wider than the knobbles. No barriers, just topple and splash. Shouldn't be a problem. But midway across, I stall it.

"Nobody move a muscle, I've got a plan", says Michael Caine above the 'can you swim?' taunts of

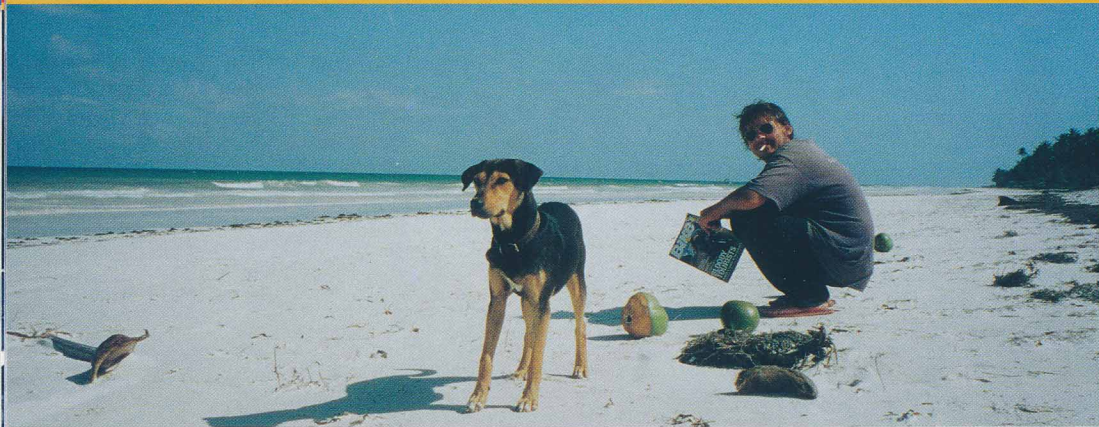
the water and the 'can't you fly?' laughter of the birds. There's no room to put my feet down. I'm just hanging there, wobbly legs dangling, somehow balancing. An old man pops up – throws me a look like a horse peering over a fence.

Hold my breath with a stomach full of empty. Reach ever soooo slowly for the starter. Nudge it. It



**Jog R**

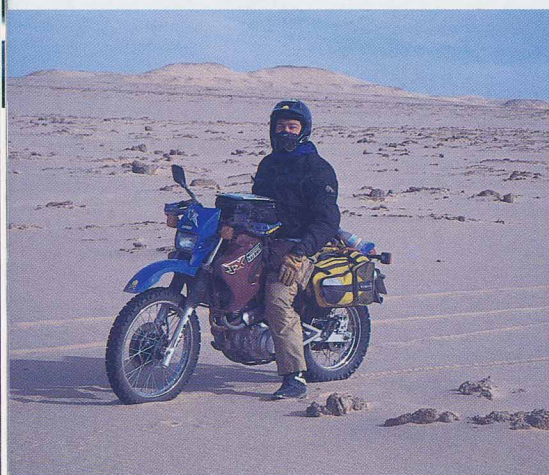




fires. Eeeeeease off the clutch. Tiniest tickle of throttle. And off. But still on. Me and the old man wink at each other.

What's the point? That an overloaded, overlanded XT has the perfect poise and built-in balance of a ballerina. Even when ridden by a chimp.

We've come a long way, baby. 16,000 miles, 18 (or is it 19?) countries in 11 dusty, sandy, swampy, sweaty months. How do you design a bike to do all that? How do you design a bike that's tough enough to carry 50 kilos of luggage over a continent of pounding corrugations but light enough to be picked up with a bent back? How do you design a bike to be equally competent hustling through spice markets or camel-trotting round



dunes? How do you design a bike to be so damn jack of all trades versatile? Answer – by avoiding absolutes, by ignoring ultimates. By compromising.

Three up, laden down with crab claws and Tusker lager heading for a full moon beach party down a route that's half potholes and half sand. That's useful. The XT is a horny-handed handyman in a world of manicured marketing managers.

This bike got me safely across Africa. How much is that worth? Ask my ma. And it's the only way to travel. I've been driven across Lesotho in a Landcruiser – over-enthusiasm meant I'd dashed out of base camp without filling up. So I had enough petrol to get up and get down but not run around. No problem. Jump aboard with my Swiss mates. But it wasn't the same. The feeling of enclosure.

The twee dashboard teddies and dried flowers hanging from the rearview mirrors. The euro pop soundtrack. And the feeling that I was now an extra in someone else's movie. Also featuring Dan Walsh.

And I've been across South Africa in a coach. Same mine-scarred landscape, same elephants' feet escarpments, same enormous skies. But it wasn't the same – sitting next to a born-again Geordie po-facedly arguing that the best way to combat Aids was to preach 'no sex before marriage'. Not my choice of pillion. Scheduled lunch stops at soulless service stations, tatty 'tached driver barking '25 minutes and no longer!' That's not what I call an adventure. That's not what I call travel.

Eleven months of coastal raids, beach pistes and salt flats has left the XT kinda moth-eaten. Funnily enough, people in rural villages seemed to object when I asked to use three days of well-drawn water to wipe off my toy. So it suffered.

But this isn't a concourse gleamer. The rougher it looks, the better the reaction. In Mozambique I parked up next to a Belgian couple on over-accessorised Beemers, his and hers 1150 and F650 Gee Esses. He threw the XT a mournful look. 'It just looks so much more adventurous than mine,' he spluttered. Damn right.

What's gone wrong? Not a lot. Which is surprising because bikes do go wrong. Especially when taken apart by this clumsy chump and put back together by well-meaning but under-qualified bicycle repairmen.

Wow Factor? Depends where you live. Up the Zambezi valley or downtown Bamako, it caused a lot of wow. And now it's back and suitably travel-worn, it even turns cynical London heads. Shell station on the A14, a couple of kids in a Merc stopped to ask me where I'd been. Er, Africa for a year. Wow.

What's the score? Gotta be perfect, 100 out of 100. Why? Because it did what it said it would. I needed a bike that would get me across Africa with minimum fuss. The XT got me across Africa with minimum fuss. The XT is the best bike for crossing Africa because it's the only bike I've crossed Africa on. Does that make sense? Sure, next time I'd prefer stiffer springs and a louder woof, and of course I still lust after Yamaha WR426s, but for now, I'm happy to raise a glass and salute the XT600. King off the road.

STOP PRESS: 2002 XT600E now only £3,699

## Dan's Yamaha XT600E: a damage report

Sixteen thousand miles, 18 countries, 11 months – several minor injuries sustained but still in good health





# Yamaha's web spinner

If buying a new motorcycle or scooter is not an option for you, then the next best thing is a used one, and if so, why not from a Yamaha dealer! The latest innovation from Yamaha UK gives you the opportunity to use your web browser to find the machine of your dreams

With such a massive increase in the motorcycle and scooter markets over the last few years, the tasks involved in finding a good quality used Yamaha from all those on offer, has become a major one. Where do you start to look? What's the bike's history? How far do I have to travel to have a look? What in fact, does it look like?

Now, with the introduction of a Used Yamaha Locator to the YMUK website this job is a lot easier, all from the comfort of your own PC. Now you don't have to trawl through out of date classifieds to find out what's on offer. You can view the machines available either locally or nationally from a regularly updated database of participating Yamaha dealers' stock at anytime of the day.

The process is quickly accessed from the main YMUK website via a new style dealer locator. Simply enter your postcode and the system will quickly return the three nearest Yamaha dealers. From these results, you can then view each dealer's micro-site, which provides you with such crucial details as location map,

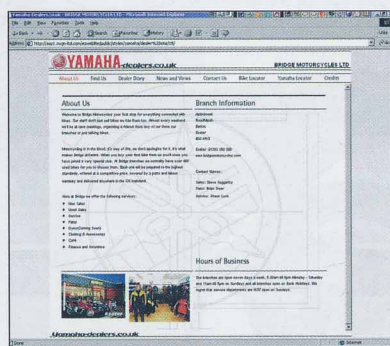
opening hours, contact names and phone and fax numbers. You can even find out what special events the dealer has planned for the coming months and then ask them to contact you to discuss your sales or service requirements! Should you wish the dealer to contact you, then there is even the facility to send them a message asking to do so.

A growing network of participating Yamaha dealers will also have their selection of quality used Yamaha machines available to search via powerful search engine technology. So if you're after that elusive silver R6 in Peterborough or a

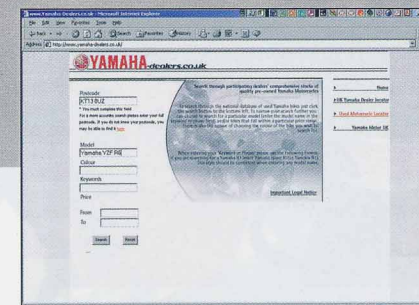
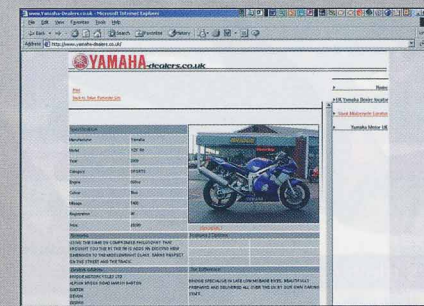
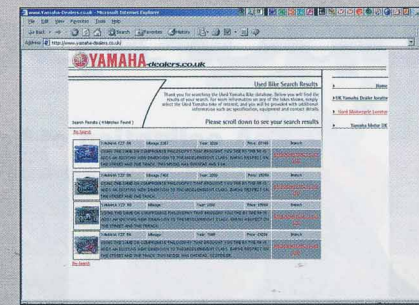
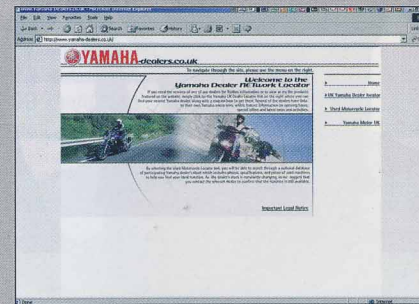
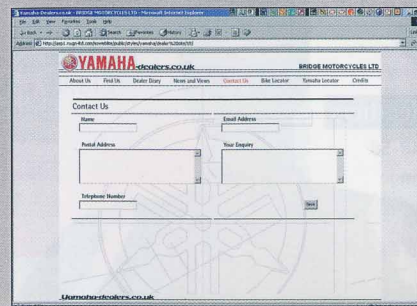
Thunder Cat with a trick exhaust in deepest Somerset, then by using relevant keywords, the locator could help you find it.

While this is not a YMUK 'approved Yamaha' scheme in the normal perceived sense, they are all being sold by authorised Yamaha dealers, and as such you can be safe in the

knowledge that they will have done their homework on every machine that they sell and offer only the best machines available. Their participation in this scheme further goes to



# web



show their support of both the product and the Yamaha brand.

Why are Yamaha offering the facility to buy something other than a new machine? Quite simply one of Yamaha's corporate principles is to be 'keenly aware of customers' evolving needs to provide them with quality products and services of exceptional value that surpass their expectation. We at YMUK believe that whether you're a purchaser of a new machine or a used one, you're equally as important to us. Therefore, for us to offer this service shows our commitment to continued customer satisfaction!

So, the next time you're visiting www.yamaha-motor.co.uk, take time out to have a look at the machines available. You never know, your next Yamaha may only be a click away!

## STOP PRESS

Additional new features on the YMUK website include a *Spirit* gamezone, where you can test your skill on a range of games that incorporate Yamaha products from motorcycles to golf cars to remote controlled helicopters! Check out this feature in the new *Spirit* section, which will feature new and exclusive news and info as the year progresses.



# Supersport clothing and accessories

A collection of Yamaha R-series accessories to whet your appetite!



R-series racing leathers

£599 2-piece/sizes 48-58  
red/blue/silver titanium



R1 T-shirt

£13.99 s/m/l/xl



R-series gloves

£61.99 s/m/l/xl/xxl  
red carbon/blue carbon/silver titanium



R1 Drinking mug

£7.99

High windshield

£74.99 blue



R1 watch

£24.99



Works rear stand

£59.99

Works front stand

£55.99

R1 paddock jacket

£119.99 s/m/l/xl/xxl  
red/blue/silver chrome



Swing arm spool

£19.99 silver/red/blue



Carbon rear fender

£74.99



R-series titanium sunglasses

£12.99



All these products are available at your official Yamaha dealer. Details on P.64-67





# Going far with a WR

**Daily Star and Two Wheels Only** columnist, **Mark Forsyth** has been there and done that when it comes to talking and racing motorcycles. Now he's getting his kicks from a WR426

Things, clearly, are getting a little sad when you start using a picture of your dream bike as a PC background. The real realisation of self-discovery is when you actually catch yourself minimising your document to stare longingly at the bike in question – in between moments of creativity.

The problem was that I needed to convert it into a road legal, super motard machine but when you buy a WR it is not homologated for road use. I needed to source an after-market rear mudguard with working tail light, a brake light switch and horn. Then there's the diddy number plate (legal illegality) and some new road-legal tyres – and on the standard rims that just leaves trials tyres.



I sourced the parts from an after-market supplier (knowing that this would invalidate the warranty). They arrived the following day.

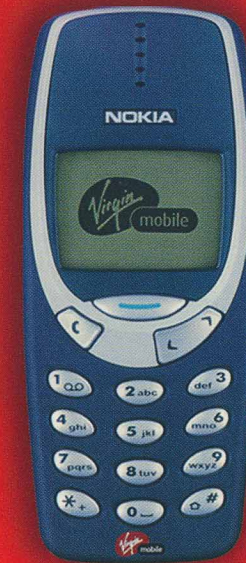
But winter was fast approaching and because I wanted the WR to perform three functions – enduro, M-X training track use and supermoto – the idea of getting it plastered in road salt was a no-no. It's funny how spending your own money on a bike can alter your sense of worth.

So I managed about fifty miles on it before the gritters did their thing. Then wheeled it into the garage and ripped the wheels out. Quick call to a wheel manufacturer procured me a set of black anodised Exel rims and a pair of their super-neat hubs laced together with stainless steel spokes. I was blown away by the quality and ease of fitment. No spacers needed shaving, discs just bolted straight on (high-tensile bolts provided) and offset was perfect.

So, after buying some rim tape and inner tubes (remember those?) I could fit my seriously lightweight and sticky tyre. I plumped for a 120/70 front and a 160/60 rear. Could have gone wider on the back but I hope this combination will be stable at speed and yet will still turn nicely.

Next step? A quick trip to a dyno to run it in and fit a less restrictive end can and to fine tune the carburation after we've modified the airbox lid. All advice so far has told me to leave the engine well alone and to concentrate on set-up.

# Not just a pretty fascia.



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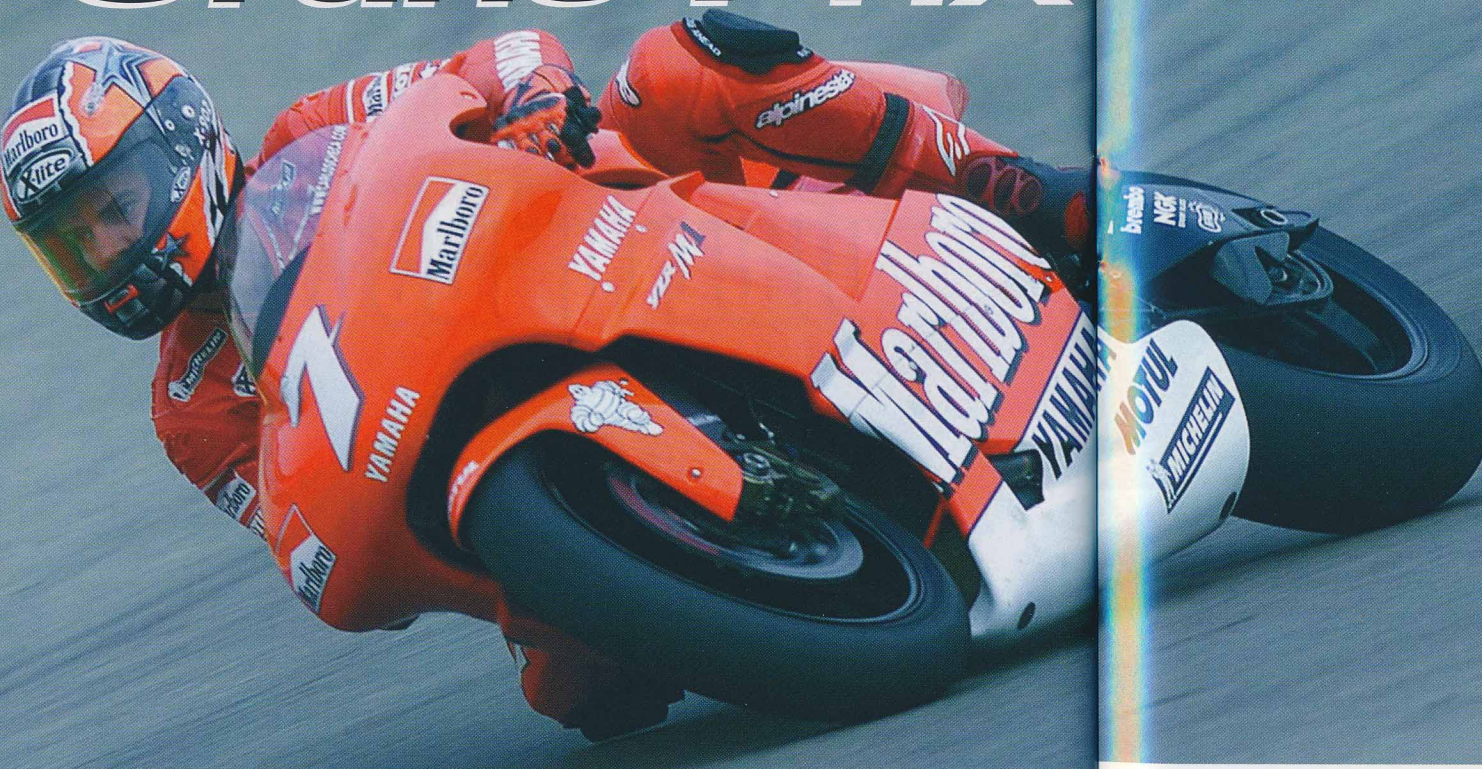
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# Grand Prix *revolution*



**For the rebirth of MotoGP the Emperor has acquired new clothes. More specifically, Max Biaggi's power suit is the breathtaking new YZR-M1. Can Max appease legions of fans this year by conquering the two-strokes and once more ruling the world? Spirit looks at, possibly, the most exciting race season yet**

**T**here is little doubt that MotoGP is undergoing a face-lift that even Joan Collins would be proud of. The major manufacturers have responded to the challenge of a new formula, and into the melting pot of race technology have been tossed two-strokes; three, four and five cylinder four-strokes and three heavyweight tyre manufacturers. Stir well, because the 2002 season is potentially one of the most appetising in history.

For months now, the Marlboro Yamaha Team has been frantically developing, testing, modifying and refining the M1. Max Biaggi and Carlos Checa have ridden their socks off in an attempt to get comfortable with the bike as quickly as possible and provide Yamaha's designers with useable feedback

for ongoing development. It may seem like a frantic schedule, with time as the enemy, but both riders are happy with the direction MotoGP is taking.

"I realise the future is four-stroke," Max has said. "And everyone is waiting for the season to start because it is the first with all the new bikes."

Team-mate Carlos Checa, who claims he owns an R1 "just for fun", is already a long way up the learning curve and eulogising about the new four-stroke. "I'm enjoying myself and am very enthusiastic," said the Spaniard. "I

feel confident and comfortable with this bike. I can play with it and have fun!"

After testing at Valencia, Estoril and Catalunya, much of the M1's early work has already been done. Time though, is not on the side of the designers, technicians or team and the quicker Max and Carlos can adapt to the bike, the quicker the Marlboro Yamaha will be.

Bearing in mind the scope of the project, development is at an early stage and it will be another 12 months before any of the new bikes begin to fulfil their potential and for results to settle down.

**"It will be another 12 months before the new bikes fulfil their potential"**

The problem in progressing the M1 has nothing to do with eking out as much power as possible to compete with the well proven two-strokes. In fact, the engine pumps out in excess of 200bhp and Yamaha could easily extract more. At the highest level of racing it is the interaction of components that really matter. More power doesn't necessarily mean that a bike will go quicker.

Transferring 200bhp efficiently to the tarmac is a problem only solved by cycle-parts' characteristics, tyres, and the nerve, skill and empathy of riders like



Thumbs up from Carlos Checa





Gary McCoy in action

Biaggi and Checa. The use of an in-line, four-cylinder engine has allowed engineers to achieve an excellent overall balance. Optimum engine position and ideal front/rear balance were fixed during tests in December. However, the chassis does incorporate a huge range of adjustments to allow technicians to alter characteristics to suit different circuits and conditions. M1 project leader Ichiro Yoda explained Yamaha's development philosophy.

"Ever since we started racing two-strokes (in 1973) we've realised that the best measures of overall performance are drivability and overall balance," he pointed out. "This is the concept we have stressed throughout the development of the YZR-M1."

The factory has focussed on creating engine/chassis interaction that communicates rear tyre feedback to the rider more directly, creates better tyre-to-tarmac contact and produces more efficient tyre performance over full race distances. Of course, under those circumstances, tyre wear is also a factor. How will the M1 compare to the YZR500 and other two-strokes? As ever, Ichiro Yoda was optimistic.

"The four-stroke's power is stronger than the 500's at initial throttle opening but after that it is very smooth," he said. "The M1's tyres should last

longer even if they are sliding because the power is so controllable."

Assuming, that over the next 12 months, Yamaha can solve all the technical problems associated with developing a radical new project like the M1, success will once again be down to the riders. Marlboro Yamaha's new Team Director, Davide Brivio had no concerns on that score.

"It is a great experience working with someone like Max," he said recently. "He's one of the best riders of all time, he works so hard and he's so precise on the racetrack. Now it is up to us to give him the machinery with which to win."

"In Carlos too we have a great rider who has a lot of experience and has proved he is very fast. He really enjoys riding the four-stroke so we are expecting a lot from Carlos as well this year."

At the time of writing, Marlboro Yamaha's pre-season testing had been completed at Valencia, Estoril and Catalunya, the team had moved on to Mugello. Davide Brivio explained that the team had been concentrating on improving the M1's "turning abilities" and had acquired a lot of useful data.

"We have new chassis parts on the way to improve turning and increase the range of set-up

adjustments. Yamaha's engineers have been working hard and we have reorganised the team's schedule to add an extra day to our test sessions."

Testing of the YZR500 two-stroke received something of a setback when Gary McCoy crashed his Red Bull Yamaha WCM on the first day of the Portugese MotoGP IRTA tests. Gary suffered fractures to both the right tibia and fibula and was airlifted to Austria for specialist treatment.

After dominating pre-season testing, and getting to within 0.1 of a second of the lap record, the spectacular Aussie fell foul of Estoril's infamous gusty wind conditions.

"The wind got under me as I turned for the fast right corner around the back of the circuit and

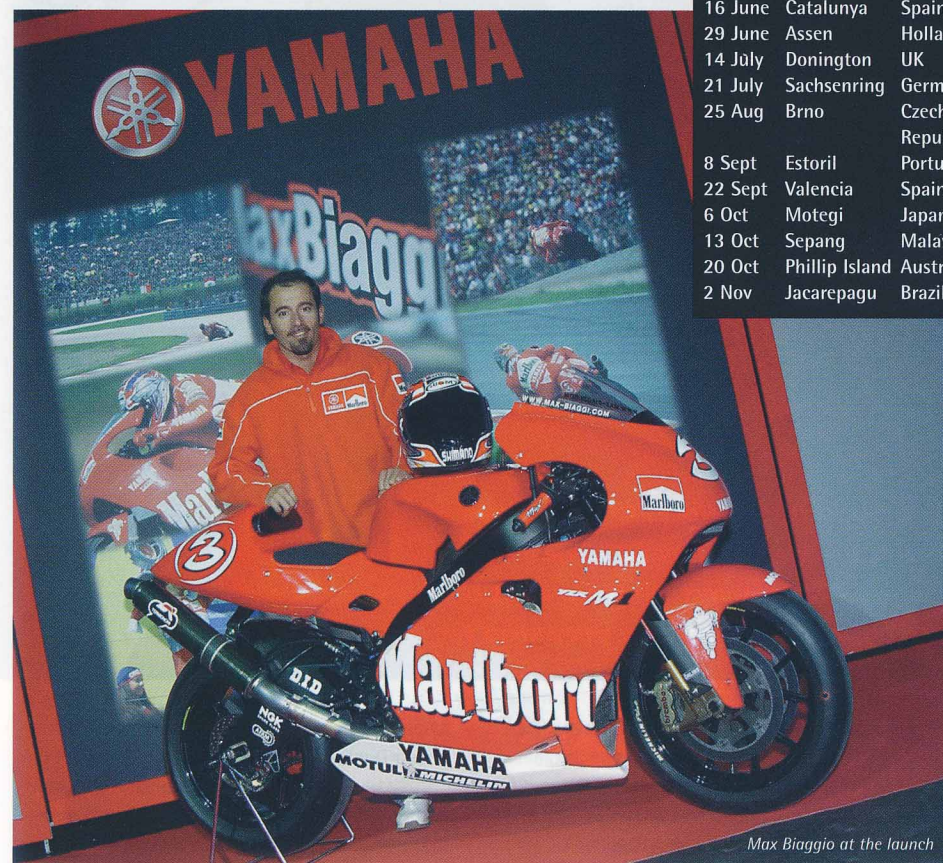
there was just nothing I could do to control it," said a rueful McCoy. "It was a real disappointment because the bike had been feeling good and I had really taken to the new wider choice of tyres from Dunlop which were giving me a lot of positive feedback."

In typical gritty fashion, McCoy's mission was to be on the grid at Suzuka for the opening round of the season. Knowing the character of the 'sideways' Australian, you wouldn't bet against him being on pole, either.

Unless you were Max Biaggi. ●

### MotoGP dates

Date	Circuit	Country
21 April	Welkom	S. Africa
5 May	Jerez	Spain
19 May	Le Mans	France
2 June	Mugello	Italy
16 June	Catalunya	Spain
29 June	Assen	Holland
14 July	Donington	UK
21 July	Sachsenring	Germany
25 Aug	Brno	Czech Republic
8 Sept	Estoril	Portugal
22 Sept	Valencia	Spain
6 Oct	Motegi	Japan
13 Oct	Sepang	Malaysia
20 Oct	Phillip Island	Australia
2 Nov	Jacarepagu	Brazil



Max Biaggio at the launch



# Supersport super Brits

The Supersport World Championship has developed a reputation for being the toughest race series there is. Hard racing calls for hard racers – something we have a lot of in Blighty. *Spirit* looked at the pick of the Brits as they prepared for a 2002 championship assault

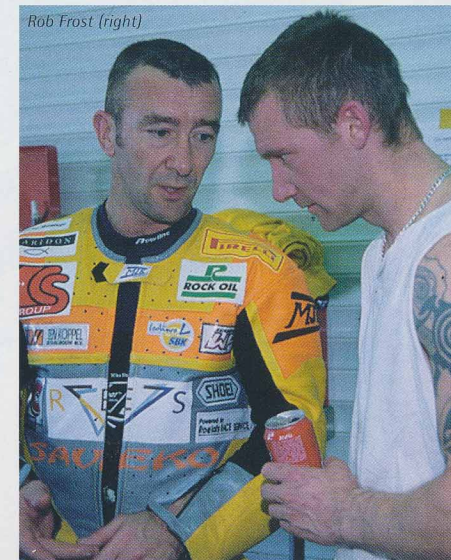
Knowing that his 2001 championship challenge was over almost as soon as it began Jamie Whitham rode solidly in support of team-mate Paolo Casoli. He has been rewarded with a new contract with the factory Belgarda Yamaha team.

After the February Valencia tests he was also the fastest Dunlop-shod runner – on Casoli's bike!

"Last year was a bit of a struggle. I crashed out in the first few races and you can't afford to do that in World Supersport. We had switched to

Dunlops and it took a couple of races to get used to them," said the popular Yorkshireman.

Jamie is keen to pay the team back for its faith in him. "I'm really confident this year and I'm really going to be going for it," he said "This year we're



still on the Dunlops, but we know how they perform now. There's a lot of continuity in the team, the bikes are the same (albeit with a few tweaks here and there) the tyres are the same and the team's the same, which is great news."

Despite being a rider who never underestimates the opposition, Jamie's confidence shines through. "The racing is so close in Supersport that there's maybe only a second between the top 20 riders," he explained. "They're all on machines capable of winning a race and the top ten of those are capable of winning the championship. I intend to be among the front-runners and I'm gunning for the title."

British Supersport specialist Rob Frost has joined the Dutch Saveko Yamaha team. 'Frosty' has risen from club racing to international level in a few years. The experience/enthusiasm combination has been proven to work on a number of occasions and judging by Frosty's appraisal, it looks set to work again.

"I was a bit apprehensive before testing," Rob said, "but things could not have gone better. Almeria is fantastic for testing. It's got everything – fast and slow corners, fast and slow chicanes and a mega straight. The bikes are fantastic and the



Supersport rider Rob Frost



Saveko team is brilliant. Jan Rouloff built the engines for the team and they're absolutely great.

**"If you like close, fast racing, be sure to tune in and watch the guys on the R6s in 2002"**

"I'm aiming for a top-ten finish in the series and I really want to get on the podium at least once. I can't wait for Valencia now."

Rob and the R6 have since proved a point - they topped the timing charts and clocked-up 191 laps at the official testing in Valencia. Not bad for a journalist!

If you like close, fast racing, be sure to tune in and watch the guys on the R6s in 2002. You can

be certain that there will be non-stop action from green light to chequered flag. If last year is anything to go by, a Yamaha rider not on the podium will be something of a novelty.

**World Supersport dates**

Date	Country
21 April	Sugo (Japan)
12 May	Monza (Italy)
26 May	Silverstone (GB)
9 June	Euro Speedway (Germany)
23 June	Misano (San Marino)
28 July	Brands Hatch (Europe)
1 September	Oschesleben (Germany)
8 September	Assen (The Netherlands)
29 September	Imola (Italy)

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# British Superbike evolution

For the first time in history, four-cylinder 1000cc machines will be used in the 2002 British Superbike Championship. Naturally the Virgin Mobile Aiwa powered by Yamaha team will enter a pair of YZF-R1s, with new recruits Steve Plater and Simon Crafar gunning for glory

Team Manager Rob McElnea pulled off a coup when he signed ex-Grand Prix and World Superbike rider Simon Crafar to ride in the 2002 BSB championship. However, Steve Plater's name was also high on Rob's list of options especially after the all-action hero had proved his worth with a couple of brave rides for the team in 2001.



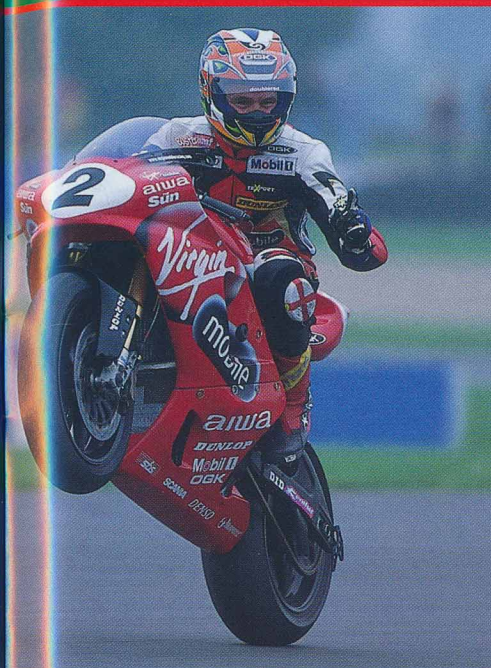
Simon Crafar

According to Steve, the success of a team like the Yamaha squad is that it's not about how things are when you're winning, it's how the team pulls together when you're losing. In other words, it's all about team spirit.

"That's why I signed after Rob phoned – it was a great Christmas present," said the 33-year-old rider from Woodhall Spa. "We went testing in Almeria in Spain and were more than happy with the R1. For a first ride it's probably the most encouraging bike I've ever had. I want to win the championship and I should be on the pace straight away"

Team Manager Rob McElnea agrees: "We are confident we can get the R1 chassis working well. We have Harris Performance on board as a major partner and they're excellent engineers. I really want to work on this set-up and build a championship-winning team."

Underlining Yamaha's commitment to the series, two top engineers have been sent over from Japan (including Jiro Isaki who was responsible for the R7) to help the team set up the R1 for success. This is one of the reasons why riders of the calibre of Simon Crafar are desperate to race a Yamaha in the British series.



Simon quit racing a couple of years ago to become a successful Ohlins technician, giving advice to riders on how best to set up their bikes, but as they say, an old fisherman never dies...

"At first I wasn't considering racing any more, but when this chance arose I felt like riding again. When I was racing in the world championships, I was tired of all the travelling – living out of a suitcase and missing my family. But here in Britain my wife and son can come to every race. I gave Rob a call and said: 'I really want to do this' and for the first time in a long while I got really excited about being back on a bike."

For Crafar and Plater, pre-season testing is paramount to the competitiveness of the R1. Such is the calibre of the championship that there is no time to play catch-up – it is necessary to be on the pace straight away.

"Hopefully we can do it in the time we have," says Crafar, who made a name for himself in the UK by winning the 1998 500cc GP at Donington by a country mile. "The brilliant news about the engine is that we're really close, performance-wise, so we don't have to worry about it."

## British Superbike dates

Date	Circuit
14 April	Brands Hatch – Indy
28 April	Donington Park
6 May	Oulton Park
2 June	Snetterton
16 June	Brands Hatch – GP
23 June	Rockingham
7 July	Knockhill
11 August	Thruxton
26 August	Cadwell Park
1 September	Oulton Park
15 September	Mallory Park
29 September	Donington Park



Steve Plater

"I haven't raced for a couple of years, so there's a little bit of rust to get off, but you never forget how to ride. I think I can go fast straight away and my obvious goal is to win the championship – there's no reason why I can't do it. I can't think of a better job than to go racing and take my wife and boy with me."

Can anyone? The action kicked off at Silverstone on 1 April and continues throughout the summer. We'll see you there.



# Motocross 2002

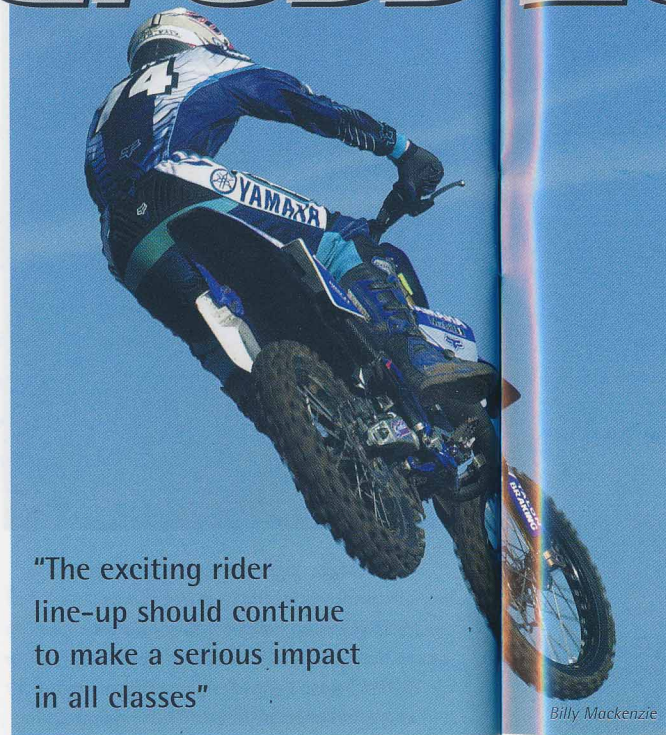
**For 2002, Yamaha UK Motocross will be running an extensive team of riders - with ages ranging from 15 to 39 years-of-age - in two separate squads. Team Aiwa Yamaha and the Yamaha UK squad will have different priorities in different classes**

## The Yamaha UK squad

The team will consist of three riders competing at British and World level in both the 125 and 250 classes. The 10-strong squad will be run by ex-racer Steve Dixon and prides itself on its professionalism and bike development. In the last four years Yamaha UK has won six domestic championships and finished runner-up in the world series - impressing many full-factory teams along the way.

Steve has employed an ex-navy fitness instructor to ensure that all riders are at their physical peak when competing in one of the most physically demanding sports. Machine preparation and engine tuning - which uses a rolling road dyno for research and development - will be carried out at the team's headquarters in Hampshire.

The UK team has a great chance of retaining the 125 British Championship after Brian Jorgensen lifted the trophy before moving to the world stage for this season. Seventeen-year-old Billy Mackenzie's spectacular full-throttle style on the YZ125 - honed during this winter's indoor supercross series - will once again amaze the crowds. After finishing second to Brian in 2001, Billy is now ready to commit himself to an all-out attack on the British, and ultra-competitive World, Championships.



Billy Mackenzie

**"The exciting rider line-up should continue to make a serious impact in all classes"**

Seasoned campaigner Justin Morris will be gunning for glory in the quarter-litre class at both national and world level on a factory-kitted YZ250 and is looking forward to the full backing of a dedicated team after several seasons as a privateer.

The third member of the team is an exciting prospect for the future. 15-year-old schoolboy rider, Jason Dougan has been given special dispensation by the ACU to ride in the adult 125 British Championship to groom him for future success. Jason will also be competing in selected European races. Steve Dixon has high hopes for the year.

"We have some great young talent," he told *Spirit*, "and with Justin in the 250's looking for some strong finishes, we're all raring to go. The demands of the world championship will certainly be a real test for Billy and the whole team."

This year the demanding world championship will be run over 12 rounds, which includes a round in Russia for the first time.

Just to qualify for the 30-strong main event at any round is an achievement and Billy Mackenzie, at 15-years-of-age, was the youngest rider ever to do so.

## Aiwa Yamaha

The team is owned and run by long-time motocross stalwart, Roy Emberson, who has managed to lure off-road legend Dave Thorpe, 39, out of retirement. The three-time world champion will be vying for a shot at the British 4-stroke Championship and will be teamed with UK supercross organiser, Matt Bates. The pair will campaign a pair of the new YZ426F machines and will be joined in the series by Jodi Smyth on an YZ250F who suffered

with injuries last year. Emberson will also be entering young South African Lee La Reservee on a YZ125 in the British series to give him valuable championship experience.

## Supercross and Freestyle

Britain now has a strong, televised supercross series that runs during the winter at six indoor venues and attracts all the top racers - invariably roared on by a large and vociferous crowd of supporters. Both Yamaha teams featured heavily in the championship last year and intend to continue this year once the outdoor series has finished.

A major part of the supercross show's entertainment is the freestyle jump competition that involves riders performing 'insane' tricks off a huge, take-off ramp. The most radical of these



Billy Mackenzie

riders is UK Freestyle Champion, Yamaha-mounted Chris Brock, who amazed the spectators with his array of on-bike gymnastics. Chris will be given more support for the freestyle shows that will feature at British superbike meetings and events across Europe in 2002.

The two Yamaha squads will be among the highest profile in the sport and the exciting rider line-up should continue to make a serious impact in all classes.

Flying high - Chris Brock





**SUPERSPORTS**


Model	Engine type	Displacement	Max. Power (DIN)
<b>YZF-R1</b>	4 cylinder, 4-stroke, liquid-cooled, DOHC, 20-valve, EXUP	998cc	152 PS (111.8 kW) @ 10,500 rpm



<b>YZF-R6</b>	4 cylinder, 4-stroke, liquid-cooled, DOHC, 16-valve	600cc	119.9 PS (88.2 kW) @ 13,000 rpm
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<b>FJR1300</b>	4 cylinder, 4-stroke, liquid-cooled, DOHC, 16-valve	1,298cc	145 PS (106.7 kW) @ 8,500 rpm
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<b>YZF1000R Thunderace</b>	4 cylinder, 4-stroke, liquid-cooled, DOHC, 16-valve, EXUP	1,002cc	145 PS (106.7 kW) @ 10,000 rpm
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<b>YZF600R Thundercat</b>	4 cylinder, 4-stroke, liquid-cooled, DOHC, 20-valve	599cc	100.1 PS (75 kW) @ 11,500 rpm
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<b>FZS1000 Fazer</b>	4 cylinder, 4-stroke, liquid-cooled, DOHC, 20-valve, EXUP	998cc	143.1 PS (105.2 kW) @ 10,000 rpm
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<b>FZS600/Fazer</b>	4 cylinder, 4-stroke, liquid-cooled, DOHC, 16-valve	599cc	95 PS (69.9 kW) @ 11,500 rpm
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<b>XJ600S Diversion</b>	4 cylinder, 4-stroke, air-cooled, DOHC, 8-valve	598cc	61 PS (44.9 kW) @ 8,500 rpm
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<b>XJ600N</b>	4 cylinder, 4-stroke, air-cooled, DOHC, 8-valve	598cc	61 PS (44.9 kW) @ 8,500 rpm
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<b>XJ900S Diversion</b>	4 cylinder, 4-stroke, air-cooled, DOHC, 8-valve	892cc	89.4 PS (65.8 kW) @ 8,250 rpm
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<b>TDM900</b>	2 cylinder, 4-stroke, liquid-cooled, DOHC, 10-valve	897cc	86.2 PS (63.4 kW) @ 7,500 rpm
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<b>V-Max</b>	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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<b>XJR1300/SP</b>	4 cylinder, 4-stroke, air-cooled, DOHC, 16-valve	1,250cc	106.2 PS (78.1 kW) @ 8,000 rpm
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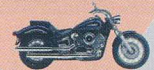


<b>BT1100 Bulldog</b>	2 cylinder, 4-stroke, air-cooled, SOHC, 8-valve	1,063cc	65 PS (47.8 kW) @ 5,500 rpm
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**SPORT/TOURING**
**STREET**
**MUSCLE**

Max. Torque (DIN)	Fuel tank capacity	Wheelbase	Dry weight	Tyres (front/rear)	Colours
10.7 kg-m (104.9 Nm) @ 8,500 rpm	17 litres	1,395 mm	174 kg	120/70 ZR17 58W 190/50 ZR17 73W	Red/white, blue/white, silver
6.94 kg-m (68.1 Nm) @ 11,500 rpm	17 litres	1,380 mm	168 kg	120/60 ZR17 55W 180/55 ZR17 73W	Red/white blue/white
12.8 kg-m (125.5 Nm) @ 6,000 rpm	24 litres	1,515 mm	237 kg	120/70 ZR17 180/55 ZR17	Blue, silver, black
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
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, blue
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
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	Blue, silver, yellow
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, silver
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 blue
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	Silver, dark blue
9.1 kg-m (88.8 Nm) @ 6,000 rpm	20 litres	1,485 mm	190 kg	120/70 ZR18 59W 160/60 ZR17 69W	Blue, silver, yellow
11.8 kg-m (117.7 Nm) @ 7,500 rpm	15 litres	1,590 mm	262 kg	110/90 V18 150/90 V15	Silver
10.2 kg-m (100 Nm) @ 6,000 rpm	21 litres	1,500 mm	230 kg	120/70 ZR17 58W 180/55 ZR17 73W	Silver, black, blue
9.0 kg-m (82.2 Nm) @ 4,500 rpm	20 litres	1,530 mm	229 kg	120/70 ZR17	Blue, silver, black



**CRUISERS**
**125cc**
**FUN/ADVENTURE/SPORT**


Model	Engine type	Displacement	Max.Power (DIN)
<b>XVS1100 Drag Star</b>	V-twin cylinder, 4-stroke, air-cooled, SOHC, 4-valve	1,063cc	62 PS (45.4 kW) @ 5,750 rpm



<b>XVS1100A Dragstar Classic</b>	V-twin cylinder, 4-stroke, air-cooled,	1,063.0cc	62 PS (45.5 kW) @ 5,750 rpm
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<b>XV1600A Wild Star</b>	V-twin cylinder, 4-stroke, air-cooled, pushrod, 4-valve	1,602cc	62.6 PS (46.3 kW) @ 4,000 rpm
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<b>XVS650A Drag Star Classic</b>	V-twin cylinder, 4-stroke, air-cooled, SOHC, 4-valve	649cc	40 PS (29.4 kW) @ 6,500 rpm
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<b>XVS650 Drag Star</b>	V-twin cylinder, 4-stroke, air-cooled, SOHC, 4-valve	649cc	40 PS (29.4 kW) @ 6,500 rpm
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<b>XV535DX Virago</b>	V-twin cylinder, 4-stroke, air-cooled, SOHC, 4-valve	535cc	44.1 PS (32.4 kW) @ 7,500 rpm
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<b>XVS250 Drag Star</b>	V-twin cylinder, 4-stroke, air-cooled, SOHC, 4-valve	249cc	21.1 PS (15.5 kW) @ 8,000 rpm
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<b>XVS125 Drag Star</b>	V-twin cylinder, 4-stroke, air-cooled, SOHC, 4-valve	124cc	13 PS (9.5 kW) @ 10,000 rpm
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<b>SR125</b>	Single cylinder, 4-stroke, air-cooled, SOHC, 2-valve	124cc	12 PS (8.8 kW) @ 8,500 rpm
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<b>TW125</b>	Single cylinder, 4-stroke, air-cooled, SOHC, 2-valve	124cc	11.8 PS (8.7 kW) @ 9,000 rpm
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<b>TT-R125/LW</b>	Single cylinder, 4-stroke, air-cooled, SOHC	123.7cc	10.3 PS (7.6 kW) @ 8,000 rpm
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<b>TT-R90</b>	Single cylinder, 4-stroke, air-cooled, SOHC	89cc	5.6 PS (4.1 kW) @ 7,000 rpm
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<b>RT100</b>	Single cylinder, 2-stroke air-cooled	97cc	8.5 PS (6.3 kW) @ 7,000 rpm
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<b>PW80</b>	Single cylinder, 2-stroke crankcase reed-valve	79cc	4.8 PS (3.5 kW) @ 5,500 rpm
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<b>PW50</b>	Single cylinder, 2-stroke, crankcase reed-valve	49cc	2.7 PS (2 kW) @ 5,500 rpm
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<b>DT125R</b>	Single cylinder, 2-stroke, liquid-cooled, crankcase reed-valve	124cc	14.1 PS (10.4 kW) @ 7,000 rpm
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<b>XT600E</b>	Single cylinder, 4-stroke, air-cooled, SOHC	595cc	43 PS (31.6 kW) @ 8,750 rpm
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Max.Torque (DIN)	Fuel tank capacity	Wheelbase	Dry weight	Tyres (front/rear)	Colours
8.7 kg-m (85 Nm) @ 2,500 rpm	17 litres	1,640 mm	259 kg	110/90-18 61S 170/80-15 M/C 77S	Black, red, gray
8.7 kg-m (85 Nm) @ 2,500 rpm	17 litres	1,645 mm	272 kg	130/90-16 170/80-15	Gray, black, red
13.7 kg-m (135 Nm) @ 2,250 rpm	20 litres	1,685 mm	307 kg	130/90-16 67H 150/80-16 71H	Black, gray
5.2 kg-m (50.9 Nm) @ 3,000 rpm	16 litres	1,610 mm	229 kg	130/90-16 67S 170/80-15 M/C 77S	Black
5.2 kg-m (50.9 Nm) @ 3,000 rpm	16 litres	1,610 mm	215 kg	100/90-19 57S 170/80-15 M/C 77S	Black, silver
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
2.11 kg-m (20.7 Nm) @ 6,000 rpm	11 litres	1,530 mm	147 kg	80/100-18 47P 130/90-15 M/C 66P	Red
0.96kg-m (9.4 Nm) @ 8,000 rpm	11 litres	1,530 mm	135 kg	80/100-18 47P 130/90-15 M/C 66P	Black, gray
1 kg-m (9.4 Nm) @ 8,500 rpm	10 litres	1,285 mm	106 kg	3.00-17 45P 3.50-16 52P	Red, dark blue
0.99 kg-m (9.7 Nm) @ 8,000 rpm	7 litres	1,350 mm	118 kg	130/80-18 66P 180/80-14 MC 78P	Blue, gray
1.02 kg-m (10.0 Nm) @ 6,500 rpm	6.6 litres	1,240 mm (1,264 mm)	77 kg (78 kg)	70/100-17 (-19) 90/100-14 (-16)	Blue
0.62 kg-m (6.1 Nm) @ 6,500 rpm	4.2 litres	1,040 mm	60 kg	2.50-14 4PR 3.00-12 4PR	Blue
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
0.64 kg-m (6.3 Nm) @ 5,000 rpm	4.9 litres	1,055 mm	57 kg	2.50/14 4PR 2.50/14 4PR	Blue
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
1.45 kg-m (14.2 Nm) @ 6,500 rpm	10 litres	1,415 mm	116 kg	2.75-21 4PR 4.10-18 4PR	Blue, black
4.9 kg-m (48.1 Nm) @ 5,250 rpm	15 litres	1,440 mm	160 kg	90/90-21 54S 90/90-21 54S	Blue



**SCOOTERS**


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



<b>YP250 Majesty</b>	Single cylinder, 4-stroke, SOHC, liquid-cooled	250cc	21 PS (15 kW) @ 7,500 rpm
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<b>YP125R Majesty</b>	Single cylinder, 4-stroke, SOHC, liquid-cooled	124cc	12 PS (8.4 kW) @ 8,750 rpm
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<b>XQ125 Maxter</b>	Single cylinder, 4-stroke, SOHC, liquid-cooled	124cc	12 PS (8.7 kW) @ 9,000 rpm
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<b>YN100 Neo's 100</b>	Single cylinder, 2-stroke air-cooled	101cc	6.8 PS (5 kW) @ 7,000 rpm
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<b>YQ100 Aerox 100</b>	Single cylinder, 2-stroke air-cooled	101cc	7.5 PS (5.5 kW) @ 7,000 rpm
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<b>XN125 Teo's</b>	Single cylinder, 4-stroke, SOHC, liquid-cooled	124cc	12 PS (8.7 kW) @ 9,000 rpm
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<b>Jog R/RR</b>	Single cylinder, 2-stroke air/liquid cooled	49cc	NA
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<b>YQ50 Aerox R</b>	Single cylinder, 2-stroke liquid-cooled	49cc	3.7 PS (2.75 kW) @ 7,000 rpm
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<b>YN50 Neo's</b>	Single cylinder, 2-stroke air-cooled	49cc	3.9 PS (2.9 kW) @ 7,000 rpm
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<b>WH50 Why</b>	Single cylinder, 2-stroke air-cooled	49cc	3.4 PS (2.5 kW) @ 6,500 rpm
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<b>EW50 Slider</b>	Single cylinder, 2-stroke air-cooled	49.2cc	5 PS (3.6 kW) @ 6,500 rpm
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<b>CW50NG Bi-Wizz</b>	Single cylinder, 2-stroke air-cooled	49cc	5.7 PS (4.2 kW) @ 6,800 rpm
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**MOPEDS**


<b>YZ426F</b>	Single cylinder, 4-stroke liquid-cooled DOHC, 5-valve	426cc	58.1 PS (47.7 kW) @ 9,600 rpm
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<b>WR426F</b>	Single cylinder, 4-stroke liquid-cooled DOHC, 5-valve	426cc	NA
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<b>WR400F</b>	Single cylinder, 4-stroke liquid-cooled DOHC, 5-valve	399cc	48 PS (35.3 kW) @ 9,000 rpm
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<b>WR250F</b>	Single cylinder, 4-stroke liquid-cooled DOHC, 5-valve	249cc	NA
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<b>YZ250F</b>	Single cylinder, 4-stroke liquid-cooled DOHC, 5-valve	249cc	NA
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<b>YZ250</b>	Single cylinder with YPVS, 2-stroke liquid-cooled	249cc	53 PS (39 kW) @ 8,000 rpm
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<b>YZ125</b>	Single cylinder with YPVS, 2-stroke liquid-cooled	124cc	39 PS (28.7 kW) @ 11,500 rpm
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<b>YZ85/YZ85LW</b>	Single cylinder with YPVS, 2-stroke liquid-cooled	84.9cc	28 PS (20.6 kW) @ 12,000 rpm
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**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) @ 6,250 rpm	12 litres	1,535 mm	156 kg	110/90-12 64L 130/70-12 62L	Red velvet
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, red
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
NA	5 litres	1,210mm	76 kg (78 kg)	110/70-12 130/70-12	Red, white, gray, blue
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, red
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	120/60 M/C-12S 130/90 M/C10S	Black, yellow, blue
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	Blue
5.9 kg-m (4.9 Nm) @ 7,000 rpm	NA	1,490 mm	105kg	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, Pylle Hill 0117 977 0466/778 8990  
**Bristol BS1 3PY**/Motor Cycle City, 15-19 Stokes Croft 01179 423602  
**Weston-Super-Mare BS23 3BY**/Morse Motorcycles, 13-15 Locking Road 01934 621187

**BEDFORDSHIRE**

**Flitwick MK45 1ED**/Flitwick Motorcycles, Station Road 01525 712197

**BERKSHIRE**

**P Newbury RG14 7BL**/Pro-Bike Yamaha, 22 Newtown Road 01635 581500  
**Reading RG2 0OZ**/Motor Cycle City, 7-8 Bennet Road 0118 916 9800

**BUCKINGHAMSHIRE**

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

**CAMBRIDGESHIRE**

**Cambridge CB4 3JP**/Allins, 184 Histon Road 01223 311611  
**M Cambridge CB1 3EB**/Graham Jenkins Motorcycles, 29 Cromwell Road 01223 243074  
**Peterborough PE6 7UR**/Carnell, High Street, Eye 01733 223444

**CHESHIRE**

**Chester CH3 5DH**/Bill Smith Motors Ltd, 30-36 Tarvin Road, Boughton 01244 323845  
**Crewe CW2 6PR**/DH Grocott Ltd, 613 Crewe Road, Wistaston 01270 664111  
**P Sale M33 1AQ**/Sale Yamaha Centre, 156 Cross Street 0161 973 5844  
**Stockport SK1 4LL**/Carnell, St Mary's Way, Hempshaw Lane 0161 429 5500

**CLEVELAND**

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

**CORNWALL**

**St Austell PL26 7XN**/Damerells Motorcycles, 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, Bridgegate Garage, Flass Lane 01229 824757  
**Carlisle CA2 5BN**/John Stewart Motorcycles Ltd, 3 Citadel Parade, Viaduct Estate 01228 596826

**DERBYSHIRE**

**P Chesterfield S44 5AE**/CMC Chesterfield, Top Road, Calow 01246 559900  
**Derby DE21 4EE**/Derby Powersports, Sir Frank Whittle Road, Pentagon Island 01332 206092

**DEVON**

**Exeter EX2 8RG**/Bridge M/C Ltd Alphinbrook Road, Marsh Barton 01392 260200  
**Newton Abbot TQ12 3BN**/Motorcycle City, Pottery Lane, Kingsteinton 01626-331020  
**Paignton TQ3 2SE**/GT Motorcycles, 77-79 Torquay Road 01803 559949  
**Plymouth PL24 6JJ**/Damerells Motorcycles, 99 Mutley Plain 01752-667806  
**P Barnstaple EX31 1JQ**/Alex Buckingham Motorcycles, Mill Road 01271 329442

**DORSET**

**Bournemouth BH5 2HT**/Roger Barrett Motorcycles, 24-26 Seabourne Road Southbourne 01202 426244  
**P 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 0SP**/JW Groombridge, Mayfield Road Garage, Cross in Hand 01435 862466  
**Pevensey Bay BN24 6EX**/JS Gedge Motorcycles, 3-4 Pevensey Court, Eastbourne Road 01323 765515  
**St Leonards-on-Sea TN38 0JB**/JS Gedge, Silchester Road 01424 423520

**EAST YORKSHIRE**

**Hull HU3 6JB**/Fiveways M/C Centre, 17-19 Walton Street 01482 355535

**ESSEX**

**P Brentwood CM14 4BA**/GP M/C Centre, Crown Street 01277 233744  
**Braintree CM7 6JD**/John Pease M/C, 37-43 Railway Street 01376 321819  
**Chelmsford CM2 8BH**/John Pease M/C, 91 Wood Street 01245 264350  
**Colchester CO1 2AJ**/TK Cope M/C, 38 Military Road 01206 574765  
**Grays RM17 5NH**/South Essex M/C, 156-17 Southend Road 01375 375653  
**Ilford IG2 7RT**/Carnell, 741-755 Eastern Ave Newbury Park 020 8590 6615  
**Leigh-on-Sea SS9 3NF**/Alpha M/C, 944-946 London Road 01702 476260  
**Romford RM7 9QX**/John's of Romford, 46-52 London Road 01708 726048

**GLOUCESTERSHIRE**

**Cheltenham GL51 7NQ**/Dave Parry M/C, 18 Runnings Road, Kingsditch 01242 230403  
**Cirencester GL7 1LD**/Peter Hammond M/Cycles, 44 Watermoor Road 01285 652467  
**Gloucester GL2 6EU**/Fraser's of Gloucester, 261 Bristol Road 01452 306485

**HAMPSHIRE**

**Andover SP10 3HN**/Bridge M/C, Station Approach 01264 354200  
**Basingstoke RG23 7LL**/Mott M/C, Kempshott Hill (A30) 01256 321989  
**Farnborough GU14 6HD**/Motor Cycle City (Sales), 149-151 Lynchford Road 01252 400000  
**Portsmouth PO1 5EP**/Motor Cycle City, 153 Fratton Road 023 9282 8425

**P Southampton SO45 2PD**/Doug Deardon M/Cycles, 207 Long Lane, Holbury 023 8089 1110  
**Southampton SO15 3FP**/Parkroad M/C, 160 Shirley Road, Shirley 023 8022 8718

**HEREFORDSHIRE**

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

**HERTFORDSHIRE**

**Cheshunt EN8 8JQ**/Waltham Cross M/C, 50-54 Crossbank Street 01992 625173  
**P Hemel Hempstead HP3 9SX**/Moore's Ltd, London Road, Apsley 01442 252601  
**P Knebworth SG3 6AP**/Saunders M/C, 17 Station Road 01438 811524  
**P St Albans AL2 1QF**/M/C & 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, 39a The Mall 01795 532365  
**Folkestone CT20 1BU**/Alford Brothers, 20 Cheriton Road 01303 254057  
**Gillingham ME7 5TR**/Magnum M/C, 43-45 Canterbury Street 01634 851200/855504  
**P Gravesend DA12 2RF**/Milton M/C, 20 Milton Road 01474 326248

**Paddock Wood TN12 6AF**/Motorcycle City, 62 Maidstone Road 01892 835353  
**Sidcup DA15 9NB**/Garozzo M/C, 19-20 Wellington Parade, Blackfen Road 020 8303 1811

**LANCASHIRE**

**P Accrington BB5 1SA**/Keith Dixon M/C, 392-396 Blackburn Road 01254 231221/235452  
**Ashton-Under-Lyne OL6 7QU**/Claremont M/C, 275-277 Stamford Street 0161 330 3418  
**Blackpool FY4 4EF**/Sam Taylor, 5/12 Vicarage Lane 01253 763442  
**Chorley PR6 0TB**/Chorley Yamaha Centre, Eaves Lane 01257 230300  
**Preston PR1 4DV**/Northwest Superbikes 26/36 New Hall Lane 01772 798882  
**P Wigan WN3 4AR**/Wigan Yamaha Centre, 1 Wilcock Street 01942 491491

**LEICESTERSHIRE**

**P Leicester LE1 3GR**/Arnolds, 106-108 Belgrave Gate 0116 253 0272  
**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  
**Grimsby DN31 1DJ**/Carnell, Victoria Street 01472 357573

**LONDON (GREATER)**

**P N9** DPD/JA Lock, 333-335 Fore Street, Edmonton 020 8807 5269

**NW10 7DB**/Motorcycle City, 301 Iveagh Ave, Stonebridge Park 020 8955 4600

**S W6 7PH**/Scooter Store Intl., 48-50 Shepherds Bush Road 020 7610 4131  
**SW6 4RJ**/The Yamaha Service Centre, 347 New Kings Road, Fulham 020 7371 9700  
**SW20 8JX**/Frontiers M/C, 363 Kingston Road 020 8540 7774  
**SE1 7TP**/Metropolis, 59-62 Albert Embankment 020 7793 9313  
**SE5 0EZ**/Carnell, 73-75 Camberwell Road 020 7703 2271  
**SE10 9TZ**/Metropolis, 150-152 Trafalgar Rd, Greenwich 020 8293 0095  
**EC4R 2YB**/Metropolis, 23 Dowgate Hill 020 7236 1913  
**E11 4JT**/Double R M/C, 309-311 High Rd Leytonstone 020 8558 4819  
**E18 1LN**/Woodford M/C, 51-53 George Lane, South Woodford 020 8989 3157

**MANCHESTER (GREATER)**

**Ashton-under-Lyne OL6 7QU**/Claremont M/C, 275-277 Stamford Street 0161 333 3418  
**Bolton BL1 4AA**/ESB, 3 Marsden Road 01204 535443  
**Manchester M16 0HP**/Motorcycle City, Chester Road, Old Trafford 0161 772 7800

**MERSEYSIDE**

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

**MIDDLESEX**

**Bedfont TW14 8BP**/Motorcycle City, 533-537 Station Road 020 8890 2913  
**Edgware HA8 5AH**/Rex Judd Ltd, Brooklands House, 415 Burnt Oak Broadway 020 8952 6911  
**Harrow HA1 4JD**/Colin Collins Ltd, 90-100 Pinner Road 020 8861 1666  
**P Harrow HA3 0AN**/Yamaha Sport & Leisure, 93-97 Kenton Road 020 8907 6705  
**Twickenham TW2 5AB**/Blays of Twickenham, 32-34-38 The Green 020 8894 1397

**NORFOLK**

**Norwich NR2 4EE**/Tinklers M/C, 182-190 Northumberland Street 01603 627786

**NORTH YORKSHIRE**

**P Harrogate HG1 1BB**/H Acklam, 11 Bower Road 01423 565125

**Scarborough YO12 7BY**/Andrews of Scarborough, Roscoe Street 01723 366083  
**York YO3 0AP**/York Yamaha Centre, Heworth Village Garage 01904 424597

**NORTHAMPTONSHIRE**

**P Brackley NN13 7EZ**/MacSport, Shires Road 01280 700769  
**Northampton NN3 9HW**/M&P Northampton, 2 Museum Way, Riverside Retail Park 01604 417000

**NORTHUMBERLAND**

**P Bedlington NE22 5PT**/Ian Bell M/C, 62-64 Rothesay Terrace 01670 822311

**NOTTINGHAMSHIRE**

**Nottingham NG5 6AA**/CMC Nottingham, Daybrook Square, Mansfield Road, Arnold 0115 926 7720



**Nottingham NG9 2DB/Nottingham Powersports, 216 Queens Road, Beaston 01159 677369**

## OXFORDSHIRE

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

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

## SHROPSHIRE

**Market Drayton TF9 3DN/Wylie & Holland M/C, 63-67 Shrewsbury Road 01630 657121**

**Telford TF1 2NH/Wylie & Holland M/C, 146 Watling St. Wellington 01952 248868**

## SOMERSET

**Crewekerne TA18 8NT/Taylor's M/C, Mosterton Road, Misterton 01460 72318**

**Taunton TA1 1BY/Taylor's M/C, Chip Lane, Staplegrove 01823 282321/256968**

**Wells BA5 2HS/Motorcycle City, Westfield Road 01749 673462**

## SOUTH YORKSHIRE

**Doncaster DN5 8AF/Carnell, Marshgate 01302 327722**

**Sheffield S6 2UB/Jeff Hall M/C, 130-142 Lagsett Road 0114 233 3116**

## STAFFORDSHIRE

**Burton-on-Trent DE14 2DA/Jackson's M/C, 22-23 Borough Road 01283 565154**

**Stafford ST16 3BS/CG Chell M/C, 25-27 Marston Road 01785 258295**

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

**Tamworth B77 5AD/Motorcycle City, 361 Watling St. Wilmescote 01827 280905**

## SUFFOLK

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

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

**Lowestoft NR32 1PL/AR M/C, The Annex, Alexandra Road 01502 584169**

**Ipswich IP2 0AD/Orwell M/C, Unit B Riverside Business Park, Ranelagn Road 01473 257401**

## SURREY

**Carshalton SM5 3AE/Lamba M/C, 120 High Street 020 8647 4851**

**Guildford GU2 6AA/Portman M/C, 23-25 Woodbridge Hill 01483 560945**

**Haslemere GU27 1BZ/Haslemere M/C, 11-13 Weyhill 01428 651580**

**Purley CR8 2LA/Motorcycle City, Russell Hill Road 020 8763 5700**

**P Woking GU21 1LJ/Continental M/C, 77 Goldsworth Road 01483 714893**

## TYNE & WEAR

**Newcastle-Upon-Tyne NE4 6AQ/Ken's M/C, 246-250 Westgate Road 0191 232 1793**

## WARWICKSHIRE

**P Nuneaton CV12 8AH/Aif England Ltd, Leicester Road, Bedworth 02476 312184**

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

## WEST MIDLANDS

**P Dudley DY2 8QB/Dudley Motorcycle Centre, 73 King Street 01384 252222**

**Birmingham B12 0JU/Carnell, 131-148 Digbeth High Street 0121 604 4111**

**Warley B65 0JS/Speedaway Motors, 78a Oldbury Road, Blackheath 0121 559 1270**

## WEST SUSSEX

**Crawley RH11 7AE/P&H M/C, 61-63 Gatwick Road 01293 413300**

**Chichester PO19 4JG/CMW M/C, 20 The Hornet 01243 782544**

**Worthing BN11 3HQ/Keys Brothers, 142a Montague Street 01903 236842**

## WEST YORKSHIRE

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

**Bradford BD2 1QN/Bradford M/C Centre, Hillam Road, Canal Road 01274 734248/732755**

**Huddersfield HD1 3LE/Huddersfield Superbikes T/A Earnshaws, Manchester Road 01484 421232**

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

**Leeds LS8 5DR/Colin Appleyard Ltd, Roseville Road 0113 248 5000**

**Shipley BD18 3JQ/Motorcycle City, 206 Saltaire Road 01274 771122**

**S Wakefield WF8 1AW/The Scooter People, 20 Beastfair, Pontefract 01924 887654**

## WILTSHIRE

**P Devizes SN10 1LQ/Richard Stevens M/C, 14 Estcourt Street 01380 725467**

**Salisbury SP2 7PU/Hayball M/C, Brunel Road, Churchfields 01722 322796**

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

**Trowbridge BA14 0QX/Phoenix Motorcycles, 18c Bradley Road 01225 775171**

## 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**

**P Worcester WR1 2JA/Cathedral City M/C, 52 Sidbury 01905 20580**

## SCOTLAND

### CENTRAL

**Falkirk FK2 7BX/Jim Allan M/C, 208 Grahams Road 01324 620111**

### DUMFRIES & GALLOWAY

**Dumfries DG1 2PN/Scotspeed M/C 2-6 Nith Place 01387 265050**

### FIFE

**P Kirkcaldy KY1 2QF/Alan Duffus M/C, 19-21 Claire Street 01592 264135**

### GRAMPIAN

**P Aberdeen AB24 2AB/Two Wheel Centre, 251-253 Great Northern Road 01224 481111**

**S Scooter and moped dealer only**

**Elgin IV30 3AJ/Willie Young Motorcycles, 4 Parade Spur South, Pinefield Industrial Estate 01343 540355**

## LOTHIAN

**Bathgate EH48 4EU/Jim Allan M/C, 29 North Bridge Street 01506 653922**

**P Edinburgh EH6 7ET/Carrick M/C, 62 Queen Charlotte Street 0131 555 2575**

## STRATHCLYDE

**P Ayr KA8 8BL/Ride On M/C, 14 Green Street Lane 01292 285457**

**Glasgow G41 2PZ/Ride On M/C, 19-21 Nithsdale Street 0141 424 0404**

**Renfrew PA4 8PD MCS (Scotland) Ltd, 18-20 Fulbar Street 0141 561 7521**

## TAYSIDE

**Dundee DD3 6RX/Alan Duffus M/C, 308 Strathmore Avenue 01382 817051**

**Perth PH1 2DP/Alan Duffus M/C, Rannoch Road 01738 622020**

## HIGHLANDS

**P Inverness IV1 3SG/Marrs Motorcycles, 3 Longman Drive, Longman Industrial Estate 01463 717688**

## WALES

### CLWYD

**Abergele LL22 7LA/Woods M/C, Units A1-A4 Peel Street 01745 825958**

### DYFED

**Haverfordwest SA61 1XE/Garland & Griffiths, Old Hawkin Road, Merlins Bridge 01437 768434**

### GLAMORGAN

**Port Talbot SA13 1LP/Mount M/C, 57-61 Commercial Road, Taibach 01639 883936**

**Swansea SA5 8LD/JT's M/C, Unit 2, Heol-Y-Gors, Cwmbwria 01792 461776**

### GWENT

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

**Newport NP19 4SP/South Wales Superbikes, 10-11 Estuary Road, Queensway Meadow Estate 01633 277970**

### GWYNDD

**Bangor LL5 4DA/Bill Smith Motor (Gwynedd) Ltd, Cytrr Lane 01248 352085**

### POWYS

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

### NORTHERN IRELAND

**Belfast BT12 6LR/Hurst M/C Centre, Boucher Road, Balmoral 028 9038 1721**

### ISLE OF MAN

**P Douglas IM1 1BA/Road & Track, 11 Tynwald Street 01624 623725**

### ISLE OF WIGHT

**Carisbrooke PO30 5JS/Dave Death M/C, Priory Garage, 9 Priory Road 01983 522160**

### CHANNEL ISLANDS

**Guernsey GY2 4LN/Church Road Motorcycles and Cars, Church Road, St. Sampsons 01481 243281**

**M Motorcycle dealer as well as motocross or trials**

**M Middle weight dealers up to 600cc**

**P Jersey JE2 4QY/GB Motorama Ltd, 9 Great Union Road 01534 72819/72820**

## 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 01494 772343**

**K&S Racing Kent Grove Park Shopping Centre, Gadby Road, Sittingbourne, Kent ME10 1TH 01795 431700**

**Moto-Tech Ltd 57 Suttons Lane Road, Hornchurch, Essex RM12 6RJ 01708 459502**

**P PO Motorcycles M30 0WZ 102-104 Liverpool Road, Eccles, Manchester 0161 707 7171**

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

**Russells Motorcycles Unit 1, Edgar Road Ind. Est., Carryduff, Belfast, Northern Ireland BT8 8NB 028 9081 7000**

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

**M P Richard Stevens Motorcycles 14 Estcourt, St. Devises, Wiltshire SN10 1LQ 01380 725467**

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

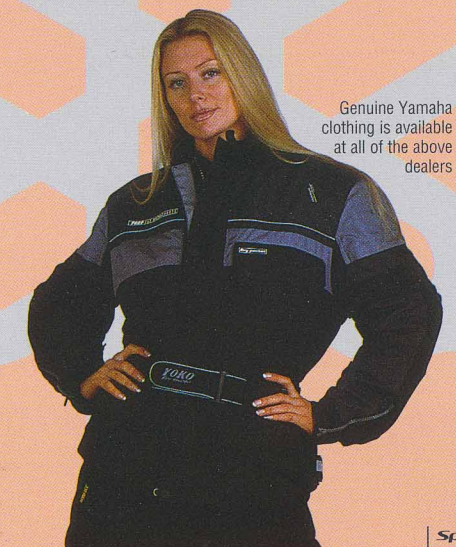
**Boretech Engineering Unit 10 Golding Barn Ind. Est., Henfield Road, Smallsole, West Sussex BN5 9XH 01903 816236**

**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**

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

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



Genuine Yamaha clothing is available at all of the above dealers