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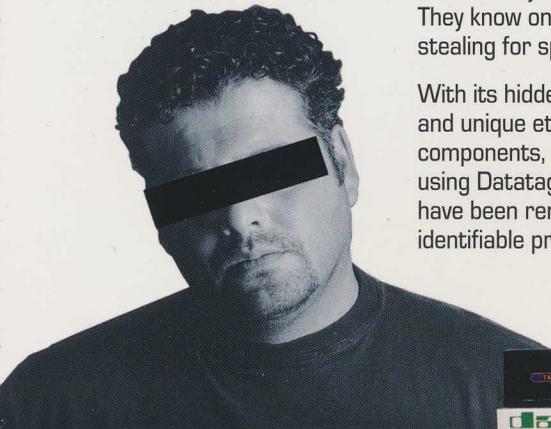


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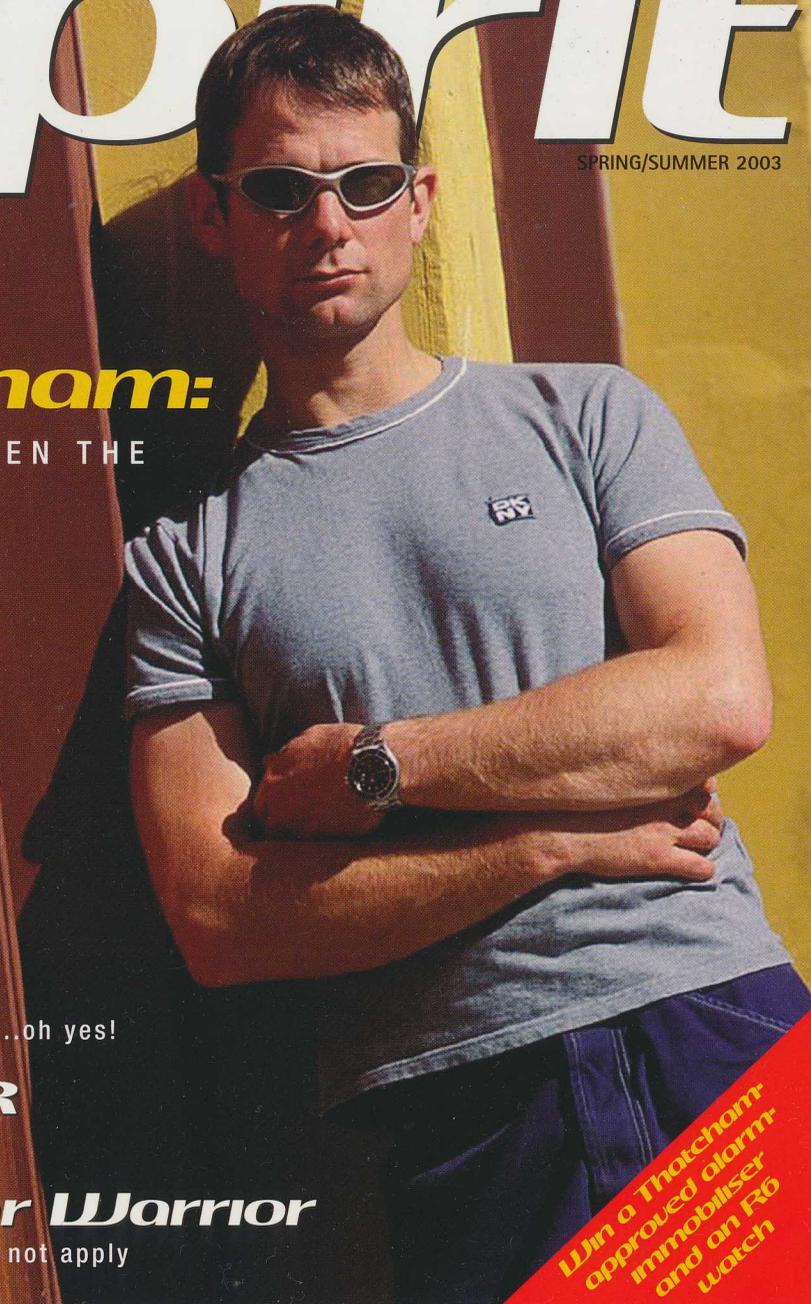
The Yamaha owners' magazine

Spirit

SPRING/SUMMER 2003

Whitham:

YOU AIN'T SEEN THE LAST OF ME!



New R6

599cc, 123hp, 162kg...oh yes!

GP1300R

Ocean going monster

RoadStar Warrior

Featherweights need not apply

Win a Thatcham approved alarm and an R6 watch

Plus: Versity 300, 2-Trac, Supermoto, Nick Sanders, Melandri and Hislop



4 News

Win a Thatcham-approved alarm/immobiliser and an R6 watch (never slow), glimpse the new TZR50, take advantage of a Yamaha Rider Advantage course, see the latest marine offerings and the marvel at the bravery and spirit of a 145 mile sea crossing by a deaf blind rider

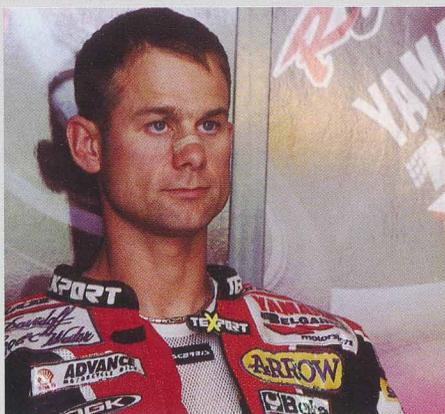


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The new R6, that is, not the author *Roland Brown*, who just rode the bike and wrote the copy especially for *Spirit*

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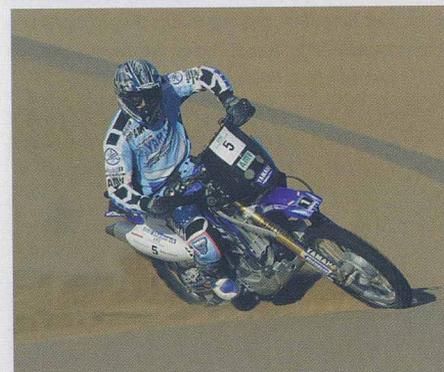
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68 Free spirit

Gareth Corsi meets one of motorcycling's larger-than-life characters, the unsinkable *Nick Sanders*. Fresh (in a manner of speaking) from his motorcycle world challenge, *Nick* has yet

another venture planned – the Moto Challenge of Great Britain – and you can take part.



74 Sports round-up

Yamaha plans for global domination in 2003, including MotoGP, World Motocross, World Supersport and British Superbike Championships



88 Accessories

If you're interested in the new R6, then you'll want to get your hands on Yamaha's latest clothing and accessories catalogue. It includes a selection of gear specifically designed to complement the best sport 600 available

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Find your nearest port of call for top quality parts and service



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Welcome



Hello and welcome to issue seven of *Spirit*. It's Spring already and if the last few weeks of warm weather have been anything to go by, there's going to be some fantastic months ahead for biking.

This is a very exciting time for Yamaha and the latest issue of *Spirit* shows just how much is going on in our world. The next 100 pages are crammed full of the latest news, new model launches and cutting-edge developments, from BSB to MotoGP and even information on some of our latest marine products.

Showing just how versatile the Yamaha motorcycle range is, we feature three quite different additions to our comprehensive line-up inside this issue. Kevin Ash tests the XV1700 RoadStar Warrior performance cruiser; Roland Brown reports from the launch of the stunning new R6, while Paul Blezzard shows the Italians the way home on the launch of Yamaha's new Versity 300 in Amalfi. I think you'll agree there's something for everybody in our 2003 range.

Also featured in the issue are several Yamaha-supported customer activities that encourage you to get the best out of biking. We feature a new Supermoto School supported by Yamaha at Rockingham and the established Off-Road Experience in Wales. Both are well worth a visit and can cater for experts or novices alike – but beware, off-road riding is addictive!

What I like best about this time of year is that the new racing season is now underway. And this year's MotoGP championship will undoubtedly be the most exciting to date, with Alex Barros, Carlos Checa and Marco Melandri all in with a chance of bringing the coveted world championship title to Yamaha. Closer to home, the R6 cup will showcase the next generation of top riders by officially supporting this year's British Superbike Championship. Our detailed sports coverage reveals all inside.

Wishing you many safe and enjoyable miles of motorcycle riding and we look forward to seeing you at one of the many Yamaha events or activities during 2003.

I hope you enjoy this issue.

Andrew Smith
Director, Yamaha Motor (UK)



Jog gets a second R

Everybody's favourite "shop-around" vehicle and essential race paddock transport has just been given the star treatment to make it the ultimate 50cc scooter.

Visually, the new Jog RR is not much different to the original Jog R but when you get under its skin what do you find? Well, for a start, the liquid-cooled RR has the radiator hidden under the footboard to keep its centre of gravity low, aid better handling and improve manoeuvrability. Seat height is only 770mm and the weight has been kept down to 78kg. Power-to-weight ratio is therefore better and the performance enhanced to make it one of the nippiest 50cc scoots around.

Naturally, the Jog RR has all the desirable features of the original – twist 'n' go auto-transmission, electric start, underseat storage for helmet or shopping, and traditional Yamaha styling and flair.

Because the Jog RR is under 50cc, 16-year-olds and existing car licence holders can ride it. In other words, be the envy of your college mates (and opposite gender) or use the Jog RR to spike Ken Livingstone's congestion charge and get away Jog-free.

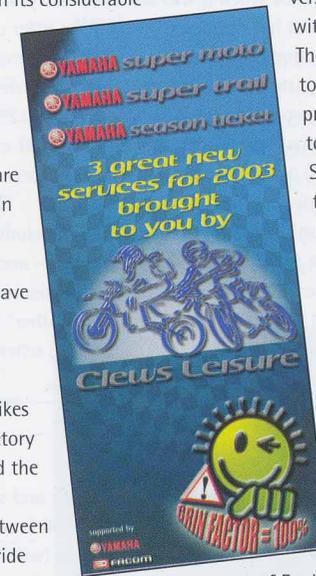
Yamaha's ultra-reliable 50cc scooters come with a one-year unlimited mileage warranty, RAC Assis cover, and Yamaha's money-saving free insurance deal (subject to status etc). The bottom line is an all-inclusive, on-the-road price of £1,724.

Clews' dirty treble crossing!

Off-road riding is the new rock 'n' roll – or is it the new black? Either way, Yamaha has thrown its considerable weight behind three, brand-new leisure schemes implemented by Clews Leisure that will enable novice and dedicated off-road riders to dish the dirt with a clean conscience.

Of the trio of services that Clews is running, perhaps the most universal in appeal is the "Yamaha Super Trail". Experienced guides take participants down specially planned routes that have been devised to match ability. For example, complete beginners will be supplied with electric-start Yamaha WR250Fs, which are ideal off-road bikes for novice riders. The gentle introductory trails are designed for enjoyment and the learning of basic off-road skills.

Intermediate riders can choose between the WR250F and WR450F and then ride over easy trails with one or two challenging ones carefully added. Experienced off-road riders will ride the same models as the intermediate riders but will be presented with a challenge they will never forget. Clews claims, "you will be back for more – most are."

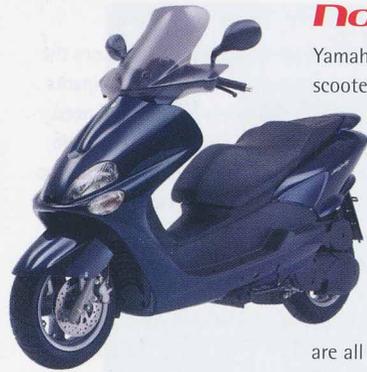


The second scheme, "Yamaha Supermoto", also uses the versatile WR machines and provides participants with all the riding and safety kit they will need. There is no need to worry about having to ride too fast for your ability because there will be no pressure from the instructors other than to ride to personal capabilities and gradually improve. So, if you've ever wondered what it is like to thrash a Supermoto bike around a purpose-built short circuit at your own speed, Clews will tell you where to go. There's probably a circuit near you.

The third scheme, called "Season Ticket" lets participants, "Do what you wanna do and go where you wanna go." Designed to provide access to the new WR bikes, the scheme takes the hassle out of preparation and lets dirt riding enthusiasts enjoy the two other schemes at a fraction of the cost.

Currently being held in the Lake District, the Peak District and the north-east of England the schemes also use other venues around the country. So, if you need further information, details on corporate hospitality, or just want to clean-up with a Season Ticket, telephone Clews on 01254 700120, or visit the website at www.clewsleisure.com





No free lunch - just free insurance

Yamaha Motor UK had no idea just how popular its free insurance scheme for scooters would be when it was launched last year. In fact it was so popular that Yamaha has decided to extend the offer until 31 May 2003.

Customers buying a new scooter or moped up to 125cc qualify for free, third party only insurance (subject to status etc). This includes everything from Jogs through to the luxurious Majesty 125. The insurance scheme also has options for low cost upgrades to TPF&T or fully comprehensive, which will (again) apply to all models. For example, a 16-year-old moped rider could upgrade to TPF&T for as little as £150.

Don't forget, Yamaha insurance includes up to four family members who are all eligible to ride under the same policy – and on the same bike (but not all at the same time of course). So, with Ken's London congestion charge in full swing we can all expect to pay a little more for our "other" biking rights. The trick is, to keep them minimal – just like Yamaha's insurance scheme.

Liquid-cool street-cred

To Yamaha's incredible R family has been born an offspring – and what an offspring. The new, 50cc baby has been inspired by the daddy of all sports bikes, the incredible R1.

The TZR50 is a machine designed with the same care, expertise and passion as the UK's most inspirational sports bikes. It is intended as a definitive machine that will bring the taste of true motorcycling to the younger rider. At an age when – to the potential customer – style means everything, the TZR50 has it in abundance. But it doesn't end there, and although its looks are undeniably breathtaking, the specification of the little two-stroke proves that it is a serious machine.

Power from the liquid-cooled engine is channelled to the broad rear tyre by a traditional motorcycle six-speed gearbox and clutch – "to provide the true sensation of riding a serious supersport machine." The sort of sharp and secure handling that all R-series owners take for granted has been made possible by the employment of a twin-spar frame.

The full fairing is a completely new design, aerodynamic enough to maximise the power output of the 50cc engine, and featuring distinctive and aggressively styled dual headlights. A powerful and progressive front brake (with red-painted caliper) will

enable safe and secure stopping under all conditions. Other TZR50 features include monoshock rear suspension (with red spring), electronic instrument console (analogue tacho and digital speedometer), integrated seat-tank unit with comfortable twin seat, grab rail, and a combined rear wheel hugger and chain guard.

And if that doesn't inspire a new generation of young motorcyclists, then nothing will. Liquid-cool street-cred – or what?



Win - the ultimate bike protection?

Isn't it time that an enterprising manufacturer designed a truly theft-proof bike alarm? It has been a long wait but a company called MetaSystem has really thrown down the gauntlet to would-be thieves by marketing the M357T alarm/immobiliser (Thatcham MCI accreditation) – a remarkable new high tech product guaranteed to make life as difficult as possible for even case-hardened tea leaves.

The M357T's immobiliser arms automatically 50 seconds after the ignition has been switched off (just in case you forget) and has so many other features and safeguards that it is impossible to list them all. They include, for example, a rolling code system (7.2 million variants); remote control with lithium batteries (3.5 years life); low current drain with "sleep" mode; hotwire sensor; 115dB resin-filled siren to protect against attack, shock, vibration and water; battery backup; panniers and helmet protection; movement deletion for turbulent ferry crossings; professional installation and much more. The inclusive price of the M357T is £299 – money well spent if you want to keep your Yamaha, your Yamaha.

However, if you cannot afford to buy one right now, why not enter our competition? MetaSystem has kindly given an M357T to *Spirit* to publicise the product and make sure at least one reader's Yamaha is protected. All that is required is to answer the following question and send it to the editorial address – *Spirit* competition, RBP Ltd, Schiphol Way, Humberside International Airport, North Lincs DN39 6GB.

• Which Yamaha has "liquid-cool street-cred"?

The answer to the question can be found somewhere in *Spirit* News. The first entrant with the correct answer, selected by computer, will receive the much-desired M357T motorcycle alarm/immobiliser. Please remember though, no cash alternative is available and the Editor's decision is final.

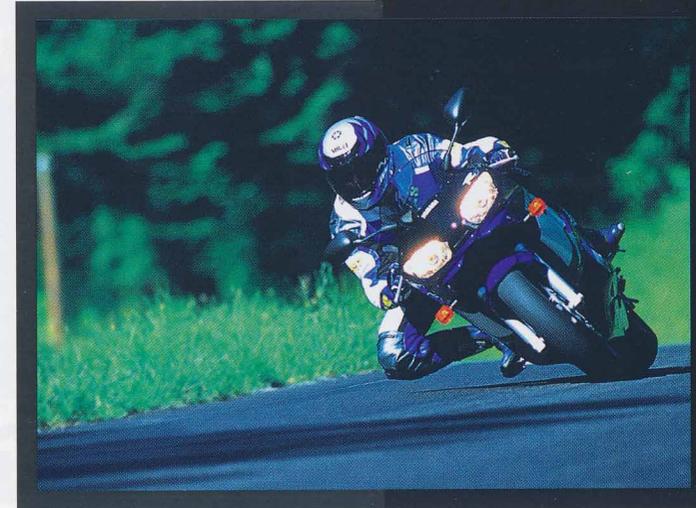


Dates for your diary

Yamaha Track and Race School

8 April	Race School Super Trial – Brands Hatch	Indy
14 April	Race School Super Trial – Donington Park	National
18 April	Track Day Cadwell Park	Full
26 April	Race School Trial Cadwell Park	Club
1 May	Track Day Cadwell Park	Full
13 May	Race School Super Trial – Cadwell Park	Club
17 May	Race School Trial Cadwell Park	Club
19 May	Track Day – Donington	National
22 May	Race School Super Trial – Brands Hatch	Indy
30 May	Race School Trial Cadwell Park	Club
10 Sept	Race School Super Trial – Silverstone	National

There will be further dates released later in the year. Tel. 01507 343555 for more details.





Racers learn slide-rule precision

Sam Ermelenko, the 1993 World Speedway Champion, always was a slippery customer on two wheels. Now though, he is teaching his slip-slidin' techniques to Britain's new breed of bright young racers at the ACU Academy Slide School at Shobnall, Burton on Trent.

Watch the rear wheel steering antics of Yamaha MotoGP riders Melandri and Checa, and even the casual race fan realises that controlling a bike when it is sideways at over 100mph is an essential technique in top-level racing. Without it, an aspiring racer is going nowhere – certainly not to world championship. The answer, of course, is to learn the technique as early in a racing career as possible.

For teaching purposes, Ermelenko uses two Yamaha TTR125s that have been purchased (by the school) as "sliding bikes". Suitably equipped with slick tyres, the tough little TTRs have proved to be ideal for sliding around the 300-metre sand oval. The ex-speedway champion teaches the riders how to induce front and rear wheel slides and then control them by using a combination of throttle sensitivity and body positioning.

Former British Motocross Junior Champion, and now a Yamaha R6 racer, Kieran Clarke found the experience invaluable. "Sam taught me to be a little more progressive with the throttle and to use engine-braking more to induce the slide," he said. "I'm sure this will be a massive help this season in the R6 Cup where we will be using road-bias tyres and grip will be an issue."

Sam, who still races for Wolverhampton and commentates on speedway for Sky TV, couldn't be more enthusiastic about his role, especially when it comes to teaching "kids".

"They have so much talent for such a young age," enthused Sam, who then went on to mention a couple of names to watch for in the future. "Take the two Lowes boys, 13-years-old and both awesomely talented on a motorcycle. I think they both have big futures ahead of them in the sport."

The Slide School is held at Shobnall Leisure Centre in Burton on Trent, which is used as a venue every weekend for grass track, trials and basic rider skills training and is operated by the Burton and District Sporting Motorcycle Club. For further information on the ACU Academy, talk to manager Dave Luscombe on 07831 225798.

The Yamaha Rider Advantage

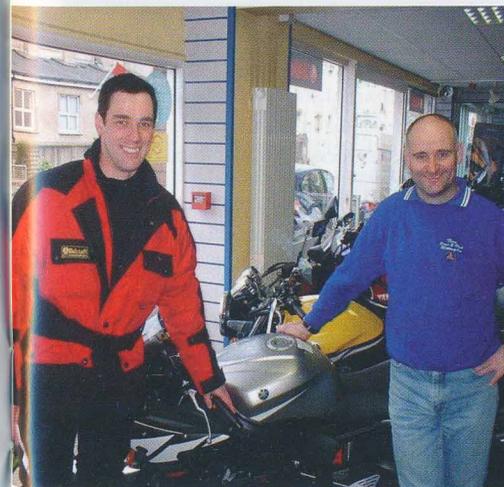
Operated by MAC instructors riding FJR1300s, the Yamaha Rider Advantage course is available through a nationwide network of 25 Yamaha dealers. Simply contact your regular dealer and a MAC instructor will be personally assigned to you.

Courses are generally of one-day duration but this can be lengthened to two days if requested. Conducted on a one-to-two basis (one instructor to two pupils) participants may also request personal tuition (one-to-one) for an addition to the standard fee.

All aspects of advanced riding are covered, including comprehensive assessment, and the MAC instructors are in constant contact with pupils via bike-to-bike intercom systems.

A one-to-two, standard day course costs £135 per pupil, while one-to-one tuition is priced at £195. If one or both pupils request two-days of instruction the fees are £260 and £380 respectively.

For further information about Yamaha Rider Advantage, contact them direct on 01492 534070.



MAC instructor Robbie Lace with Allan Lund of Road and Track Motorcycles, Isle of Man



Dates for your diary

California Superbike School

10/11 April	2 Day Camp Spain Almeria – SOLD OUT
15/16 April	Rockingham £295
22/23 April	Brands Hatch £350
8/9 May	Rockingham SOLD OUT
3/4 June	Cadwell Park (full circuit) £275
13/14 June	Norway (Rudskogen) £295
17/18 June	Sweden (Knutstorp) £295
28/29 June	Germany (Lausitz) £295
9/10 July	Eire (Mondello) £235
22/23 July	Cadwell Park (full circuit) £275
8/9 August	Rockingham £295
7/8 September	Rockingham £295
24/25 September	Germany (Lausitz) £295
29/30 September	Brands Hatch £350
12/13 October	Rockingham £295
20/21 October	2 Day Camp Spain (Catalunya GP) £1,300 inc. hotel (bike transport £150)
25/26 October	2 Day Camp Spain (Almeria) £1,200 inc. hotel (bike transport £150)



The 2-Day Training Camp is an intense biking experience. Two groups of 14 students, 7 instructors, 2:1 instructor ratio, Video bike, Slide bike, Lean bike and masses of track time.

2003 Yamaha R6 HIRE BIKES £195 per day (£500 crash damage deposit).

Call to book your place on 01933 224449. £100 non refundable deposit required upon booking.

An R6 for free

From many thousands of entries sent in for the Yamaha competition to win a 2003 YZF-R6, Rob Costello from Gloucestershire came up trumps.

Rob correctly answered the three questions as follows:

Q: What type of fuel-injection system is used on the new 2003 YZF-R6?

A: Suction-piston type.

Q: How many welds are there on the 2003 YZF-R6's new Deltabox III cast aluminium frame?

A: Two.

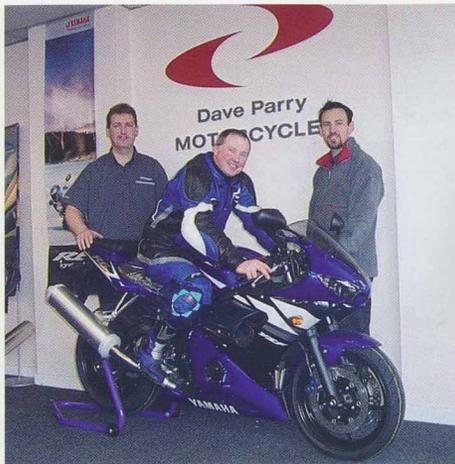
Q: Which British rider rode a factory R6 in the 2002 World Supersport Championship?

A: Jamie Whitham.

Rob was present at his nominated Yamaha dealership, Dave Parry Motorcycles in Cheltenham, to look at the new 2003 YZF-R6 and find out if he had been selected as the winner of one – the latest fantastic addition to the R series.

Rob not only receives a new YZF-R6, but will also be taken to Almeria in Spain, courtesy of Yamaha and the California Superbike School, to learn how to get the best from his new mount.

Armed with expert on-track riding tuition from the school's instructors, Rob will probably be the guy on the new YZF-R6 that you'll be trying to catch this summer.



Rob Costello aboard his new machine flanked by Jonathan Martin from Yamaha UK (left) and Mike Wilson, General Manager of Dave Parry Motorcycles

"I haven't been on holiday for nine years and I've only flown once in my life," said 42-year-old Rob. I work 12 hours a day, seven days a week on a farm and I was building a stable for my wife's horse on the morning of the draw. I only just made it down to the dealers on time. I wasn't really paying that much attention and when they read out my name I thought I'd just won a jacket, not the bike and all the other kit as well! I still can't believe my luck, it's out of this world and I can't wait for those summer evenings when I'll be able to take the R6 out after work".

Win an R6 watch

Spirit magazine has a genuine Yamaha R6 watch to give away. All you have to do to have a chance of winning this quality item is answer a simple question:

Who is the reigning British Superbike Champion?

Answers can be submitted by email to neil@rbp-ltd.co.uk with R6 Watch Competition as the subject matter, or on a postcard to:

R6 Watch Competition, RBP Ltd, Schiphol Way, Humberside International Airport, North Lincolnshire DN39 6GB

Closing date for entries is: 31 July 2003



Technicians Grand Prix winner

The UK Yamaha Technicians Grand Prix is run by Yamaha Motor Europe in association with its European national distributors. It is a competition to find the UK's top Yamaha technicians and has just finished the third of its biennial events.

The competition (which is open to all Yamaha technicians) started in July and of the many entries received, the ten highest-scoring entrants – after two rounds of completing tough question papers – made it to the final.

The two-day final was held at Yamaha's headquarters in Surrey where the ten finalists were put through



Malcolm Rankin receives his award from YMUUK MD Billy Futatsugi

challenges to test practical, theoretical and customer relations skills.

After careful monitoring by Yamaha's Technical and Customer Services staff, the winner was Malcolm Rankin of Bridge Motorcycles, Exeter. Second place went to Steve Hauxwell from Bill Smith Motors of Bangor, Gwynedd, while Neil Young of Len Manchester Motorcycles, Melton Mowbray took third place.

Malcolm wins a Max Biaggi Replica Aerox 100, a Virgin Mobile phone and the winner's trophy. Steve and Neil both receive Yamaha music systems and trophies.

At the end of the competition Mr 'Billy' Futatsugi, Managing Director of Yamaha Motor (UK) said: "This competition demonstrates Yamaha's commitment to continually increasing the standard of its technicians. I congratulate all competitors and thank them and their dealerships for their commitment to the Technicians Grand Prix."

At the end of the competition all ten finalists were presented with Yamaha jackets, overalls, and other accessories.

Malcolm will now fly the flag for the UK and go forward to the prestigious European final.

Cup a load of R6s

Virgin Mobile Racing boss Rob McEnea is set to introduce a new racing series in support of the British Superbike Championship this year. The Virgin Mobile R6 Cup will replace the Junior Superstock Championship with the aim of nurturing young talent and finding future champions.

The stakes are high. Rob Mac will offer a 2004 British Superbike ride with his team to the winner. See Sports Roundup for more details.



And now the good news

No news may be good news but this news is definitely better. Yamaha Motor (UK) has "re-aligned" the prices of its current (2003) motorcycle range – including scooters.



For example, the market-leading YZF-R1 is down in price by £500 to £8,399 (plus OTR charges) and the multi-award winning Fazer 1000 is reduced, also by £500, to £6,499. The popular and versatile TDM900 loses another £500 from its price tag and now retails at £5,999. However, one of the biggest savings is on the XP500 Tmax, which still heads the Yamaha scooter range and is reduced by £700 to £4,999.

"We feel we have the most competitive package available," said Miles Taylor, Marketing and PR Manager. "With a strong and diverse range of products, at the right prices, we feel confident we can continue to grow in this increasingly competitive market. We strive to offer quality, innovative products, backed by exceptional customer care, which we hope surpasses our customers' expectations at all levels.

"We will continue to offer additional benefits to Yamaha owners throughout the year – such as free and subsidised insurance on scooters up to and including 125cc. All of our bikes and scooters have RAC cover for one year and a two year warranty for over 51cc models, plus our range of motorcycles benefit from the Yamaha Insurance Scheme..."

The comprehensive range is boosted for 2003 by the faster, sleeker and more advanced YZF-R6 (complete with Category 1, Thatcham-approved, immobiliser) and the latest, high-spec sports tourer, the FJR1300, now with ABS, at £9,999. The cruiser range is extended with the XV1700 Warrior – a fuel-injected, V-twin cruiser – due in showrooms in April, at £9,699.

Insurance offers, a two-year unlimited mileage warranty on scooters and motorcycles over 51cc, RAC Assist for one year (on all models) mean that Yamaha's commitment to its customers is as strong as ever. Long may it continue.

Dutch courage

He's deaf, he's blind and yet Graham Hicks from Peterborough has piloted a Yamaha personal watercraft a gruelling 145 miles across the North Sea, from Norfolk to Holland. Leaving Sea Palling at 7:30am on 9 September Graham and Wayne Stokes arrived in Ijmuiden, a sea port on the Dutch coast an exhausting twelve hours later.

Graham, who already holds a Guinness World Record for skiing from Lands End to the Scilly Isles and back, knew from the outset that the North Sea crossing would be the toughest challenge he's undertaken to date. However, Graham not only had to contend with a rough crossing but also problems with contaminated fuel in the ski that resulted in a considerable loss of power. However, in the face of such difficulties Graham battled on and achieved his goal of reaching Dutch soil.

Commenting on the trip Graham said: "I am delighted we completed the crossing from England to Holland. The weather was rough which made it a tough journey but I have a brilliant, committed team and we stuck it out. I experienced some problems but arrived at Ijmuiden 12 hours after leaving Norfolk. Everyone is safe and well. The Dutch and English

authorities have been fantastic in their support for the challenge."

Acting as Graham's eyes for the trip was pillion rider, Wayne Stokes, of Cape Leisure Watersports in Bournemouth. Although Graham took full control of the Yamaha SUV1200 Wayne gave navigational directions by a tactile signalling system he and Graham had developed and used during Graham's record trip to the Scillies.

Graham had originally intended to make a return trip from Amsterdam to Sea Palling two days later. However, to his immense disappointment the weather and sea conditions off the Dutch coast were so bad that he reluctantly had to call off the trip and return instead by a less adventurous method – the ferry.

As well as fulfilling his own ambition, Graham undertook this trip to raise publicity and funds for the national charity, Deafblind UK. Graham is now planning a series of more intrepid challenges for 2003. As he says: "You only live once. There's no point sitting around waiting for a cure for deaf-blindness, I've just got to get out there and get on with achieving as much as I can." (*The Spirit news team would like to thank our colleagues at Jet Skier for this report.*)



WaveRunner

2003 WaveFest Events Calendar

- SUN 5th – SUN 6th APRIL, DRIFFIELD, YORKSHIRE**
- Two-day Yamaha WaveFest
 - Yamaha S1 Slalom course
 - Test ride Yamaha's latest two-stroke & four-stroke WaveRunners
 - Specially reduced camping and caravanning rates
 - Saturday evening bar and BBQ!
- FOSSIE HILL JET SKI CENTRE 01964 542608
- SUN 13th APRIL, CO. DOWN, N IRELAND**
- One-day Yamaha WaveFest
 - Demo models available
 - Try your skills on the Yamaha S1 Slalom course
 - Many other activities for all the family
- RBR MOTORCYCLE & MARINE 028 41 772225
- SUN 20th – MON 21st APRIL, TARBURTON, LANC.**
- Two-day Yamaha WaveFest
 - Test a range of WaveRunners in the Yamaha S1 Slalom course
 - Two-stroke and four-stroke Yamaha models available for evaluation
 - Freestyle displays
 - Sunday disco and BBQ
 - Free camping
- PREBEN JET SKI 01772 816191
- SAT 26th APRIL, SHEPTON MALLET, SOMERSET**
- One-day Yamaha WaveFest
 - Yamaha's 2003 models available for test rides
 - Models include GP1300R two-stroke and FX140 four stroke
 - Changing rooms, showers and camping
 - Licensed bar and BBQ Saturday evening
- JET SKI SOUTH WEST 01749 831234
- SUN 4th – MON 5th MAY, STUBBERS, ESSEX**
- May Bank Holiday two-day Yamaha WaveFest
 - Demo models include GP1300R, FX140 and SuV 4-seater
 - Compare two-stroke and four-stroke back to back
 - Try your skills on the Yamaha S1 Slalom course
 - Plenty of other activities for all the family
- THE BOAT SHOP 01708 523016
- SAT 10th – SUN 11th MAY, LOCH LOMOND**
- Yamaha WaveFest arrives in Scotland
 - Two days of fun and action on Loch Lomond
 - Test some of Yamaha's latest 2003 WaveRunners
 - Two-stroke and four-stroke models available to ride
 - Check out the Yamaha S1 Slalom course
- STIRLING'S JET SKI SERVICES 01505 382222
- SUN 8th JUNE, COLWYN BAY, WALES**
- One-day Yamaha WaveFest
 - Your chance to test ride Yamaha's latest models
 - Evaluate two-stroke and four-stroke WaveRunners
 - Test your skills on the Yamaha S1 Slalom course
 - Compare the GP1300R, FX140 and SuV 4-seater
- JETCRAFT PERFORMANCE LTD 01782 768511
- SATURDAY 21st JUNE, TENBY, WALES**
- One-day Yamaha WaveFest
 - Test some of Yamaha's latest WaveRunners
 - Two-stroke and four-strokes available for evaluation
 - Half hour safari rides – call now to book a place
 - Pit your skills against the Yamaha S1 Slalom course
- TENBY MARINE 01834 845519
- FRIDAY 27th JUNE, LEE ON SOLENT, HANTS**
- Friday Yamaha WaveFest
 - Test the latest WaveRunners
 - Check out two-stroke and four-stroke performance
 - Experience the Yamaha S1 Slalom course
 - Playzone course
- WATERCRAFT WORLD SUPERSTORE 01329 826622
- SAT 26th – SUN 27th JULY, WEYMOUTH, DORSET**
- Two-day Yamaha WaveFest
 - SkiTek's Extreme Weekend
 - Test two-stroke and four-stroke Yamaha WaveRunners
 - Camping & caravanning
 - Cafe, BBQ, music and plenty more activities for all the family
- SKITEK 2000 01305 759435
- SAT 9th AUGUST, BEACH ROCK, NORFOLK**
- One-day Yamaha WaveFest
 - Beach Rock three day event
 - Test ride Yamaha's latest WaveRunners
 - Try the Yamaha S1 Slalom course
 - Saturday evening disco, BBQ and bar
 - Proceeds to Deaf and Blind UK
- BEACH ROCK LEISURE 01692 598000
- SUN 17th AUGUST, KESH, N IRELAND**
- One-day Yamaha WaveFest
 - Test Yamaha's two-stroke and four-stroke latest models
 - Check out the Yamaha S1 Slalom course
 - Owners can join a tour of Lake Fermanagh
 - End the day with a BBQ on one of the lake's islands
- JET PRODUCTS 028 816 58668



Try the latest machinery, tackle the famous S1 slalom course and join in with the fun at the 2003 Yamaha WaveFest events. To register for a demo ride on the latest WaveRunners and to find out full details of each event call your participating dealer. For further information visit www.yamaha-motor.co.uk

The marine corps

Yamaha produce an amazing 1,300 different types of marine engine for international use and – with apologies to Michael Caine – not a lot of people know that. About 200 of these are available on the European market and we Brits can choose from about 100 types – more than double what some competitors offer.

The engines are not adaptations of existing, or older land-based products from other markets, they are dedicated marine units. Yamaha Motor (UK) selects those versions most suited to its customers' varied uses on sea, lake, river or estuary. Marine users are literally spoiled for choice and in many cases can choose between four-stroke and two-stroke configuration – including the latest generation of High Pressure Direct Injection (HPDI) two-strokes. Talking of which...

Vmax high performance outboards

The famous Vmax designation now applies to advanced and powerful marine engine technology that has been developed on international powerboat



racing circuits. Designed to appeal to a wider market it features strongly in the HPDI range of extreme performance outboards.

Because of specific user requirements for power and economy, and combined with reduced emissions, Yamaha has further refined its advanced two-stroke HPDI technology to achieve a new generation fuel delivery system. This can be seen to great advantage on the new Vmax 250hp model.

The Vmax engines feature long shaft with high performance power units, strengthened components and mounts, and provide incredible performance, rapid acceleration, outstanding fuel economy, cleanliness, increased reliability and durability. They are specifically designed for larger sportsboats and RIBs.



Azura and White Shark sportsboats

Yamaha Motor (UK) has been appointed as distributor for White Shark, and Azura Boats.

White Shark produce fast, open performance boats costing between £15,000 and £90,000. The eight vessels in the range measure from 5.43m to 6.92m – naturally, there are four-stroke and two-stroke Yamaha engine options available.

Azura has made three boats available and these are open, or walk around, family day boats and include a weekender with cabin. Designed with blue water cruising in mind the range also features the world's largest twin (F225) four-stroke power units, or twin Z250 HPDI. Prices start at £14,890 (inc VAT).

For more information on the marine product range, call 01932 358121.

EXCALIBUR



www.man.co.uk

530 BHP common rail engine, TipMatic gearbox, Alloy wheels, Xenon headlights, High-line instrument panel, Phone preparation, Leather and walnut trim, Fridge with folding table, External sun visor.

Yamaha invited top freelance journalist Roland Brown to southern Spain to test the new YZF-R6 on road and track. He wasn't disappointed; in fact, he's still trying to wipe the smile off his face

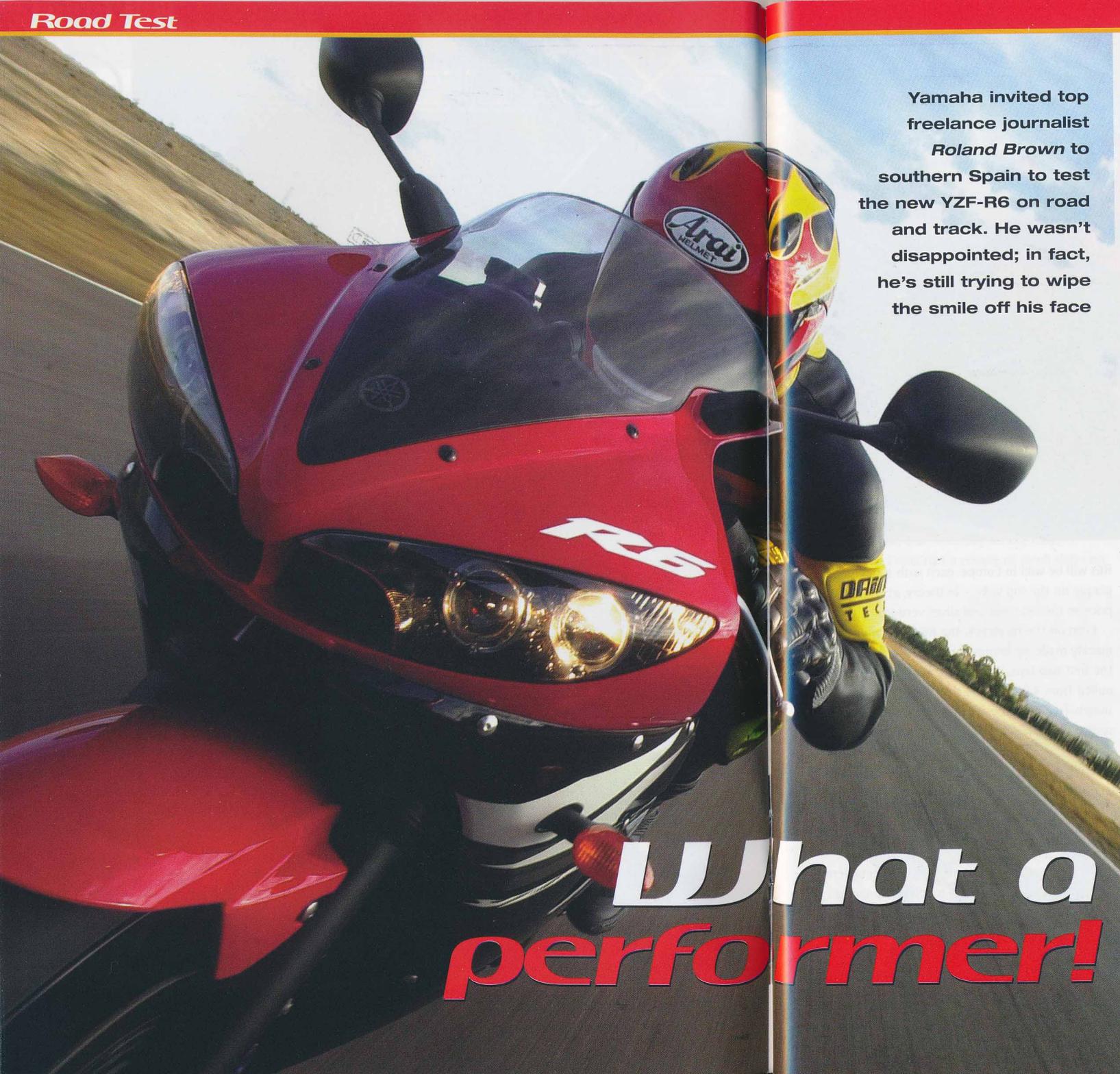
Yesterday, on the circuit the R6 was good – very good. The revamped YZF scorched down Almeria's straights at a fearsome rate, carved through the turns with all the control you'd expect from a race-bred middleweight, and it felt mighty good doing it. The latest version of the Yamaha four that redefined middleweight performance on its launch in 1999 was clearly sharper and faster than ever.

But today, on the surrounding roads of southern Spain, the new R6 is really showing its class. The second-generation R6 looks pretty similar to the original but is distinctly different and a whole lot more fun to ride.

Sitting in a high-speed convoy of four identical R6s on sweeping, near-empty roads to the north-west of Almeria, I'm occasionally forced by traffic to slow to between 60 and 90 mph and then speed up again. On the old R6 this would have required changing down to fifth, or even fourth gear for useful acceleration, but not any more. Simply winding back the new R6's throttle sends the revamped, fuel-injected Yamaha storming forward from below 7,000 rpm with a surge of acceleration that the old model could never have matched.

The R6's chassis is playing its part in the bike's new found, rider-friendliness too. The bike is very responsive yet superbly stable, keeping its cool even when accelerating hard over bumps that would probably have made the old model feel decidedly nervous. And I think it is the revised chassis, rather than my good mood, and the welcome winter sunshine that makes the R6 feel improbably comfortable – despite retaining its racy look.

Don't worry though, the fearsome YZF-R6 that has entertained so many riders over the last few years has not been neutered and turned into a sports-tourer. This latest incarnation of the hugely successful line has just as much fight and fire as ever; in fact the newcomer is more powerful and almost certainly quicker around a racetrack too. It's just that the main improvements are where they were most needed, and have combined to turn the R6 from a focused race-replica into a much better balanced machine.



What a performer!



This significant change in personality came as something of a surprise, because while this bike's rivals have been replaced by new models, the YZF-R6 retains not only its name but also its basic styling and layout. Sure, the bodywork is subtly different, more angular in shape; and there is a new bank of four headlamp lenses, separated by the air intake, in the gaping mouth-like front of the Yamaha's fairing. But two days on the R6 in Spain confirm that the bike's performance has advanced more than its appearance.

There is little hint of this when you climb aboard and glance across the fuel tank to a new R1-style instrument console with digital speedo and analogue tachometer – the latter with programmable change-up light. The low screen, fairly low clip-on handlebars (which now have a hazard button that flashes both lights together) and slightly too-narrow mirrors are much as before. One possible difference is yellow paintwork, which will be the rarest of the four colour options. Only 2,000 yellow

R6s will be sold in Europe, each with a numbered plaque on the top yoke – in theory, at the same price as the blue, red and silver versions.

Even on the racetrack, the R6's midrange power quickly made an impression. Warming the tyres for the first two laps, it was clear that the motor pulled from 4,000 rpm with a superbly crisp and snatch-free response from the new fuel-injection system, and was already well into its stride by the time it kicked harder at 7,000 rpm. The Yamaha also showed plenty of power on the main straight. It screamed smoothly through the gears towards the 15,500 rpm redline. Top speed should at least match the 165 mph that the old model managed at times.

The R6 impressed through Almeria's meandering curves, steering with a light touch and proving easy to position on the track. Trail has been increased slightly and the new bike perhaps needed slightly more steering input, but at 162kg it's seven kilos lighter than before and was still

very manoeuvrable in fast and slow bends alike. It was also reassuringly stable.

Yamaha had prepared the bikes for the track by stiffening the suspension, which worked very well from the word go. Adding one click of rebound damping at each end made things better for my

This significant change in personality came as something of a surprise, because while this bike's rivals have been replaced by new models, the YZF-R6 retains not only its name but also its basic styling and layout

90kg weight, which was just as well because, rather surprisingly, both units were by this time on their maximum settings. The four-piston front brake gave heaps of fade-free power despite the absence of radial calipers. For the UK market, the R6 will be fitted with Dunlop 208s.

That was also true next day on the road, although the Pilots had a couple of small slides on

nasty damp patches that were hard to spot because they were in shadow while the low winter sun shone right in my face. Again the R6 impressed by immediately recovering and carrying on as though nothing had happened, whereas the old model might well have got more twitchy. With its suspension softened to standard settings for bumpy roads, the new Yam didn't threaten a tank-slapper all day, and generally felt more controlled than its predecessor would have done.

The restyled fairing gave pretty good wind protection, too, albeit of the head-in-the-airstream variety.

The seat's pretty thin (and the pillion seat no thicker) but the bike didn't feel cramped and I had no aches, admittedly after a fairly short day with several stops for photos. It was that new-found midrange grunt that did most to make the new R6 such an excellent street bike, though – giving it a welcome instant response from almost any revs without detracting one bit from the thrill of getting that tachometer well into the five-figure region of the dial.



Four years ago, I ended my report from the launch of the original YZF-R6 by saying it was a uniquely thrilling bike for those looking for the ultimate in middleweight performance but for road

Warming the tyres for the first two laps, it was clear that the motor pulled from 4,000 rpm with a superbly crisp and snatch-free response from the new fuel-injection system...

riding it needed more midrange power, if necessary at the expense of a little top-end. That was then. Now Yamaha has added that midrange while also improving top-end slightly, and also adding chassis stability with no loss of agility. No surprise, then, that the result is a stunningly fast and capable motorbike, on road and track alike.

YZF-R6 tech spec

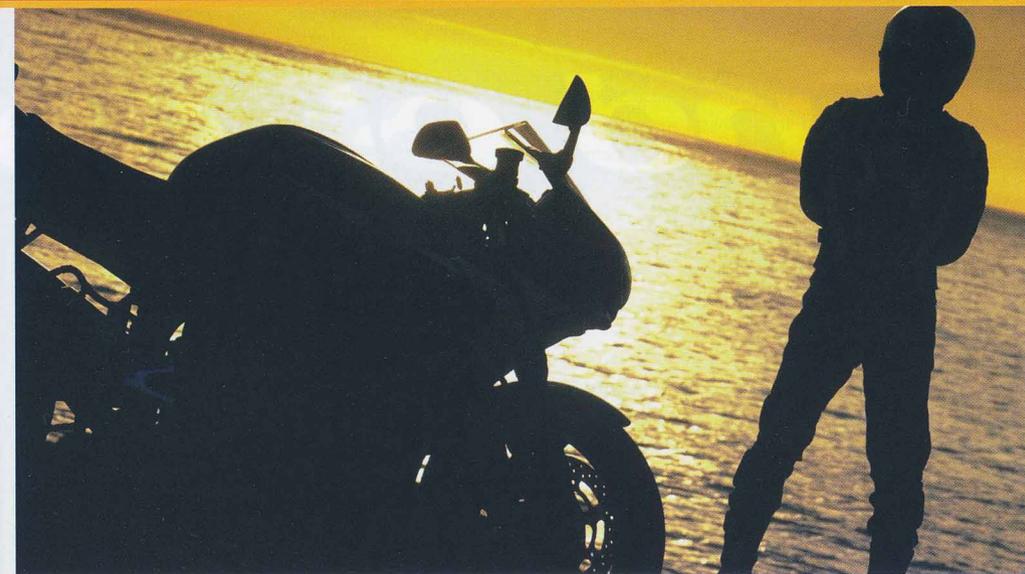
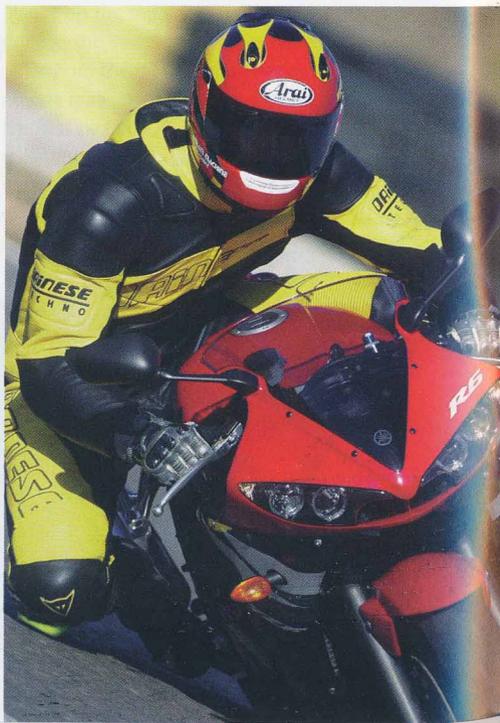
Despite retaining much of the look and feel of the original R6, the second generation model has an engine that is 90 per cent new, plus a comprehensively overhauled chassis based on a new Deltabox III frame. Engine-related changes include the adoption of an R1-style fuel-injection system, with 38mm throttle bodies. The airbox is slightly larger at 7.6 litres; the new 4-2-1 exhaust system uses titanium internals and is 1kg lighter than its predecessor despite incorporating a catalyser.

Internal modifications include the adoption of sleeveless cylinders, incorporating direct application of the ceramic-composite plating, which reduces friction and improves heat dissipation, according to Yamaha. There are also new forged slipper pistons with modified rings; redesigned con-rods; a higher-lift inlet camshaft; reworked six-speed gearbox; plus crankcases in which the revised design helps reduce "pumping loss" from air trapped beneath the pistons. Peak power output is up 7 bhp to 123 bhp at 13,000 rpm with ram-air (117 bhp without);

maximum torque is increased very slightly to 68.5Nm at 12,000 rpm.

Yamaha's new aluminium casting technology allows the Deltabox III frame to be made from just two, cast sections requiring two welds, compared to 16 welds for the old frame. Torsional rigidity is increased by 50 per cent, almost to the level of the YZF-R7 frame, despite a 500g weight reduction. Other changes include a new, rigid engine mounting system; and a lighter swing-arm and rear subframe produced by a new casting method. The swing-arm is 10mm longer but pivots 10mm further forward, so the wheelbase remains 1,380mm. Rake is also unchanged at 24 degrees, but new triple clamps increase trail by 5mm to 86mm.

Changes to cycle parts include lighter internals for the 43mm conventional forks, and forged aluminium instead of steel linkages for the rear shock unit, which like the forks, is multi-adjustable. New five-spoke, 17-inch wheels are lighter, and accept tyres in (unchanged) 120/60 and 180/55 sizes. The front brake system remains 298mm discs with Yamaha's four-piston, one-piece calipers – the only change being new



sintered pads. The rear disc, master cylinder and caliper are also new.

Although the overall look is little changed, the bodywork and tank are all new, and the four-lens "gatling" beam headlight gives a distinctive look as well as giving a more even distribution of light from its two

bulbs. Other electrical changes include the LED tail light, R1-style instrument console with added gear change light, and an immobiliser system (YISS). There's also the option of a Category 1 Thatcham-approved alarm system, which can integrate with the Thatcham-approved immobiliser which comes as standard.

Engine type	Liquid-cooled transverse four	Rear brake	Double-action caliper, 220mm disc
Valve arrangement	DOHC, 16 valves	Front wheel	3.50 x 17in; cast aluminium
Displacement	599cc	Rear wheel	5.50 x 17in; cast aluminium
Bore x stroke	65.5 x 44.5mm	Front tyre	120/60 x 17in Michelin Pilot Sport radial
Compression ratio	12.4:1	Rear tyre	180/55 x 17in Michelin Pilot Sport radial
Carburation	Digital fuel-injection	Rake/trail	24deg/86mm
Clutch	Wet multiplate	Wheelbase	1,380mm
Transmission	6-speed	Seat height	820mm
Maximum power	123hp@13,000 rpm (117hp without ram-air)	Fuel capacity	17 litres
Maximum torque	68.5Nm@12,000 rpm (66.4Nm without ram-air)	Dry weight	162kg
Front suspension	43mm telescopic, adjustment for preload, compression and rebound damping	Instruments	Tachometer, digital speedometer, water temperature gauge, clock, turn signals, lights (neutral, high beam warning, low oil level, low fuel level, immobiliser, gearshift warning).
Rear suspension	One damper, adjustment for preload, compression and rebound damping		
Front brake	2, four-piston calipers, 298mm discs		

End of an era?

Belgarda Yamaha's Jamie Whitham stunned the racing world when he announced his retirement shortly before the 2003 racing season. Gareth Corsi caught up with him to talk about life, the universe and what's next

There have been countless different images of Jamie Whitham. I think it's fair to say that the Yorkshireman is a bit of a character. After all, this is the man who has deliberately chosen a phone number partly made up of the digits "666". Given the exploits in his [now former] career, one might be under the impression that the erstwhile Mr Whitham isn't altogether sane.

However, when I arrived at Jamie's home just outside Huddersfield I was pleasantly surprised to come across an incarnation of Mr Whitham that few will ever see – Jamie, the family man. He juggled 14-week-old Ruby in his right arm while he made coffee, casually letting on that he wanted another baby.

"She's no bother at all," Jamie said, completely at ease with the miniature human. "I'm trying to persuade Andrea to have another, because I want more. We'll just have to wait and see."

Then we start talking about racing. Jamie's racing career has been largely split between Yamaha and Suzuki. He had been riding with the latter manufacturer until an approach by Rob McElnea late in 1992.

"I'd been predominantly with Suzuki up till Rob's call," Jamie remembered. "It was supposed to be a factory Suzuki but it wasn't really. Mick Grant ran the team on a shoestring budget. It wasn't his fault though. There wasn't a lot of money in it then. Nowadays you're looking at a BSB crowd attendance of 20,000, maybe even 25,000. However, back then you were lucky if you got 5,000 to a race.

"I'd had plenty of battles with Rob in '92. At the end of the season he came up to me and said: 'Look, we've got this new bike coming out', because the bike to beat before then had been the OW-01. 'We're getting the YZF750R, some kits and I'll be running the team from Scunny, sort of player-manager style. Will you ride for me?'

"We did the deal and in '93 I just couldn't put a foot wrong. I remember looking back at that year and thinking there was not one bit of it that I didn't enjoy. Yes, I fell off a couple of times but it was only in practice. You know you get good years and bad years? Well, that was a good year. It was a good bike, a great team and I was riding well. I really looked forward to the weekend. I had double wins here, double wins there and scored points in the world championship rounds."

Pictures: James Wright/Double Red



It was at this point that I got my first taste of Jamie's philosophy on racing – and it wasn't just about winning. "It is always a good team environment when you're winning," he confided. "It's got to be a shit team to fall out when things are going good. Then on the other hand, it takes the best teams to stick together when you have a bad year. However, for us, that year was all good. Everybody got on and we were all on a decent bonus. That was the first time I was involved with Yamaha. The funny thing about Yamaha is that of all the manufacturers and importers in the UK the guys in Weybridge are the most interested in racing. They were there, toasting us, whenever we were winning races."

From there Jamie secured a WSB ride with Ducati in 1994 and another in the BSB series in 1995 before being diagnosed with cancer. I didn't feel the need to quiz him about his illness. It had been covered exhaustively in the press before and it didn't seem appropriate to drag it up again.

"I came back in '96, bald as a coot, fat-faced from the chemo and steroids and raced for Rob Mac. Again, I had a cracking year, nothing but good. I had two crashes all year. Over a 20-race series I [only] had two crashes.

"I got on well with Niall Mackenzie too. I'd known him for years but you don't really know how well you're going to get on with someone until you're living

together, travelling together, day in-day out. To this day we get on like a house on fire.

"The best thing was that our truck was a horsebox," Jamie chuckled. Even when he had finished, there was a smug smile of satisfaction on his face. You just knew something was coming. "It was that time when everyone was getting bigger and bigger trucks. They had articulated lorries and hospitality and we still had a horsebox. Back in '93, our team hospitality was one of the guys putting the kettle on!" That statement conjured up images of a suited corporate executive, looking rather out of place in the hubbub of a busy pit garage, waiting for his mug of tea.

Still grinning, Jamie continued his tale: "However, our horsebox got bigger and bigger every year. That's because it had a couple of extra layers of paint on it. If you scraped it on a wall, you could see the original Loctite red and white underneath. On top of that, there would be a couple of layers of Fast Orange and then there would be Cadbury's Boost over that. People used to take the piss out of us but I was not bothered one little bit. The worse we looked when we turned up with this 'box, the better it looked when we kicked everybody's arse – and we did, every week. I used to say to Andrea: 'We may turn up in a knackered old horsebox but come Sunday it's us who everyone wants to beat, no matter how big their truck is!'"

"What I don't want to do is take a job that takes up too much of my time, so I'm not sure about running a race team – I know the long hours Rob Mac works"





Jamie enjoyed reminiscing about those days and it was clear that he enjoyed it more, back then. "For me, racing was better then. It was a purer thing. You didn't have to hang around and say the right things to the right people." He realised that what he had said might be misconstrued. "It's more involved now, which is good in a way. You watch it on TV and it looks professional, the paddock looks mint. Everyone's got a clean truck and nice clean shirts.

"When we were riding back then someone might ring up and offer you a grand to go and race in Ireland. That would be it, you'd pack your gear, go to Ireland for a couple of days, have a few beers, race, pick up your money and come home.

"Now Simmo (BSB team manager Ian Simpson) says to me that the least problematic aspect of a race team is sorting the riders and the bikes. It seems more important to sort out your colours, your sponsors, your corporate entertainment and your hospitality. He says you could easily get right up to the first round with no rider because he's becoming less and less important every year.

"You know me, I can talk." I'd sort of got that impression as I'd only managed to ask two questions so far and one of those had been more of a prompt than a question. "I will talk to the flipping lamp post if there's

no one there to talk to," Jamie continued without even drawing breath, "so I have no problem talking to corporate guests. Come Sunday I will go to the hospitality area and give a 20-minute presentation on how I will do and what racing is all about. Half of them haven't got a bloody clue but I think it does them good. Bike racing is an exciting and spectacular sport, even if you don't understand it. But having said all that I still preferred it when all you did on Sunday morning was wake up, make a cup of tea, clean your visor and spend some time on the bog. Twenty years ago, it didn't matter. You could be a gruff, horrible twat and still go racing but now you've got to smile and be polite all the time. Sometimes you will lose your cool but what people don't understand is that racing is not just two hours on Sunday. From early March to October-November it's high pressure, 24 hours a day, seven days a week. The pressure never leaves you. As soon as the season is over you go..." he let out a deep sigh and slumped down in his chair.

Jamie returned to ride for Suzuki for a couple of years but again found himself out in the cold when the factory team switched from Harris to Corona.

"Funnily enough Maio Merregalli..." he said without dwelling on the subject, "...who was riding for Belgarda Yamaha [he now manages the team] fell off his Supersport bike. They rang me up and asked if I fancied riding Friday, Saturday and Sunday at Donington. I went down there and ended up winning the race – and that was the R6's first victory. They asked me to finish the season but I said: 'No'. I'd gone there, done the business and I wanted to see what else would be on offer."

An offer came in from Kenny Roberts to ride the KR3. Riding it half-a-dozen times he crashed, breaking his pelvis.

"Towards the end of the season, Belgarda called to ask if I wanted to ride the R6 full-time. I thought yeah, I liked riding it, it was a good bike so why not? Every time I sat on that bike I knew I could win. It didn't matter where I started from. I'd won races starting 21st on the grid. We had a lot of bad luck. I made mistakes and crashed a couple of times when I shouldn't have. I was leading the championship and I blew it.

"One of the reasons I kept racing for them for so long was (a) they were a successful team and (b) because I got on so well with them and Yamaha. It was not just like racing for a team but for one big family.

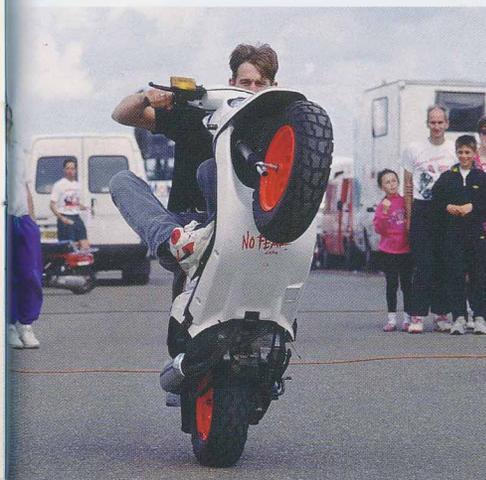
"It wasn't a case of: 'you rode well, you did your best, you didn't win, it doesn't matter. It did matter. The Italians wanted you to win badly. It's more than a job to them. They really banded together to get behind you and when there was disappointment – and there were disappointments – they really felt it too."

Supersport has been called the "headbanger class" but Jamie disagreed. "It's just because they see a few young, inexperienced guys crash out a bit. I liked it in Supersport – it was so competitive. When I was racing Superbikes you'd come past the pits on your own and look at your pit board and it would show, ten laps to go, nine laps, eight and so on. I used to hate it. The thing I remember most about Supersport is that it is still roughly the same distance, you look at your pit board and it says 20 laps to go. You're dicing with someone, he passes, you work out where you're going to pass him. You're so into the race that you look to your board after what seems like a couple of laps and it's the last lap."

Jamie was all set for a ride with Belgarda in 2003. However, he knew that a problem was developing in his eye. This coupled with the fact that he'd had a kid, his father had recently passed away and that he wasn't getting any younger meant that 2003 was going to be a hard year.

"I felt that I didn't want to be out there just for the money," Jamie sighed. "I could take a ride anywhere and earn good money. However, the Belgarda team deserved more than me just being in it for the money."

For Jamie, it isn't about the money, to a lesser extent it isn't about winning – it's about being competitive and enjoying racing.



He explained: "If someone came up to me and said: 'Your eye's fucked but you're still going to win a couple of races this year, I'd race for nothing. However, if someone came up and said: 'You're not going to do so well this year but we'll double your wages, I won't do it. I couldn't look my team in the eyes. There's no right time to pack in racing. Either you get crippled and you can't ride or you get so slow that nobody offers you a ride. I was always scared of getting slow. I was never scared of getting hurt, it didn't bother me because it was a calculated risk. If I looked back from a wheelchair in 20 years time, I could be happy saying that I did something I loved doing but I couldn't, if I didn't give it every effort. Everybody knows that bike racing isn't a career that will keep you going until you pick up your state pension. I know that the R6 is good enough to win the title this year but I don't know if it would happen if I was riding it."

What does the future hold now for Jamie? After the better part of two decades in racing would he follow a number of his contemporaries into management? The normally open Jamie Whitham suddenly became rather coy.

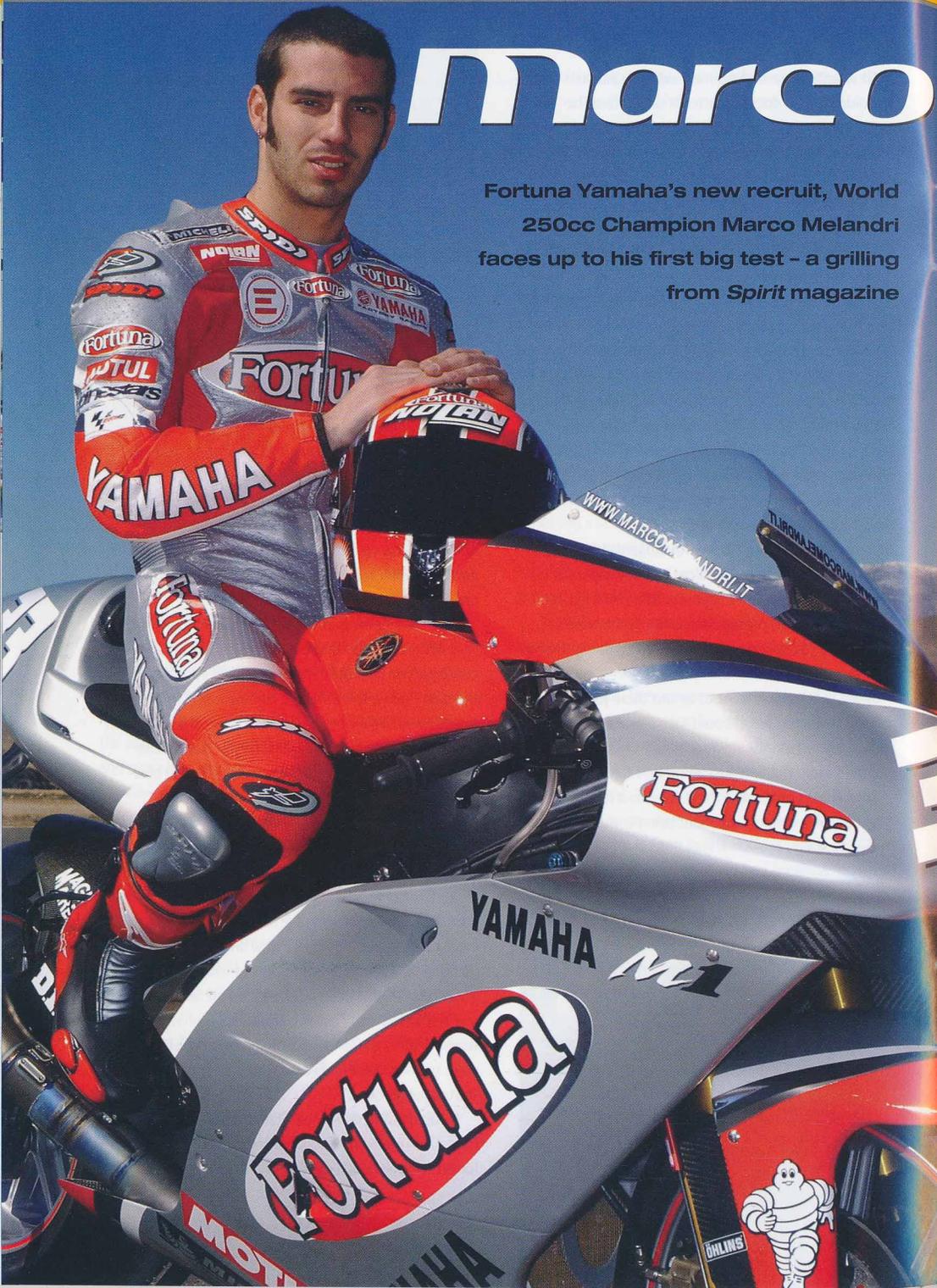
"The future now is uncertain," he said thoughtfully. "I've never been one to live off other people's money, consequently the house is paid for and if I don't work there isn't going to be anyone coming round to take things away." While he may have developed a reputation for his all-action, hard charging style on track, Jamie seems quite the opposite off-track. The piercing blue eyes reveal a cautious, thoughtful but calculating persona. Believe it or not but Jamie is about as level headed as they get.

"I thought I'd take six months off and have a think about things," he said almost casually. "I don't want to take the first job that pays me money. I want to stay involved in racing. It's what I know and what I love. I'm going to take some time and sort out what I want to do. What I don't want to do is take a job that takes up too much of my time, so I'm not sure about running a race team – I know the long hours Rob Mac works. Basically, I want to do things that I've been putting off since I started racing bikes."

It could quite possibly be as simple as that. He may have given up racing but one thing is for sure, we haven't heard the last of Jamie Whitham.

Marco *on the spot*

Fortuna Yamaha's new recruit, World 250cc Champion Marco Melandri faces up to his first big test – a grilling from *Spirit* magazine



Why did you first start racing?

My father raced in the Italian 250 championship just for fun and I was born into the biking world. In fact, he raced a Yamaha at one point. Every weekend I watched the motorcycle racing close to my hometown of Ravenna. I think this is where I found my passion for motorbikes. When I was four years old my mother and father gave me a very small bike for Christmas. Then I started racing a pocket bike when I was eight. I began racing professionally at the age of 15. In '97 I was a wild card rider in Brno. In '98 I raced my first season in the 125cc team. And now, I couldn't imagine doing anything else.

You could have had a number one plate and stayed in the 250cc championship for another year. What made you decide to move to the MotoGP class?

I think that the future of motorbikes lies in MotoGP but there are not so many places left. I was happy in the 250cc class last season but the most important thing for me is to ride the bike with the most power and such bikes are found in MotoGP. It is better to move up. About six years ago I was watching TV and my aim was to ride the best bike in the world. I think Yamaha has one of these. If I had stayed in 250 for another year it might not have been easy to find a place in MotoGP in 2004. Also it feels like this is the first real year of MotoGP. Last year was very strange because of the mix of two-strokes and four-strokes.

Who do you admire most in motorbike racing history and why?

I don't really have one hero. I have always watched all riders – even the riders in tenth or 18th position make the same effort and commitment as the leaders. I used to watch Cadalora, Reggiani and Capirossi. Of course, I'm always happy to see Italian riders do well.

Are you happy in your new team?

Yes, really happy. I was very happy in my previous team as well. From the first test with the Fortuna Yamaha team I had a good feeling. They make me really confident. This is the first time that I felt so good about a team. When I am at home I can't wait to go to the track.

What is your aim for the 2003 championship?

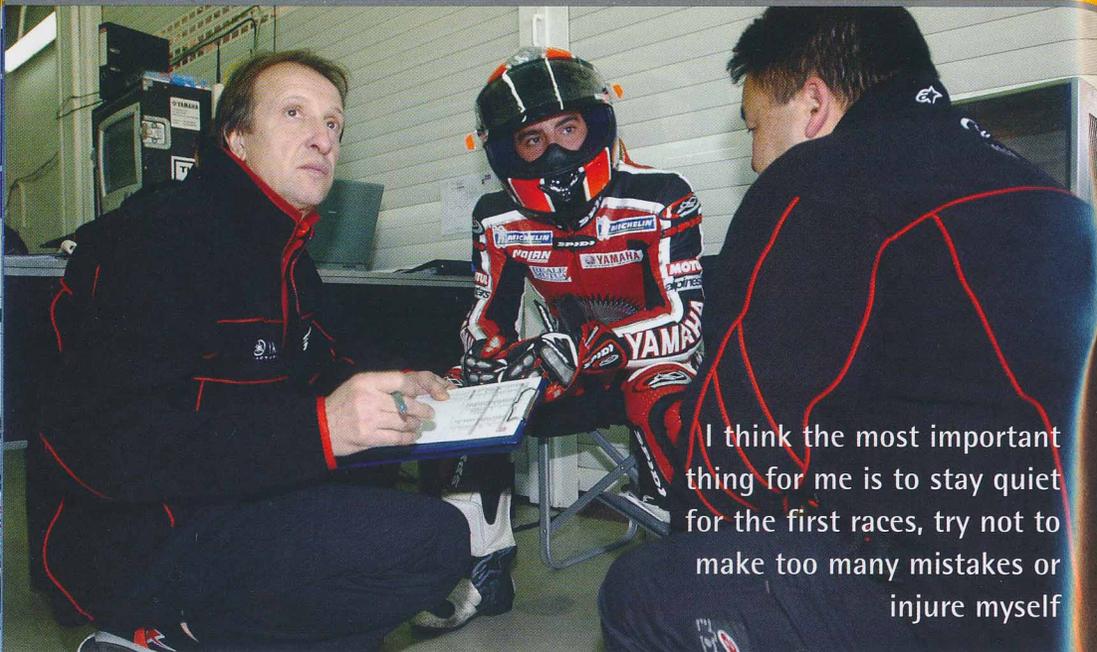
At the moment I have not really focused on this. I hope to improve a lot before the first race. I think the most important thing for me is to stay quiet for the first races, try not to make too many mistakes or injure myself. After all, it's only during the race that you can improve the last step. I think I can do quite well – I am confident.

What did you do in between racing seasons?

I stayed at my family home in Italy and ate so much: breakfast, lunch, dinner, breakfast, lunch, dinner. I always spend Christmas with my family and we always eat too much. Then I went to California, where I have wanted to go for many years because of my love of motocross and supercross. I am always reading motocross magazines and watching it on television. In previous years I have been injured during the winter and have not been able to go but this year I was in good condition. I am also lucky because my neighbour in the UK, Jamie Dobb, races in motocross. He goes to California every year to train because the weather is really good compared with the UK. I went for two weeks and I saw the first WSX round. The training has done me good. I need the power now because the M1 is 50 kilos heavier than the 250cc. I rode a motocross bike for ten days and went to the gym most days. I want to go back next year.

How is life in England?

I lived in London but I didn't like it because it didn't suit my character. It's a good city for business but not for



I think the most important thing for me is to stay quiet for the first races, try not to make too many mistakes or injure myself

training. I moved up to Derby in November and found a really nice quiet place. The weather is not great but it's restful. I am spending more time with English people and improving my English. I have time and space there for training as well.

Why did you choose to live in England?

For two reasons: first I want to learn English – very useful for my job and just generally. Second and more importantly, I can relax more in England because I am not as famous here as I am in Italy. Also, if I want to go out partying I am only an hour from London.

Do you miss Italy?

Yes, of course. I miss Italian food and I miss Italian summers, because I used to live close to the sea. Anyway, I can go back regularly because the team is based in Italy, so I can visit my friends and family.

How did the ride with Yamaha come about?

Yamaha contacted me at the Rio GP last year. I was very happy. It was easier than I thought it would be to secure a ride. The bike and the team are fantastic.

Did you have any other offers?

Yes, I had an offer from Sito Pons as well. However, riding for an official factory team is much better for me.

What do you think of your team-mate, Carlos Checa?

I like him very much. He's a kind person and I don't think we'll ever have problems as team-mates.

Which riders do you get on with most in the GP paddock?

I have known Valentino Rossi since we were children and we are good friends. Away from racing I like to go out with Mirko Giansanti and Gino Borsoi.

What do you do to relax at a circuit?

I listen to music and watch films in the motorhome with my friends.

What do you do to relax away from racing?

I like training and riding MX bikes with Jamie Dobb – and looking for girls, of course.

Do you have any pre-race rituals or superstitions?

No.

Some people are predicting a big rivalry between you and Valentino Rossi. What do you think about this?

It would be nice as it means I would be fast like him. Away from racing I hope we will remain good friends.

Why do you think Italians are so successful at bike racing?

Italians are successful because there are good schools for young riders. In Romagna especially there are lots of people who ride bikes, so it's easier to get involved in bike racing.

Do you have any problem with filling Max Biaggi's boots in the team?

Not at all. I get a good feeling from the team and they don't put any pressure on me.

Italians are successful because there are good schools for young riders

Do you ride a road bike?

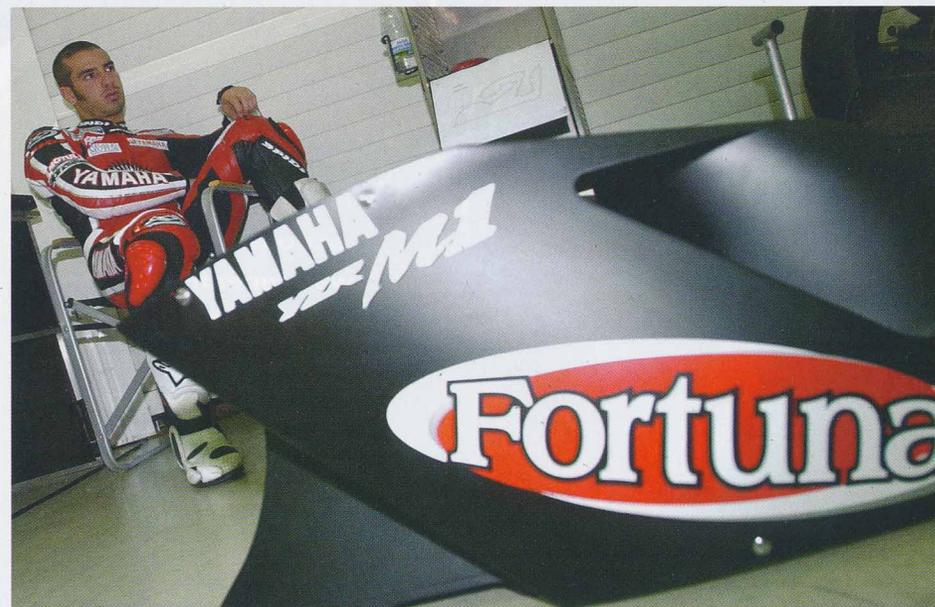
I don't usually ride on the road but in the summer I like to ride my Tmax to the beach.

What will you do after MotoGP, car racing perhaps?

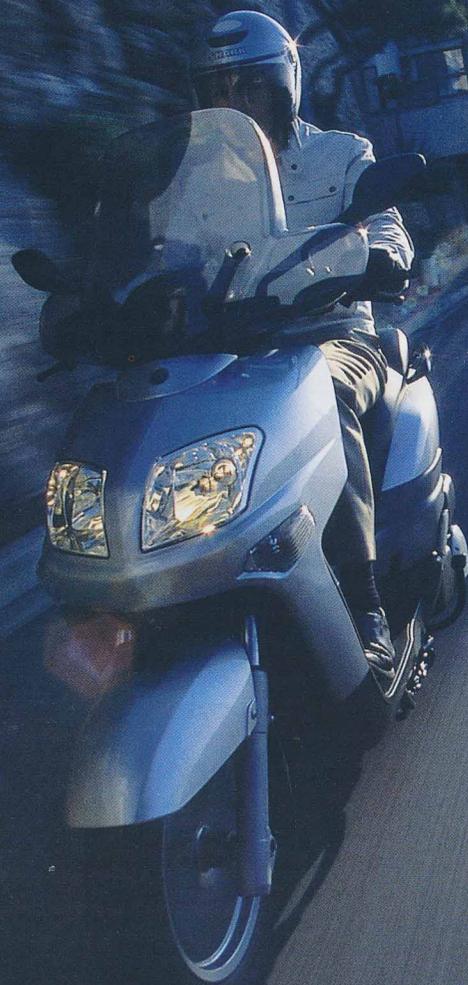
I still don't know, because I hope it will be a long time before I retire. However, once I have finished riding I don't want to remain involved with MotoGP.

Any message for the thousands of Yamaha fans reading this interview that will be at Donington to cheer you on in July?

Come along – as many of you as possible. I'm sure we'll all enjoy it.



Yamaha's big-wheel



Yamaha's sports utility scooter the Versity 300, was recently launched in Italy – the country that gave us scooters – at a high profile press launch. A cheeky move perhaps, but Paul Blezard seems to think that Yamaha had every right to be confident

little

The new Versity 300 is one of the most European machines ever produced by Yamaha. It was designed in Italy; assembled in France; and all the component parts have been sourced in Europe. The striking new, maxi-scooter is also the biggest machine manufactured (so far) at Yamaha's huge MBK factory near St. Quentin and will also be marketed under the MBK brand as a "Kilibre". Power comes from what is essentially an over-bored Yamaha Majesty 250 engine (true capacity, 264cc) built by Yamaha's subsidiary company Minarelli in Italy.

Although made in France, the Versity is primarily aimed at the huge Italian market where sales of big scooters first took off back in 1996 when the original Majesty appeared. It soon became the top-selling two-wheeler over 125cc in Italy and led directly to the escalation in scooter size and power that's been going on ever since. First it was the 400s, then 500s and now even a 600 and 650 are available.

There's also another trend in Italy though – the growth in popularity of big-wheel, fully-automatic scooters ranging in capacity from 50cc machines, like Yamaha's Why and Benelli's Pèpè, Aprilia's Scarabeo 125 and Honda's SH125/150, right up to Piaggio's Beverly 500.

However, the Beverly 200 is currently the best selling big scooter in Italy and there's no doubt that a lot of riders prefer a more bike-like ride offered by big wheels which also have an advantage of not dropping too deeply into pot-holes. But there is also one big disadvantage. They leave far less room for under-seat storage space, which is why there isn't a single, 16-inch wheel scooter on the market with room for a full-face helmet under the seat. The new Versity features a compromise between the small, ten and twelve-inch wheels of traditional scooters, and the narrow 16-inch wheels of the big-wheelers. It uses 14-inch wheels at both ends. The tyres are a chunky 120/80



x14 at the front and 150/70 x 14 at the rear.

At the launch in Amalfi, near Naples, technical expert Takao Akao explained that, in his opinion, these wheels offer the best compromise between manoeuvrability and stability. The 14-inch rear also allows enough room to provide a compartment that will take a large shell, full-face helmet under the seat – and there are also two "glove" compartments in the left front leg shield. Akao also pointed out that the Versity's chassis is 30 per cent more rigid than that of the good handling Majesty 250. The twin-disc brakes are also slightly bigger than the Majesty's, with a 270mm front and a 240mm rear. Like all Yamaha scooters, the brakes are not linked and work conventionally, i.e., the left lever operates (only) the rear and the right (only) the front brake.

The Versity isn't what you might call conventionally beautiful but it does look better in real life than in photos – and it does grow on you – more Barbra Streisand than Britney Spears, if you like. It reminded me of a slightly retro, full-size, two-wheel Tonka toy, but in a nice way. It is officially described as a "Maxi Crossover Scooter" (inspired by the Multi-purpose Crossover Car!). I guess it's supposed to be a sort of two-wheeled

equivalent of a marriage between a Fiat Multipla and a Land Rover Discovery. I wondered briefly if Yamaha might have fitted its unique Ohlins-developed two-wheel drive system to the Versity, but it hasn't – at least not yet. (Experiments with two-wheel drive Yamahas of all types have been going on for several years.)

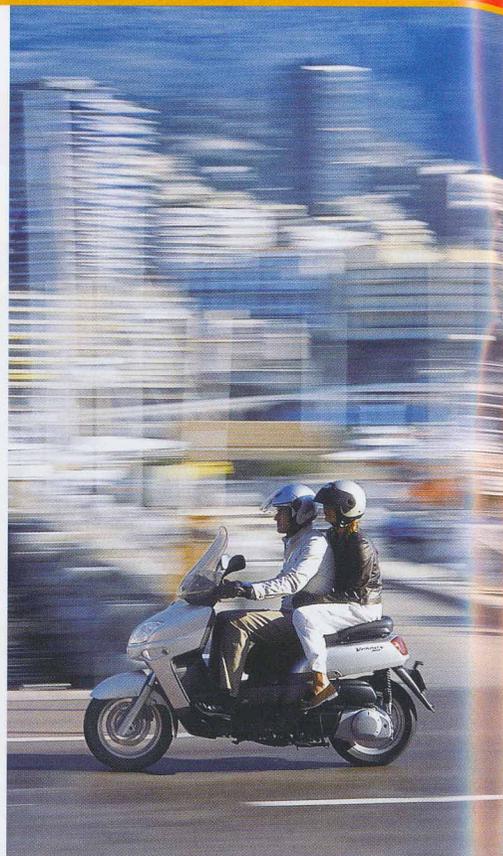
The comparison with four-wheel drive four-wheelers is a reference to the "high and mighty" riding position provided by the Versity which "...not only reduces fatigue but gives a more commanding view of traffic and more control and manoeuvrability too..." – as we were told.

However, the seats fitted to production machines will actually be lower than those fitted to the pre-production scoots we tested in Italy. Apparently the plan is to chamfer both the front and the sides of the seat to help shorties to get their feet down when stopped.

The twisty roads did provide a real test of brakes and handling though, not to mention rider concentration, as blind bend followed blind bend in a non-stop succession of twists and turns

So, how does it ride? The coast road west of Amalfi winds back and forth in a never ending switch-back of left and right turns where straights are never more than a couple of hundred metres long and even on a big scoot, passing has to be done with care. In fact overtaking was out of the question for the first few kilometres because we were stuck behind a procession of slow moving cars, buses and ridiculously over-loaded scooter-trucks. However the journey was enlivened by a section of roadworks where the top layer of tarmac had been scraped off for several hundred metres and this gave the Versity an early opportunity to prove its commendable stability, even when riding one-handed.

Once clear of civilisation and roadworks, there was an ideal section (for photographs) with



spectacular S-bends of smooth tarmac. Once I'd got the feel of the machine and built up some confidence I was able to heel it right over and eventually just touched it down on both sides at an impressive angle of lean. I took the opportunity to add a bit of pre-load to the twin rear shock, which was easily adjusted in a few seconds using the C-spanner provided in the toolkit. The rear shocks are mounted almost vertically, which adds to the Versity's retro look in my opinion.

I spent a substantial amount of time riding solo, which was far more enjoyable than crawling along in convoy. Free to go at my own pace and get into a decent rhythm, I started to really enjoy myself on the Versity. The twisty roads did provide a real test of brakes and handling though, not to mention rider concentration, as blind bend followed blind

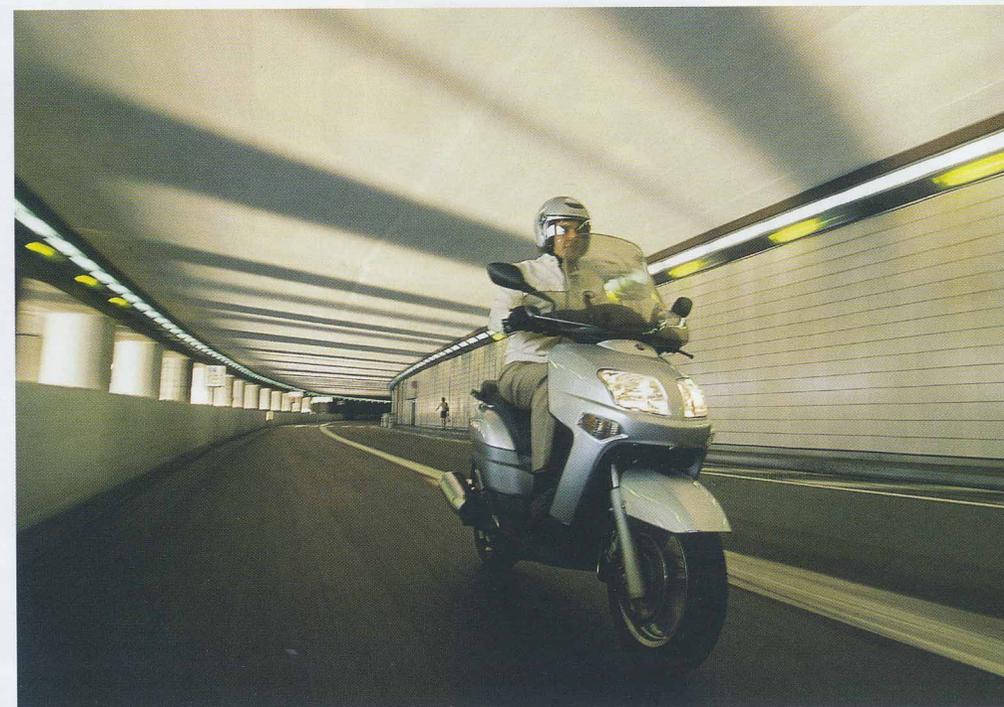
bend in a non-stop succession of twists and turns. As if that wasn't enough there was a variety of challenging on-coming traffic – from buses using almost all the road, to reckless helmet-less teenagers on race-tuned mopeds. The Versity though, took everything in its stride.

It would have been interesting to compare the Versity with Yamaha's own Majesty 250. My recollection of the Maj is that its handling was top notch, even though it has relatively small 12-inch wheels front and rear. An assumption would be that the Versity, with its shorter wheelbase and higher seat might have the edge in town, while the Majesty would probably prove more comfortable on a motorway. Horses for courses, and all that.

There's no doubt that the Italians have recently embraced big-wheelers in a big way although more laid back cruiser-style scoots, like the Majesty, are also still very popular. The Versity kind of bridges the gap between the two genres.

The new Yam is equipped with an impressive array of instruments. In addition to the traditional speedo, fuel gauge, clock etc, the attractive console includes a digital screen that can be switched between functions of two trip meters, average speed, elapsed time, ice warning, outside temperature gauge and even an estimate of how many kilometres you can ride before running dry. The Versity also comes with an electrical socket in the main glovebox, which can be used to re-charge a mobile phone or even to provide juice for GPS satellite navigation equipment. The roads were just too twisty to test the machine's top speed but the Versity should be capable of cruising comfortably at the UK legal limit. Passengers are comfortably accommodated thanks to the broad seat and chunky fold-out pillion rests.

On the way back to Amalfi, as the sky darkened and the temperature dropped, it started to rain. The summer weather of the early afternoon was



suddenly no more than a pleasant memory as I was immediately riding in conditions that were more akin to the miserable weather we'd left back in England. I'd been impressed by the effectiveness of the windscreen earlier, but was even more glad of it now – an even higher screen is available as an option.

Protection from the leg-shields was adequate and leg-shield extensions are available as an option, as are winter muffs, and a lap cover. Other

options include a passenger backrest and a large 44-litre top box.

The Versity 300 makes an intriguing new addition to the burgeoning range of big scooters. If you're looking for a machine to commute on, that can also cope with the cut-and-thrust of heavy traffic yet also suitable for out-of-town excursions of anything up to a hundred miles, the new maxi crossover scooter may well be worth a look.



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The big blue yonder



What's new about Yamaha's personal watercraft line-up for 2003? Rather a lot actually, according to *Jet Skier* and *Personal Watercraft* magazine's Craig Barnett, who has tested all the new models

Are the canny Yamaha designers in Japan waiting to see if the rest of the industry responds to their innovation and domination over the past years? Are they just resting on their laurels? I believe they have taken the, if-it-ain't-broke-don't-fix-it approach. How can you argue with a manufacturer that dominates the UK market to the extent of 50 per cent? Does a successful football manager make changes to a championship winning team?

However, there is no question that Yamaha already has a line-up that is solid, well respected and, most importantly, sells well. But as everyone is aware, the opposition never gives up easily. To continue the success, last season's accolades must be assigned to history and the preparation for next year's challenge must begin.

GP1300R – power and control

For those that drool over more cubic capacity, get ready with another pack of Kleenex. For the cynics I'm afraid it's not, "just a re-bored version of last year's boat". Oh no, what is emerging is another beast altogether. All the great aspects of the GP1200R are still there and in most cases have been improved.

At the press briefing, Jean-Christian of Yamaha Europe got straight down to the nitty-gritty of the boat. "The GP1300R is the first genuine 65 mph production PW to hit the market and as such is the fastest two-seat production watercraft available today."

Well that certainly got my attention. The rueful smile on JC's face, as he reminded everyone that 65mph was the self-imposed speed limit agreed by manufacturers, left no one in doubt that the boat's potential exceeded it by quite a margin.

More power requires more muscle and by replacing the three 81mm pistons with three 84mm bad boys, Yamaha found the extra horses they were looking for. Upping the capacity by 100cc and horsepower by 10, gives the GP1300R 165 bhp with a displacement of 1296cc.

Before environmentalists could shout "Save the planet" the 1300R has a fuel-injection system and

A bit of reshaping, raising the height and shaving 10mm off either side has been as much as Yamaha has been able to do without changing the hull. However, it is definitely a step in the right direction



catalyser that enables it to exceed all current and forecast legislation regarding emission requirements. The catalyser uses a platinum-based cell structure that reduces exhaust emissions to half that of the GP1200R. So, who said two-strokes were dead?

For the US, this announcement is a big deal. In addition to exceeding the federal EPA2006 emissions requirements, the craft also beats the Californian state rulings, probably the most stringent in the world. This proves to the lobby groups in the UK that the industry is keeping its house in order and does not require additional legislation.

Everyone is aware that muscle-boats guzzle hydrocarbons, but you wouldn't buy a Ferrari because of its mpg. However, by bolting a Direct Injection system onto the 1300cc power plant Yamaha have improved the GP1300R's fuel economy by nearly 15 per cent (over the 1200 version). That's the equivalent of one tank of free fuel for every seven!

When pulling the trigger from idle, response is immediate. This becomes evident when throwing the new version into a tight turn, i.e. around a buoy... an altogether smoother transition of power and a greater sense of acceleration. No more jet lag, more of a flying machine. Power now has control.

Being quicker into its running makes the GP1300R feel faster. After all, it may be a 65 mph boat (two mph faster than the GP1200R) but it needs acceleration to beat the boys around the buoys.

Another piece of technical wizardry is traction control. This gadget does sense when traction, i.e. hook-up, is lost. When airborne, it recognises a lack of resistance and rather than trying to shut the power valves as the rev limiter kicks in, the system reduces the fuel and air mixture to give a leaner mixture. The opposite happens when the system detects the engine is experiencing heavy loading at low rpm. It enriches the mix and increases the fuel (in the fuel to air ratio). The result is a more intelligent system to ensure throttle response is there when you require it.

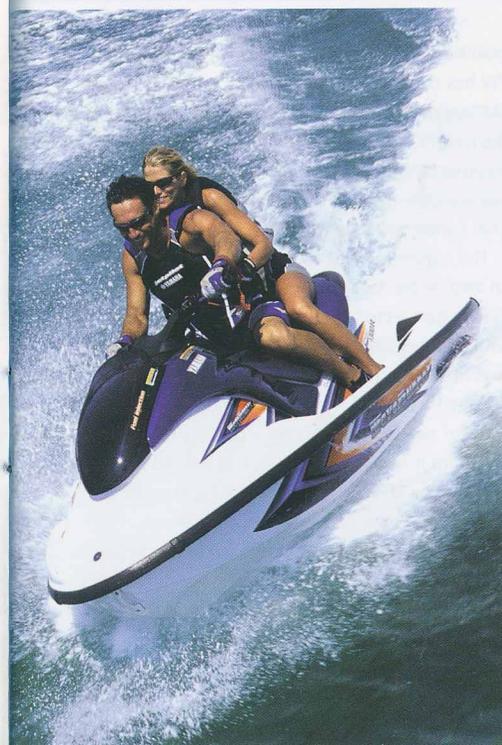
To monitor and manage the new systems, the GP1300R has been given the Yamaha Engine Management System (YEMS). By hooking up the new GP1300R to a laptop, a dealer will now have a host of information at its fingertips. By knowing how many hours an engine has run in each rpm range, through to a complete diagnosis and record system, the dealership will be able to pinpoint problems far quicker.

For the last three years the hull development team have been steadily improving their knowledge

of SMC. Using Sheet Moulded Compound technology Yamaha has managed to shed 32 lbs off the hull. This more than compensated for the additional weight gained on the power plant and provided an overall saving of 22 lbs. So, all looks good; increased power, more control, reduced weight, and greater speed – but how did it ride?

Sorry, before we get to that bit there are several other modifications. Some riders, especially the more vertically challenged, thought the wide seat (of the 1200) could be slimmed. The GP1300R however has undergone cosmetic surgery – with a little tuck in the seat area. A bit of reshaping, raising the height and shaving 10mm off either side has been as much as Yamaha have been able to do without changing the hull. However, it is definitely a step in the right direction.

Another improvement is a feature that will enhance the social acceptability of the GP1300R – the addition of the Yamaha Sound Suppression System. Doubling the size of the conventional silencer and placing a resonator on the air-intake duct has resulted in a reduction of noise.



The display gauges have also had a brush-up. An array of new features keep you fully updated on the functionality of your ski. These include an exhaust temperature warning indicator and a diagnostic code display switch. The speedo function that allows a switch between kph and mph is a nice touch for the UK market.

All aboard

Soon it was our chance to mount the GP1300R. Lisa Barby takes up the story and gives her thoughts on how the new ski performs.

"The 1300R we tested in Spain was a truly awesome machine. It's not for the faint-hearted and to get the most out of it you need to know how to ride. We were testing with a couple of guys that had little riding experience and it was interesting to see how they coped. They loved the power but found the machine pretty tiring after a couple of laps around the test track.

"As soon as you climb aboard and hit the start button you can instantly tell the difference from its predecessor. Power throughout is smooth yet forceful – put it this way, 65mph is reached in no time at all. And there's more to come if you care to find it.

"For my own and from a racer's perspective the real gains were found on the buoyed course. The 1300R is responsive all the way through and once the decision to turn has been made you just need to hang on and let the ski do the rest.

"I thought Yamaha's new GP1300R was a very good ski indeed... one of the first things I noticed was how smooth and easy the finger throttle lever was and with the new DI system in place I didn't suffer any of the usual arm pump.

"We tested the 1300R at sea and the swell created an excellent platform to find out how all the new skis held up in tough conditions. With the 1300R expect to get wet and within seconds of climbing on board, I was drenched. But it's a thrilling ski and if you want thrills it's the one to have. If you want to stay dry, buy the FX Cruiser."

The GP1300R is in dealers now and can be tried at any of Yamaha's Wavefest events



The FX Cruiser

Introduced into the Yamaha Range for 2003 is a "family" version of the FX140 – the FX Cruiser. Essentially the Cruiser version has the same hull and mechanics as the FX140 (tested by *Superbike Magazine's* Dave Sonsky in *Spirit* 6).

The major mechanical difference between last year's four-stroke models and the 2003 machines is the addition of the Direct Injection (DI) system and the benefits it brings. Due to limited time on the machines no comparisons could be drawn on fuel economy between the DI and carburetted version.

In addition to the stylish red, black and white livery there is one other major difference between the FX Cruiser and its FX140 parent – the seating. The cruiser sports a new ergonomically designed pillion seat and grab handle that gives the passenger more comfort and a greater feeling of security.

When riding pillion on motorbikes I have always felt exposed and vulnerable holding on to a rear

grab handle. Riding pillion in rough weather on a PW has the added factor of being bounced around like you're sitting on the end of a diving board. With the new FX Cruiser seat, the pillion rider feels more incorporated into the machine. It's amazing how just a couple of inches of back support and side grab handles increase that feeling of security.

The biggest benefit of this innovation will be in an area of the market Yamaha will aim for – the 'family fun' sector. The seat will enable partners with younger siblings to sit back and enjoy cruising that little bit more.

As with any test it's necessary to discover the limits of new features, so we set about finding just how hard it was for a passenger to unload from his/her vehicle. This is obviously not a practice we would advise, just take our word for it.

Sitting on the rear seat with a clear gap between yourself and the pilot isn't an alien feeling. The seat grips the necessary areas and feels natural. For our

test, the pilot proceeded to turn the PW into what can only be described as a 'bucking bronco'. Dislodging the pillion rider proved in no way easy, though of course nothing is impossible when a little will power is applied. The moral of the story is that the FX Cruiser's new seat does exactly what it says on the tin.

Hold the drinks

As the FX Cruiser is designed to enable the riders to travel longer distances in comfort, I would suggest that a drinking water dispenser is appropriate. With the ability to travel longer and further, dehydration can become a factor especially in hot climates or at sea. Unless well protected, water bottles tend to burst and can be tiresome to retrieve from storage spaces during a short break. Maybe an improvement on future models would be a removable and refillable drinking water container that can be easily accessed through the use of a straw (or tube) stored in the glovebox. Just a thought.

As in most cases women always tend to have the final word so Lisa gives us her thoughts on the FX Cruiser.

"The FX cruiser is really the FX140 with a few alterations that include the DI system (replacing) last

year's carb version. It also has a different paint job and comes with a comfortable 'armchair' on the back.

"As a passenger you feel more secure than you would just putting your arms around the driver's waist. It is also a different riding experience because suddenly you have a gap between yourself and driver. I actually felt quite empowered by the experience!

The biggest benefit of this innovation will be in an area of the market Yamaha will aim for – the 'family fun' sector

"With three-up the seat gives the rear passenger something to hold on to. The centre passenger also feels more confident because they are 'locked' in. It works though and, combined with the FX140 motor and hull, makes a very comfortable and useful ski."

Thanks Lisa. Our conclusion is that the FX Cruiser is an uprated version of the FX140 which has already proved to be an excellent PW and what's more, the refinements work!



It's a dirty job...



**...but someone has to do it.
Gareth Corsi went to Wales to
try the Yamaha Off-Road
Experience – and it was
certainly that**

It was early in March and I was in mountainous mid-Wales. I had heard tell of an off-road school in the vicinity and was on my way to check it out. There was one slight problem...I was lost. I had followed the directions faxed to me but somehow I just didn't seem to be in the right place. I was certain that I should have seen a luminous orange arrow pointing me to Glynhafren Farm but I hadn't. I turned back and headed for Llanidloes, the nearest town.

A helpful gentleman walking his dog told me that if I had continued around the next bend I would have found the farm (bugger). More importantly, I would have found the Yamaha Off-Road Experience run by Geraint Jones, his sons Rowan and Dylan, and Wyn Jones (who I understood to be Geraint's nephew). The story goes that

between them they have collected enough championship medals, gongs and certificates for off-road achievements to fill an entire barn. I assumed they were experts.

At last, I arrive at my destination. I'm given a warm welcome by Rowan and Wyn and immediately taken off to find some kit.

"What size waist are you – truthfully?" Wyn grinned. This set the tone for the rest of the day. Everything was informal and relaxed.

I took my gloves, boots, kneepads, lid, top, pants and waterproof top off to the changing room. On the way Wyn gave me an extra waterproof top and a pair of waterproof combat trousers.

"Trust me, you'll need them," he grinned again. He left me to get changed and meet some of the others

on the course. It turned out that the group was a collection of complete novices like me.

After we had toggled up and had a bit of a chat Rowan gathered us together and talked us through the characteristics of the bikes. They had everything from TT-R125s right through to the latest WR450Fs. Rowan showed us how to start them correctly and warned us what would happen if we didn't. The TT-Rs were electric, push-button start and that was all I needed to hear. I don't seem to get on with kick-start bikes at the best of times. There was no way I was going to be able to fire one up after six hours of off-road riding. Happy with a TT-R250, I potted out into the yard with the others so we could get the feel of our steeds.

Then Wyn led us off – away from the farmyard on a winding trail. We wobbled along behind, most of us still in first gear. Colin, the other instructor played tail-end Charlie. The idea of the format is that everyone can run at their own pace but also it means that if you ever get into a spot of bother an instructor is never far away.

From the gravel trail we moved to open fields. So far the only obstacle had been a large mud patch at the edge of a field. By that time I'd enough confidence to cross it without a second thought. As we pushed on, the terrain gradually became more challenging. Gentle slopes got steeper and we started crossing ditches and running along wheel grooves left behind by various 4x4 vehicles.

I came my first cropper in one such ditch. We were deep in the forest and the uphill trail became divided by two deep grooves. Rather than pick a line, look ahead and power my way through the obstacle, I focussed intently on the area a few feet in front of me. Classic mistake. The bike clipped the side of the ditch, threw me off balance and I toppled off to the side. It was no big deal. With a bit of help I got the bike upright again and out of the ditch. The others waited patiently, mainly because they had no choice



– I was blocking their route. We continued into a forest and came out the other side.

There were only a few times when I was able to look around and take in the spectacular scenery. We moved from woodland, to rolling fields to rocky tracks. The trail was becoming more difficult, yet funnily enough obstacles were less challenging than they appeared. It was surprising how the seemingly difficult trail could be easily tackled with a bit of forward momentum. The TT-R250 was definitely the

Wyn watched us individually and offered more specific advice tailored to our needs. I'd been off-road before and I'd learned nowhere near as much in one day as I had in those 20 minutes

right choice for me, light with a decent, tractable four-stroke motor. So far so good – taking Wyn's lead also helped when attacking the terrain and this was becoming a highly enjoyable ride. He paused every now and then to let slower riders catch up, have a bit of a breather and to show us a major change of direction.

We crested a hill and approached a junction of several tracks. At the junction was an ominous-looking bull standing by a trough, munching away. I have no idea whether it was tied to the trough or not but we gave it a wide berth anyway. Wyn led us over the next



hill and then stopped suddenly. We skidded to a halt next to him, just off the beaten track.

He said we had to take the next section with caution as there were rally cars testing in the area – and they stopped for no man. We skirted round the track, over the wet, slippery and sometimes boggy grass to our destination – a pseudo-motocross track on the edge of a slate quarry. By now we'd been "in the saddle" (for want of a better description) for about an hour-and-a-half.

"We have to be careful of the rally cars," Wyn said. "They come over that hill at speed and with little warning. They pay over a grand a day to test here and they make full use of it." As if on cue a Mk1 Ford Escort came hurtling over the hill we'd just come over, down into the quarry and then disappeared over the next hill – all within a few seconds. I also found that I was not the only rider who fell off on the way as virtually everyone had a confession to make. It made me feel better to know that I wasn't the only complete amateur.

Wyn then talked us "around" the motocross track, explaining about the particular obstacles we had to avoid or look out for. We then followed him around the track before he let us do a few laps on our own. By now the rain was lashing down and it was making life

interesting. I was wet but not from the rain. The exertion from the ride so far meant that I was sweating buckets.

Next came the tuition. The casual onlooker might ask why tuition wasn't done before we set off. However, by looking at the track you could tell that this really was the best place to learn. Wyn showed us in detail how to handle an off-road bike. Then he gave us time to practice. As we did, he watched us individually and offered more specific advice tailored to our needs. I'd been off-road before and I'd learned nowhere near as much in one day as I had in those 20 minutes.

Wyn let us back on to the track with the words: "I guarantee you'll be faster this time." He was right. The first time, I had barely got out of second gear on the straight but now I was attacking turns in second, foot on the floor, and back-end sliding. Jumps were taken almost casually in third gear as opposed to gently rolling over them in first. On the straights I was easily getting into fourth gear and it felt like I was flying. Hmm... poor choice of words. They say that pride cometh before a fall. Ne'er a truer word was ever spoken.

I was getting to the point when I thought I should be trying out for the Rinaldi Yamaha team when disaster struck. Coming out of a banked turn, I got on

the gas way too early. The back-end snapped back in disdain at such a foolish command. I tried to correct the steering but there was only one way this idiot was going and that was airborne... briefly... crunch...urgh! I picked myself up and was wondering what hurt most, my shoulder or the knowledge of what a prat I'd been. Help was quickly at hand and the bike needed a bit of repair. I'd managed to snap something in the hand brake assembly. We limped back to the staging area and running repairs were carried out. I was under no illusion that while I was OK to ride, I was in no condition to pick a bike up.

As it happened, we were due to head back to the farm for lunch. Keeping a wary look out for rally cars we made our way back up, over the hill back towards the bull. As it happened the bull had moved or had been moved. Wyn steamed through the quagmire. Three of us followed suit. It was when we were well and truly stuck that we worked out why Wyn had been frantically waving at us to go around. It also dawned on us that the distinctly fruity smell of the quagmire could only mean one thing. We were quite literally in

I tried to correct the steering but there was only one way this idiot was going and that was airborne... briefly... crunch...urgh!

deep shit – knee deep to be precise. One of us decided that letting fly with the throttle would solve his predicament. All it did was transform his Yamaha into a makeshift muck spreader – and I was in the firing line. With nowhere else to go, all I could do was put my head down and wait for the organic barrage to cease. After a bit of to-ing and fro-ing we managed to free the stricken bikes and headed back to the farm.

The ride back pretty much retraced the trail we had taken out to the quarry. All the obstacles we had encountered on the way out were tackled in the opposite direction. The ride back was technically harder but with all the tuition and experience we had gained it was so much easier and it took about half the time to do the return journey as it did the outward leg.

Then came one of the most welcome touches of the day – free sarnies and hot coffee. Great stuff. We sat, nattered and recovered from the morning's escapades. Then we discussed the plan for the afternoon. Wyn decided to split us into two groups as there was more challenging terrain he wanted to take some of the riders on. We both agreed that with my shoulder in the state it was I would have trouble, so I would take it easy with one of the other riders who was still building her confidence.

The two of us headed off with Colin, up into the woods on the mountainside near the farm where we practised ascending and descending a (really) steep slope. It was relatively easy after a bit of practice but the bumps on the up-slope, which had to be taken at speed, were jarring my shoulder. Colin took us to an "easier" spot – a sharp zigzagging track down the mountainside.

"Whatever you do don't use the clutch," he said helpfully. "The back-end will lock up and you won't be able to stop." Taking the casual warning on board we began to work our way down with Colin keeping a





watchful eye. I made it to the bottom and was beginning what should have been a simple ascent. Losing concentration, I hit the bough of a tree, overbalanced and toppled off once more. This time the bike was lying flat, pinning my left leg. Meanwhile, I was hanging over a steep slope and, because my back was turned, was completely oblivious to my precarious position.

The sensible option would have been to wait a few moments for the cavalry to arrive but Captain Stubborn here had other ideas. I pushed my right foot under the back of the bike and used it as a wedge to push the bike up. In a split second, which seemed to last an eternity, I realised that I had done something monumentally stupid – for the second time that day. With my left leg free, there was nothing to stop me tumbling down the slope. After several bangs and crashes, I came to a halt, spread-eagled on the track. I looked up through the trees and noted almost nonchalantly that the sun was shining. Meanwhile, Colin picked up the TT-R and checked it over. We discussed what went wrong and he offered me a few tips on how to avoid making the same mistake. However, that was my riding over for

the day. By now, my self-inflicted shenanigans had taken their toll on my shoulder and it was time to head back to the farm.

I sit here now, writing this nearly a week later. My back is stiff, my legs and arms are stiff and my shoulder is still giving me gyp but I wouldn't have it any other way. I see people fritter away money on so many things to do with bikes – most not seeing any tangible return for their outlay. The Yamaha Off-Road Experience sets you back £140 for one day, out and about, in Wales. That's hardly more money than a track day but you get to use someone else's bike and kit, have a fantastic day and learn a lot about riding into the bargain. Everyone left Glynhafren Farm with a big, if exhausted, smile but all said without hesitation that they would do it again. You know what? So would I.

For more information on any of the above courses, call the off-road hotline on 01686 413324. For those interested in an off-road day as a present, gift vouchers are also available. Email info@yamaha-offroad-experience.co.uk for details.

July

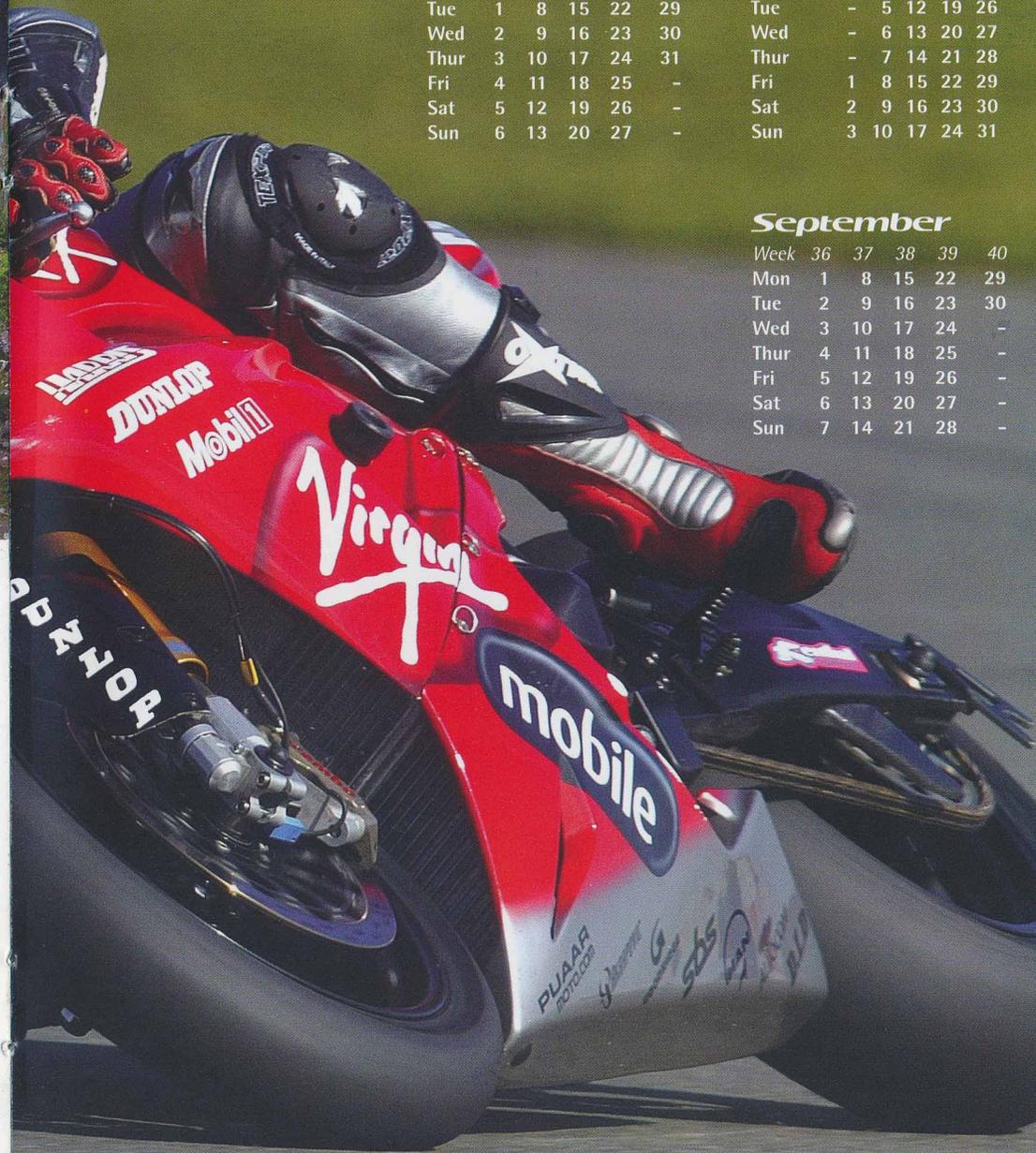
Week	27	28	29	30	31
Mon	-	7	14	21	28
Tue	1	8	15	22	29
Wed	2	9	16	23	30
Thur	3	10	17	24	31
Fri	4	11	18	25	-
Sat	5	12	19	26	-
Sun	6	13	20	27	-

August

Week	31	32	33	34	35
Mon	-	4	11	18	25
Tue	-	5	12	19	26
Wed	-	6	13	20	27
Thur	-	7	14	21	28
Fri	1	8	15	22	29
Sat	2	9	16	23	30
Sun	3	10	17	24	31

September

Week	36	37	38	39	40
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	-



Steve Hislop

April

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

May

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

June

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

July

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

August

Week	31	32	33	34	35
Mon	-	4	11	18	25
Tue	-	5	12	19	26
Wed	-	6	13	20	27
Thur	-	7	14	21	28
Fri	1	8	15	22	29
Sat	2	9	16	23	30
Sun	3	10	17	24	31

September

Week	36	37	38	39	40
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	-



Marco Melandri

2003

April

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

May

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

June

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

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

Freelance motorcycle writer Kevin Ash first tried the Yamaha RoadStar Warrior over a year ago in the States and couldn't believe that it wouldn't be on sale over here. That's all changed now and the XV1700 is coming to a dealer near you but be quick, numbers are limited



Laid back but entirely focussed

The story sounds apocryphal: two of Yamaha UK's staff visited the factory near the end of 2001 to ride some new sports bikes, and while they were there had a go on the XV1700 RoadStar Warrior for no other reason than it was also out on the track. Yamaha Europe had already turned down the chance of bringing the bike over here as

they'd decided the cruiser range was already fully covered by existing models, so the Warrior had become a US only machine. But the Yamaha UK guys liked the bike so much, they felt they'd made a mistake – it *would* sell in the UK, and the process of homologating the bike for Britain began.

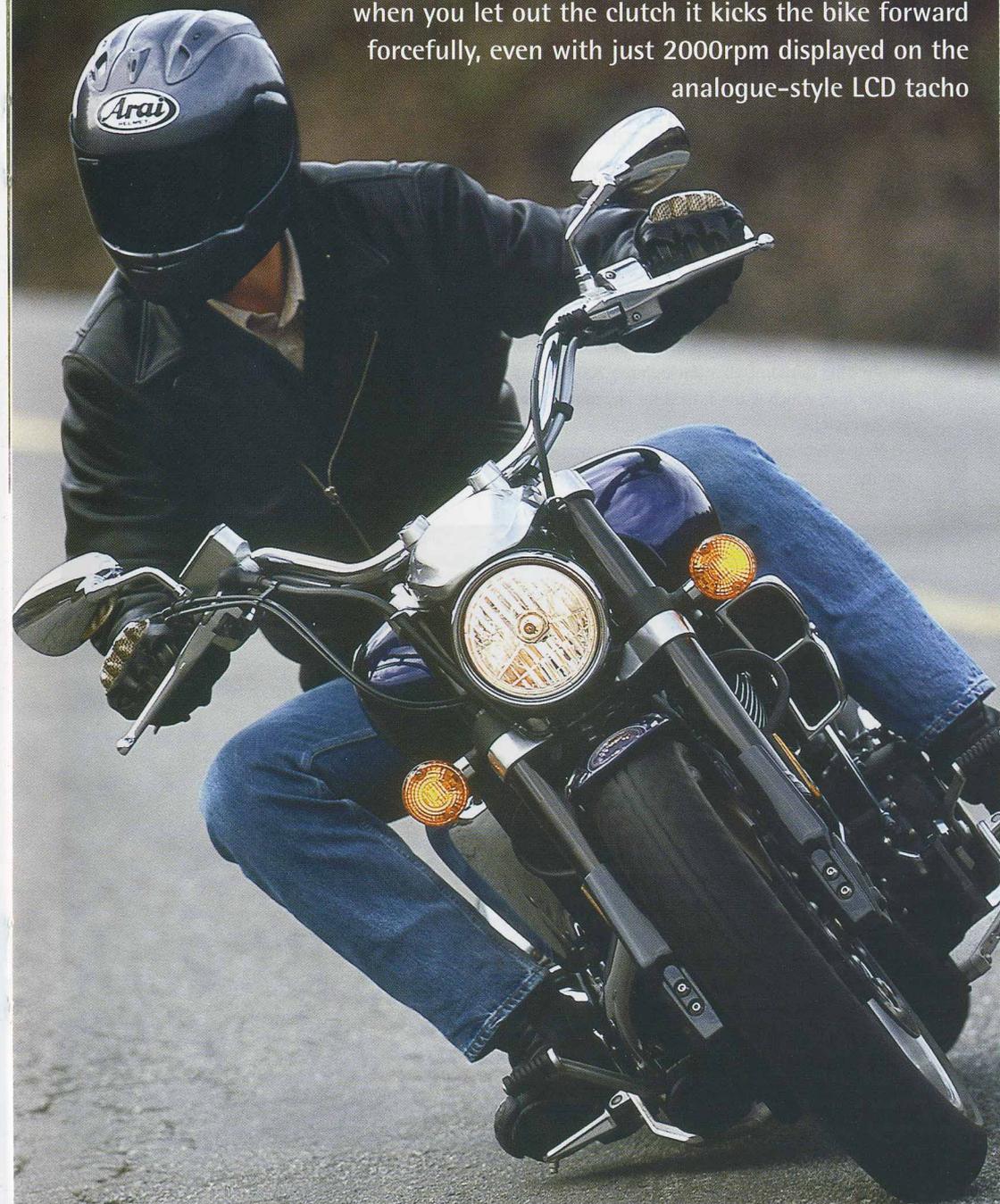
Now, you can buy a UK-spec RoadStar Warrior. But do you want to, or does this all sound like so much hype? After all, other Japanese attempts at the performance cruiser theme haven't improved on existing cruisers where it should really matter, the performance angle – they have the cosmetics, but not the dynamics to match.

Except, Yamaha's performance cruiser really does offer a significant hike in performance, and from May it will definitely be available in the UK, albeit in very limited numbers. That's a shame: not because it's available as that's a *good* thing, but that numbers are restricted – because it's an exceptional motorcycle.

First, the engine: the disappointment with most cruisers is how the visual promise of the high profile motors is so rarely matched by the riding experience.

Overtly mechanical things with big cylinders, chunky chaincases, stubby exhausts, elemental pushrod tubes... it's completely at odds with the feeble, waffling response you get from the twist grip. They ought to sound like hot rods and punch like an old Norton, yet they *actually* sound like Hotpoints and punch like Graham Norton.

Not the Warrior's motor though – despite being based on the languid XV1600 unit. The bore is up 2mm to 97mm, the cams are hotter, the airbox is three times bigger and thanks to much internal weight reduction, it's more responsive as well as more powerful. But the reason it's one of the most enjoyable engines I've used in the last 18 months is the way it throbs with character and gut-wrenching torque. At tick-over the whole bike shudders and shakes, then when you let out the clutch it kicks the



At tick-over the whole bike shudders and shakes, then when you let out the clutch it kicks the bike forward forcefully, even with just 2000rpm displayed on the analogue-style LCD tacho

bike forward forcefully, even with just 2,000 rpm displayed on the analogue-style LCD tachometer. The exhaust note is meaty and deep, but at 3,000 rpm the bike thrusts ahead harder. The power finally falls away at 5,000 rpm. It's not a screamer, clearly, but is seductively tall geared and torquey – at 80 mph it's chugging away at a mere 3,000 rpm, but with power enough in reserve if you want more.

It really does handle, too, better than any other cruiser available, wherever it's made. It ought to, considering the forks are modified R1 items and the wheels are based on the R1 design. The frame is the first tubular aluminium one fitted to a cruiser, huge amounts of weight have been shed compared to the XV1600. The Warrior is fitted with low profile Dunlop D207s (including a 200 section at the rear, which is the fattest on any production motorcycle).

Naturally it's biased towards stability against agility but the leverage of the wide bars helps claw

some manoeuvrability back. The suspension is outstanding for a cruiser too – no, it's also the best of any cruiser – which means not only better handling but a far higher ride quality than regular cruiser riders will be used to. No more bouncing and bashing over potholes or choppiness and chatter on rough surfaces, this is proper damping with sensible spring rates.

The limiting factor is the ground clearance – but it has far more than almost any other cruiser. You just find yourself taking advantage of the extra lean available because it feels so good.

The feet-forward ergonomics aren't ideal for bend swinging antics though. The extremely low seat is comfortable enough but you can't take much of your weight on your feet, so to move your body to the side you have to hoist yourself across by pulling on the bars, which doesn't exactly help with the finesse of cornering. Anyway, it's just too much effort.

Enjoy the eye-opening drive out of lower speed turns and the way the bike holds a tight line on the exit, before trying out those R1-derived brakes on the entry to the next corner. There's still a lot of weight to slow but now you get feedback and control, enough to hang on to the stoppers deep into the bend.

It's a gorgeous looking machine too. It steers clear of the chrome and glitter campiness which blights so many cruisers, instead, it grabs attention with sweeping lines and an unusually uncluttered look. The stretched out teardrop tank in particular is a real work of art.

This is no sports bike substitute. The RoadStar Warrior will suit riders attracted to the general cruiser cool but who aren't prepared to make the big handling and performance sacrifices most

machines in the category demand, and for them it'll be a treat at £9,699. And dedicated cruiser fans too should give it a try – they might not

The suspension is outstanding for a cruiser too – no, it's also the best of any cruiser – which means not only better handling but a far higher ride quality than regular cruiser riders will be used to

want to go any faster, but they're bound to appreciate just how much better the Warrior feels, even at the speeds of the conventional cruisers they're used to.



SPECIFICATION

Engine:	air-cooled 1670cc (97mm x 113mm) 8v pushrod four-stroke 48 degree V-twin.
Electronic fuel injection:	five gears with a belt final drive
Chassis:	tubular aluminium twin cradle
Front suspension:	41mm Kayaba inverted telescopic forks, no adjustments
Rear suspension:	Soqi single shock with remote linkage, adjustment for preload only
Tyres:	Dunlop D207; 120/70x18 front, 200/50x17 rear
Brakes:	Sumitomo 2 x 298mm discs with four-piston calipers front, Nissin/Akebono 240mm disc with single piston caliper rear



PERFORMANCE

Power and torque:	80bhp@4400rpm, 104lb.ft@3500rpm	Geometry	29 degrees, 130mm, 1669mm (respectively)
Weight/power to weight ratio:	275kg, 0.29bhp/kg	Rake, trail, wheelbase:	
Top speed:	115mph (est)	Fuel capacity:	15 litres (3.3gal)

Picture Management



Just sliding around

Combining the best of tarmac and off-road riding, Supermoto is one of the fastest growing two-wheeled sports. Andy Dukes tried The Supermoto School and a Yamaha YZ426 for size

Things weren't looking too good as I approached Rockingham circuit at 7am one morning late in March. The car's outside temperature read-out was registering minus two degrees and the mist was hanging heavily over the track. I cursed myself for not bringing thermals and thicker gloves but then, as if by magic, the sun poked through the clouds and as the light reflected off a fleet of pristine Yamaha YZ426 instructor bikes, I knew it was going to be a good day.

The sound of engines being warmed up was music to my ears as I got out of the car – I hadn't been on a bike for a while – and surveying the scene made me feel a bit nervous. Nearby, there are many people unloading trick supermoto bikes from the back of vans

and almost all are adjusting chain tension, handlebar and lever position. It makes me feel like a complete novice but I tell myself not to worry – they're not professional racers, after all.

And then I bump into ex-500cc GP rider and three-times British Superbike Champion Niall Mackenzie, who is also unloading a trick-looking bike from a van. I was his press officer in 2000 and know that he's not lacking in the talent department, so I ask him what he's doing at Rockingham. "It looks good fun so I just thought I'd give it a go," he informed me. I hope I'm not in his group.

Rockingham's huge car park is an expanse of cones, carefully laid out into a twisty tarmac course. I overhear one of the instructors talking about the need

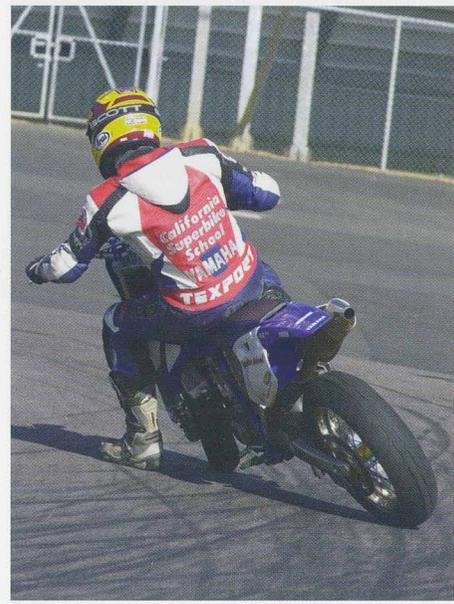
to scrub in some tyres. Just what are they expecting of us? I remind myself that I'm here to learn and write a story, not look good, so I relax a bit.

The briefing kicks off at 8am on the dot. I've been on a California Superbike School before and they always run like clockwork. Now all the indemnity forms are signed and bikes scrutineered, it's time for the first classroom session. The course is full as usual and the format provides the theory first and then an opportunity to practise it. There will be six, half-hour practical sessions, which is more track time than you would get almost anywhere. Knowing how physical supermoto can be, I doubt that everyone will make it through to the final session.

I sit down for the first briefing, directly in front of a poster showing a more than competent rider sliding his machine sideways into a corner, back end out, front end crossed up and in complete control. What have I let myself in for?

I jumped on a YZ426 for the first time and found it remarkably easy to ride but, unfortunately, not slide

I recognise another familiar face – a pupil from when I did a California Superbike School course at this circuit last year. I remember him because he was writing a feature on the school for a Greek magazine and because his name (Thanassis Choundras) was only marginally easier to pronounce than that of his photographer, who was called Konstantinos Kalantzopoulos. But what was Thanassis doing here? Turns out he's actually one of Greece's top enduro racers (22 years experience) and organises the Greek round of the European supermoto championship. He's been racing supermoto since 1998 and will be conducting the classroom sessions throughout the day.





He explained how the sport is still really in its infancy and is only now starting to develop its own technology. In a nutshell, you're effectively riding a motocross bike with cut slick tyres on a 70 per cent tarmac and 30 per cent off-road circuit. Everything is a compromise and that's why it's so much fun. You're asking a dirt bike to behave like a supersport bike on tarmac, but hoping that those cut slick tyres will give you a modicum of grip off-road. Yeah, right.

So, if you have a dirt bike, then all you really need to have to convert it for supermoto use is a spare set of wheels and tyres, a bigger front brake disc (there's much heavier use of the brakes) uprated pump, master cylinder and four-piston calipers. You can live with the standard suspension and then change it for shorter stiffer springs as your ability increases. As far as riding kit goes, one-piece leathers are essential, as are motocross boots, an off-road helmet, gloves and goggles. I'd add a back protector to this list.

Our first drill was to get used to the back end sliding around as we tried to turn around a couple of cones. Alkis Synioris (another top Greek rider, if you hadn't

already guessed) would be demonstrating the drills throughout the day and gave us an indication of what can be achieved by hard work, perfect machine control and immeasurable amounts of natural talent.

To do this drill it was necessary to sit as far forward on the bike as possible (virtually on the tank), short shift through the first three gears, lean your body to the inside as you approach the turn, downshift to first, let the clutch out and feel the back end coming round. That's the theory anyway and at this point it was great to see that all the other riders who had turned up with fantastic looking bikes (a sticker kit does wonders for your riding credibility) were at exactly the same level as me, i.e. complete novices.

Rather than the swooping slides we were hoping to achieve, most riders had the rear end bumping, chattering and snaking left and right, which was almost entirely down to clutch control, or lack of it. I jumped on a YZ426 for the first time and found it remarkably easy to ride but, unfortunately, not slide. Thankfully, school director Andy Ibbott had warmed up the tyres for me and I was staggered at the available grip. I'd never

the pegs down on a dirt bike before or used the front brake with such ferocity but there was always plenty in reserve. As I missed the turning-in point for the third time and scattered a few cones, I was reminded of the importance of looking where I had to go.

This point was hammered into us during the second classroom session, along with the absolute necessity to sit as far forward as possible and lean your upper body off the inside of the bike. It all seemed a bit alien but we were assured that it was the only way to get the bike sliding, make fast turns and shave tenths of seconds off your lap time. At this point I doubted that I'd even make it round a lap but before I had time to protest we were out on the circuit.

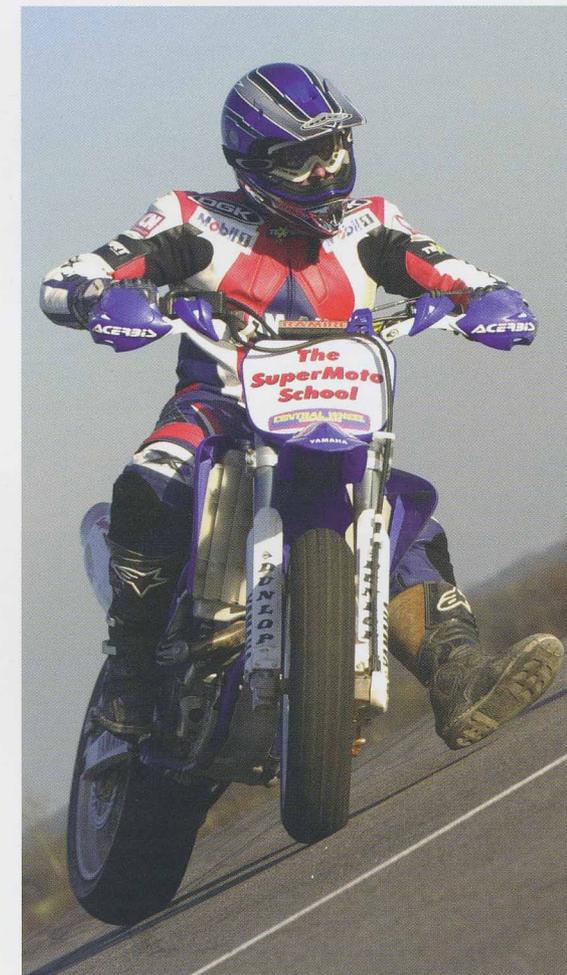
After some demonstration laps from Alkis we were taken for a couple of sighting laps of the circuit and then let loose to practise the right combination of braking, downshifting, clutch control and weight transfer necessary to make it round the never-ending combination of corners as quickly as possible. Trying to do all of the above in less than a second resulted in a bit of information overload so I slowed things down and just worked on the technique. I was glad I did as fatigue was already affecting some of the less fit riders, who had underestimated just how tiring hustling a bike around this twisty course could be.

...if you have a dirt bike, then all you really need to have to convert it for supermoto use is a spare set of wheels and tyres, a bigger front brake disc, uprated pump, master cylinder and four-piston calipers

It was on the third practice session when the technique started coming together and the YZ426 started to slide in the direction I wanted it to. I was sitting correctly on the bike, looking through the corners and using my back brake correctly and as the bike started to turn into corners I began to countersteer just like the guy in the poster in the classroom. It felt great.

The next session taught us how using the countersteering technique was vital for helping pick the bike up out of corners and put the power down on the tarmac as quickly as possible. The thought of actually wheelieing a bike that was already considerably cranked over would have filled me with dread but it worked and felt controllable too. Then we were encouraged to leave our braking much later and carry the slide further into the corner. I wouldn't say it was tidy, but it worked.

When Thanassis started talking about donuts I thought it was time for lunch, but he was referring to



the technique we'd have to master to turn the bike around quickly off-road. So here we were with a cut slick on the rear and a stony expanse to practice on. Thankfully, feet-up donuts were not required, we just had to keep one foot on the floor, the other on the peg and become comfortable with turning the handlebars right towards us while leaning the bike over and spinning up the rear to create a nice tidy ring in the dirt.

Then it was time to turn the theory into practice as we tried to perfect this technique around a couple of cones. We were encouraged (read ordered) to stand on the pegs whenever possible to give stability, and to use the donut technique with a foot on the floor to spin the bike around the corner. Without knobby tyres, finding grip was virtually impossible and everybody laughed at everybody else falling off. There was no harm done and no damage to any of the bikes, it was only our pride that took a battering.

And the final drill of the day? Linking the tarmac and off-road sections of the course and putting all the theory techniques into practice. What a hoot! After a couple of demo laps we were on our own and it was fantastic to see the progress that everyone had made. I had my first big crash of the day, which was entirely down to lack of concentration. Coming from the tarmac section where you have so much grip, to the off-road section (where you have none) caught me out completely and I did one of my best slides of the day, even if it was completely out of control.

Even though I was exhausted, the day at Rockingham left me wanting more and I'd recommend it to anyone. If you have a dirt bike and want to try supermoto, all you really need is a different set of wheels. It's a fraction of the cost of a new bike and you're experiencing a completely new sport. The Supermoto School will be holding extra days at Rockingham throughout the year (the next one's 26 May) so please call 01933 224449 for details. You too could be sliding your bike confidently after just one day's tuition.

Riding a supermoto:

GEAR: Off road helmet and goggles
One-piece leathers (no knee sliders)
Motocross or enduro boots
Back protector
Supermotard or road racing leather gloves

RIDING POSITION: Sitting forward, body over the foot pegs
Body leaning forward
Shoulders facing where you want to go
Leg out for minimum amount of time

Off road: Stand on footpegs
Sit down in tight corners, rear brake in 180-degree turns, use gas in 90-degree turns
Stand up in wide, open corners and use gas

Supermoto specification:

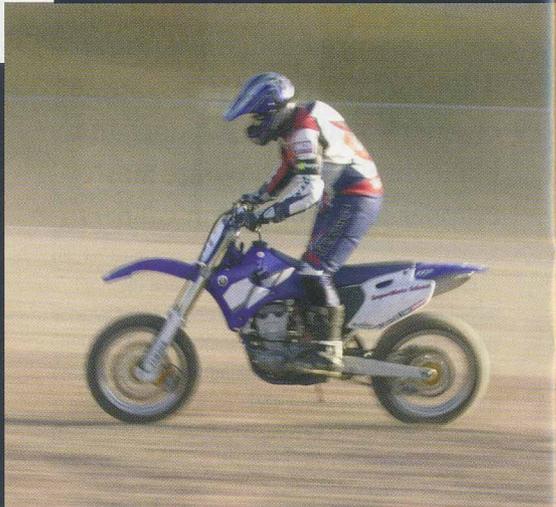
WHEELS: 17" diameter front (3.5" rim) and rear (4.25" or 5" rim)

TYRES:
Size 120 front, 160/165 for 4.25" rear, 150 for 5" rear
Type Cut slicks

PRESSURE: Typically 22-23psi front, 25-26psi rear

SUSPENSION: 270mm travel front and rear
20-30mm static sag
80-100mm rider sag

BRAKES: Front brake replaced - larger disc, larger caliper adapter, stronger caliper and master cylinder



BE CAREFUL WHAT YOU SIGN

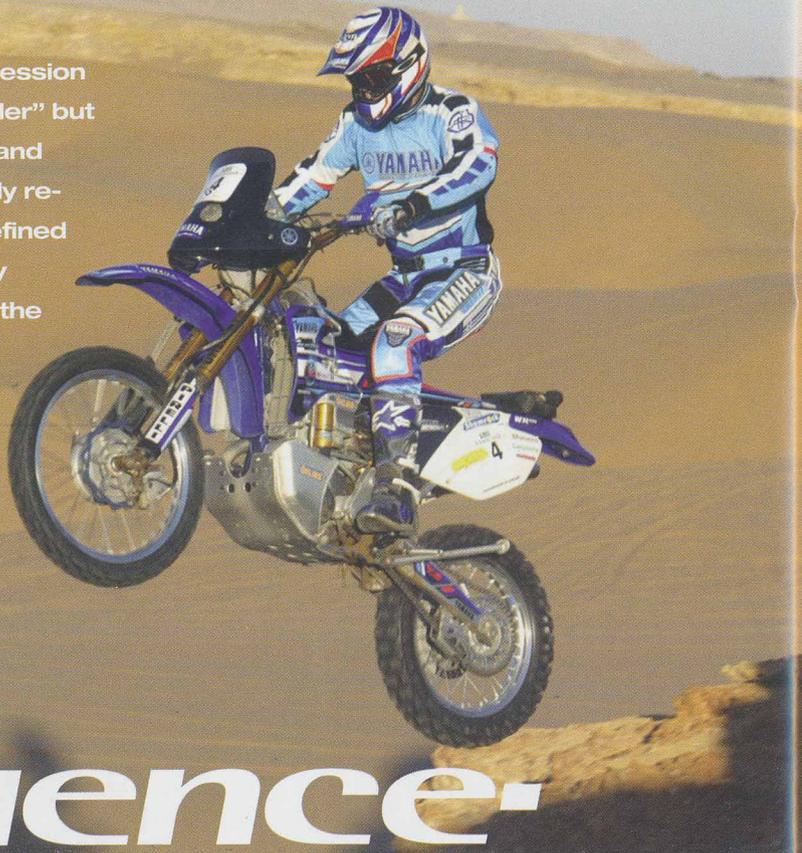


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We all know the expression “powered two-wheeler” but the boffins at Öhlins and Yamaha have recently re-engineered and redefined the literal meaning by actually transmitting the engine’s power to both wheels.

Gareth Corsi takes a look at a system they call 2-Trac



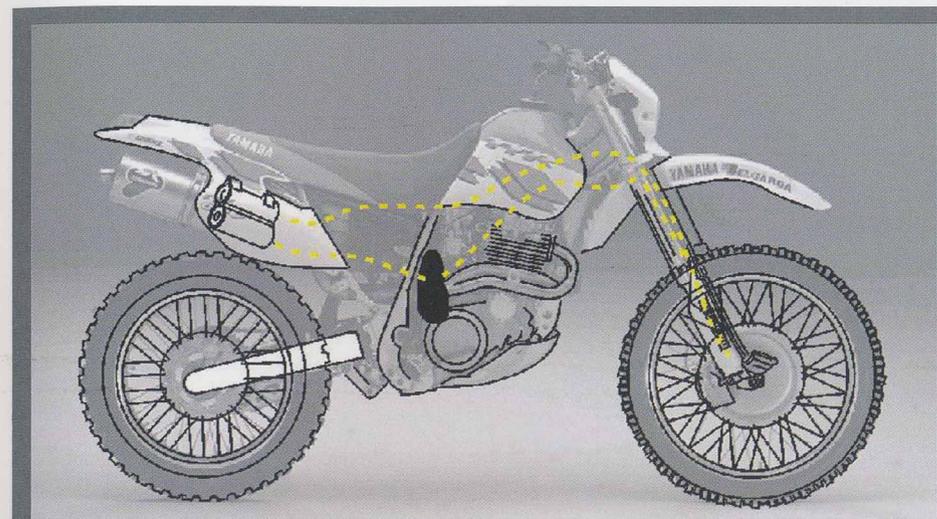
Science- traction

It almost seems like an invention from a science fiction or James Bond movie, doesn't it? I mean, a two-wheel drive bike? I know from experience that the engineers reading this will immediately start scribbling things down, trying to work out how this has been accomplished. I know this because I've been at an engineers' Christmas party where by trial and error we managed to pass the bottles of wine up and down the table using helium balloons. Rumour has it that the following night aerodynamicists actually started scribbling down calculations on napkins...

Anyway... I have somewhat digressed from the point. So, what's this about a two-wheel drive bike?

Well, it seems that engineers at Yamaha and Öhlins have been working on the project for some years now. The benefits are obvious – improved traction, easier steering, more power to the wheels etc. However, the negative aspects are a different matter entirely.

By tradition, the *modus operandi* of motorcycles has been the same as the bicycles they descended from, albeit with a slight horsepower increase. Power is transmitted to the rear wheel and manoeuvring is accomplished by turning the handlebars in conjunction with leaning the bike. Several attempts have been made to break with convention. Take the Bimota Tesi, for example – a noble attempt to provide



Above: Schematic diagram of the hydraulic system.



Far left: The fork-hub configuration is compact.

Left: The hydraulic pump nestles in behind the engine.

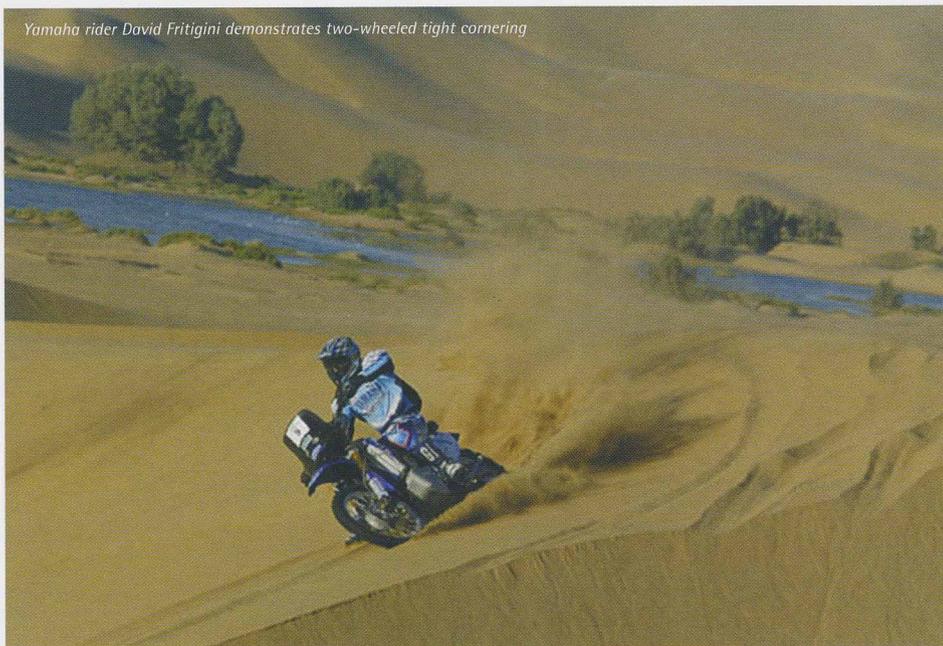
the world with hub-centre steering, that went hideously wrong.

The challenges of making a two-wheel drive bike are complex and no less daunting. Not wanting to succumb to the same fate as the Tesi is something that would play on any motorcycle engineer's mind. But how do you get power to the front wheel? The obvious choice is to use a mechanical drive train of sorts. However, mechanical systems are unwieldy and interfere with riding and performance. Lars Janson, R&D manager for future projects at Öhlins AB in Stockholm explained: "If you have a three-dimensional vehicle like a car, where you can reach the wheel hub from the side, it is very easy and efficient to fit a mechanical drive. But a motorcycle is two-dimensional. You must have a complicated mechanical transmission to reach the front wheel. The

components in the mechanical transmission are not so easy to conceal either. In the designs we have seen so far, the front suspension members are often built around the transmission components. All necessitates a rather complex layout of both the front suspension and the frame, together with an unorthodox styling. With our hydraulic transmission you can keep the standard layout, with the well-proven components."

The main concern when using a hydraulic drive system is that it is not as efficient as its mechanical equivalent but Janson's team overcame this with a bit of lateral thinking.

"In a motorcycle application," Janson continued, "the front wheel transmits very little power – normally five per cent or less. But what is important is that if the rear wheel starts to spin, then you lose lots of power. What we are doing is to take some of that



Yamaha rider David Fritigini demonstrates two-wheeled tight cornering

wasted rear wheel spin and instead transmit it to the front wheel. Therefore, even if we lose some efficiency in the hydraulic transmission we are gaining lots more by reducing rear wheel spin. If by transmission efficiency we mean, 'how effective can I use engine power for traction,' we are improving the transmission efficiency by adding the hydraulic front wheel drive."

With the drive system in place there are still more obstacles to overcome. Being able to transmit drive to the front wheel is all well and good but the power must be controlled somehow.

"The most important function on a vehicle is steering," Janson commented. "Regardless of other qualities, if you cannot steer your vehicle in the direction you want you might as well just get off and walk. A motorcycle is high, short and very powerful, so if you cannot limit the power to the front wheel you will get excessive front-wheel spin and no steering capability." In other words, you need a way of opening up the throttle without the front wheel spinning every time you do so. "With our hydrostatic

transmission," Janson continued, "you have inherent the smooth application of front wheel drive, important in corners, and spin-limiting capability so you never lose your steering."

With the drive system in place there are still more obstacles to overcome. Being able to transmit drive to the front wheel is all well and good but the power must be controlled somehow

A rider might need convincing, however, as sliding the rear and off-road riding go together like beans on toast. While a loss of traction does mean the power is not being put down through the rear wheel, having that wheel pointing in the right direction for the moment when you can put the power down is a necessary part of off-road riding. Janson disagreed:

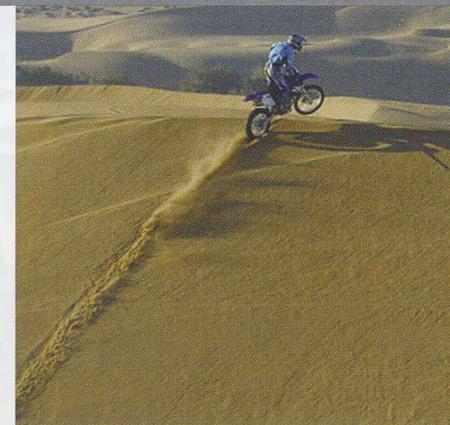
"When an experienced rider tries it for the first time and especially if the application is made on a bike he

has experience of, he thinks that the bike is down on power. He cannot spin the rear wheel as he normally does and in corners he cannot do power slides like before.

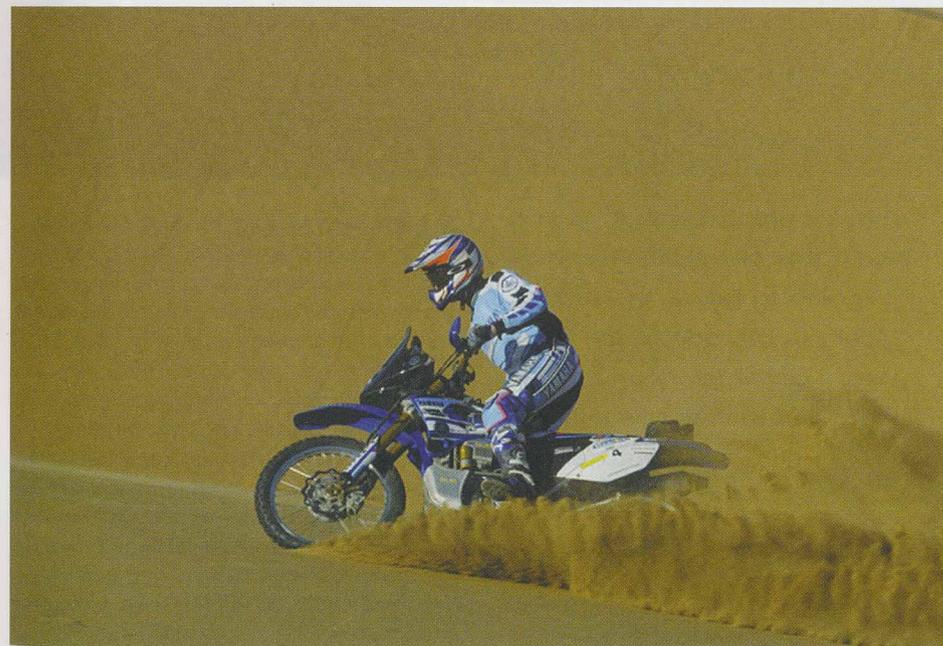
"However, if he is timed on a circuit he realises that he is much faster than before and we know why. We have reduced the excessive wheel spin and instead made the front wheel an effective pulling force. Apart from the obvious advantage of the improved traction, especially in sand and snow, we have noted improvements in the following situations:

- *high-speed riding – better high-speed stability and increased ability to change direction in corners*
- *corner exit – better stability and earlier throttle application possible.*
- *Better stability going uphill – the experienced rider can of course benefit from the spinning front wheel during wheelies and while airborne."*

Janson also believes that 2WD systems would benefit road riders too. In fact Öhlins has already tested its system on a variety of bikes. Still not convinced? Two Yamaha riders (including Jean-Claude



Olivier, President of Yamaha Motor France) entered the recent Shamrock Rally in Morocco on WR 450F 2-Trac bikes – and cleaned up. Don't get too excited, though. This project is still in the development stages, so until you see none too subtle changes to the YZR-M1's front suspension, don't hold your breath. However, if Öhlins and Yamaha manage to make a success of this, expect to find a 2WD option on bikes in the showrooms real soon. ●



Jean-Claude Olivier makes light work of deep sand

Free spirit

Kimba HALF WAY ACROSS Australia

A HISTORY OF KIMBA (RAINFALL 340mm)
 AS SETTLED BY A GOLD MINING GANG IN 1898, THE FIRST PERMANENT SETTLEMENT ON THE EAST COAST OF SOUTH AUSTRALIA DURING THE 19th & 20th CENTURIES WAS KIMBA. THE AREA WAS UNDEVELOPED UNTIL THE 1850s WHEN THE LAND WAS OPENED UP TO THE PUBLIC. THE AREA WAS SETTLED BY THE FIRST WHEAT GROWERS IN THE 1860s. THE AREA WAS SETTLED BY THE FIRST WHEAT GROWERS IN THE 1860s. THE AREA WAS SETTLED BY THE FIRST WHEAT GROWERS IN THE 1860s.



There's one thing that can be said about Nick Sanders: he's not going to follow the crowd. Gareth Corsi rode to the west Wales coast to try and figure out what makes this intrepid adventurer run

Why don't you come back to the house and we can discuss this over a nice cup of tea?" Nick said as he clapped a hand on my shoulder. His greeting was so warm and friendly that you would have sworn we'd known each other for years. In fact, it was the first time we had met.

Sitting in the spacious living room of his house, it was easy to see that Nick isn't a man who sits still for long. He isn't a man to lavish time and attention on creature comforts either, yet the room was no less comfortable for it. Nick has three children under five years of age and for a man whose wild, curly hair epitomises an almost rebellious independence, fatherhood is some responsibility. He was quite open about his relationship with his family.

and the kids will be here when I arrive back." Nick has been an adventurer for well over 20 years. He started his travels cycling to and from, and across various parts of the planet, and hasn't looked back since. Some years ago he replaced pedal power with something more substantial. More recently, "substantial" became an R1.

"People often query my choice of bike," Nick commented, "but I am a cyclist too. I'm small, light and am used to the crouch position, so it doesn't bother me in the slightest. In fact, for me it is a comfortable bike.

"It is garaged at the moment. I haven't ridden for about a month." My raised eyebrow prompted him to continue. "Oh, I like riding long distances but it doesn't mean I ride day-in, day-out. I may go for three or four months without riding.

"Now, there are some who don't think I'm a real biker, but I don't go for riders who say I'm not a real biker because I garage the bike for a few months. It seems to be the same type of people who want to challenge me on the track. They probably are fast over, say, a 2-mile closed circuit but what about speed over 100 miles, or 1,000, or perhaps even 10,000?

"Then there are those people who look at my achievements and say, 'Nick, you're a nutter!' Do I look like a nutter?"

I could understand his point but my definition of nuts is gauged on a person's willingness to (devoid of intoxication) strip naked, pull his underwear over his head, run around the streets and howl at the full moon. For me, the words

The Moto Challenge of Great Britain is literally a decathlon for motorcyclists. Riders will be observed and timed over several different courses...

"Nick" and "nutter" didn't appear in the same sentence. To others - no doubt lost in the terminal monotony of suburbia and protected by the comforting blanket of a nine-to-five routine,

"I've been so absorbed in riding for 22 years that having a wife, children and a house just didn't occur to me," he said simply. "Settling here in Machynlleth was my wife's idea. She's quite spiritual and it's something to do with the right lines of latitude and longitude.

"She is great - so understanding. She knows that there are some things I just have to do and lets me do them. I may walk in through the front door one day and say to her that I'm off round the world for eight months. She'll say, 'OK,' and I'll start making plans. It's reassuring to know that I have her support at all times and it's good to know that she

weekend drunken "hedonism" at a local night club and an annual two-week package excursion to a European resort – Nick would probably appear to be positively foaming at the mouth.

"I have to talk with the VAT man, the bank, my solicitor and my accountant like everyone else. Does that sound so nuts?" I opened my mouth and then shut it again. Some things about certain professions are best left unsaid.

"OK, I'll admit I'm a bit of a maverick," Nick conceded. The half smile he gave me led me to believe that he secretly enjoyed the label. "I just decide I want to do something and then do it. Things haven't always worked out for me but I'm a better person for it. I've been desperately poor and while I'm not a rich man now I think being poor makes you think more, spend wiser.

"But now after more than 20 years of taking from motorcycling, I'm putting back into biking what it's given to me." Nick casually steered the conversation round to his latest project – the Moto Challenge of Great Britain.

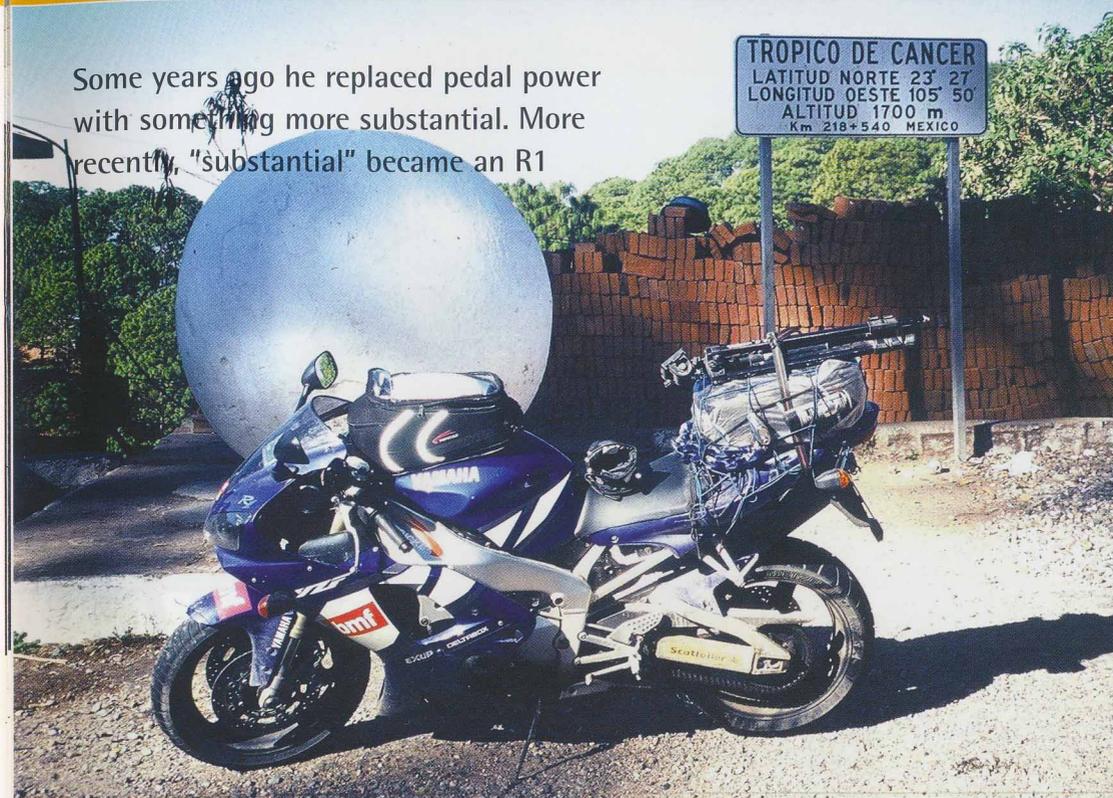
The Moto Challenge of Great Britain is literally a decathlon for motorcyclists. Riders will be observed

and timed over several different courses including the Cat and Fiddle Run, the Pass of Cattle, race circuits plus the Isle of Man TT Mountain Course. In addition riders will also be required to do a standing quarter-mile at Santa Pod, hill climbs and other observational and skills tests. By the end of the eight day tour, riders will have covered over 3,000 miles.

"I started with the Moto Giro d'Italia as a template," he continued, "but I wanted it to be so much more than that. The Moto Challenge is no ordinary road race, so hard-nosed, track-orientated racers may not necessarily win. I've tried to design the Moto Challenge to encompass all aspects of biking – from track racing, through road skills, navigation and hill climbing. Think about it, how would being timed riding the Isle of Man TT Mountain course sound to you? This would all be part of the eight-day challenge, travelling all over the UK. I know £660 sounds a lot when you put it on its own but when you find out that there could be up to £20,000-worth of prizes, I think that people will jump at the chance. I know it's a challenge but it's also designed to be fun



Some years ago he replaced pedal power with something more substantial. More recently, "substantial" became an R1



too. There will be major parties. Take the final evening for example – I'm planning to throw one big party – food, drink, live music, etc.

"Basically, I want people to get their money's worth. I want to give people such a fantastic time that they leave after the eight days thinking blimey, that was great but I can't take any more."

Depending upon the success of his Moto Challenge, Nick has already considered going international. He is already trying to get Dutch, German and Belgian teams to enter.

Concurrent to the Moto Challenge, Nick is also hatching other schemes to keep him and others busy over the coming months. After being with the man for a couple of hours I realised how easily people could misread him. The laid-back, casual, friendly and intensely likeable exterior hides quite a different persona from the outside world. He seemingly travels on a whim, yet his planning is

detailed and meticulous. The way he talks and answers with a question would make many a salesman jealous. However, even those as impervious to the hard sell as me find themselves wanting to listen to him. He is a businessman with razor-sharp acumen – and a mind that ticks over on the redline. But don't be fooled into thinking that he's another anonymous suit, only interested in profit. Nick is a biker and likes to mix with other bikers. If you want a serious challenge then ask Nick Sanders...

For more details on the Moto Challenge of Great Britain call Nick Sanders on 01650 511701 or Sharon Walker on 01650 511301, alternatively email office@motochallenge.com or visit www.motochallenge.com

For an exercise in poise, agility and refinement, visit www.yamaha-motor.co.uk or call 01932 358121.



R6

 **YAMAHA**

Sports round-up

Spring is here – technically at least. That can only mean one thing, the racing season is about to start. This year is significant for Yamaha's motorcycle racing activities. Two-stroke engines have gone, four-strokes are here to stay. MotoGP boasts more world champions than you can wave a chequered flag at and there's expected to be a head-to-head battle in WMX. Miss it, and miss out

Q&A with Davide Brivio, Team Director of the Fortuna Yamaha Team



How will you use Yamaha's achievements from last season for this season with the Fortuna Yamaha Team?

With no prior four-stroke MotoGP experience, we had to experiment last year.

We had some difficulties to start with but I think we reacted to them and that's why we won races. Second place in both the riders' and manufacturers' championships was a sign of how well we reacted.

This category seems to be a case of never-ending development and new ideas for all manufacturers. During winter testing we introduced fuel injection and a modified chassis. We have worked hard with our riders to select good specifications for the coming season.

How different will it be working with new title sponsor Fortuna?

Fortuna is Spanish-based and we have three Spanish races so I'm sure we will be busy. We hope this is the start of a good partnership.

Do you enjoy your role as Team Director?

We were demanding of the team last year, because of the speed of the M1's development. The mechanics had to work hard and quickly. It gave me a chance to

appreciate what was involved. I am looking forward to helping with team organisation this year. We have a great set-up and I am happy to be here.

Are you pleased with the riders' performance in winter testing?

So far, Carlos is taking care of new developments and is giving feedback to Yamaha engineers. He is our number one rider and our target is to win the championship with him. His winter preparation was perhaps harder than Marco's, and the technical choices he made were important. Meanwhile, Marco needs experience. He is learning something every time he gets on the bike. He is starting to understand the different parts and how they affect a bike's performance. He is enthusiastic and quick to learn. We know that a rider in a new class needs time and we are excited to see the progress he is making.

What is your main aim for the Fortuna Yamaha Team for 2003?

Carlos is ready to fight for the Championship. Marco is a rider with talent who will develop. The team has not changed much since last year, so we feel confident.

M1 suspension shocker

The new Yamaha, factory YZR-M1 prototype, was revealed at the 2003 IRTA test, held at the Jerez circuit in Spain. This R&D prototype is visually different to the M1s used by the factory Fortuna Yamaha Team and the Gauloises Yamaha Team. It features a unique Öhlins twin-shock rear suspension system; a four-into-one, under seat exhaust system; an inverted rear swingarm, and an experimental Deltabox chassis.

Technical Test Team Manager Shuji Sakurada feels that the addition of a dedicated full time test team will form the perfect platform to evaluate the potential of new ideas. Doing so alongside the factory teams provides the ideal environment to compare data. This is why the testing team is at the

FYT main workshop and why Yamaha has employed the services of top rider and former MotoGP Championship challenger Norick Abe.

"We are always evaluating new concepts in an effort to ensure that the M1 continues to be competitive," explained Sakurada. "Our main focus is chassis development. The twin-shock, rear suspension system is just one example of a fresh approach. The belief is that it could improve traction and tyre life."

Although the under-seat exhaust offers little benefit in outright power, its main advantage is that it allows the chassis engineers more room to develop the rear swingarm unit. The concept of featuring two main damping units across the top of the main chassis allows the flex characteristics of the alloy frame to be explored and rider feel to be improved.



Barros smokes 'em

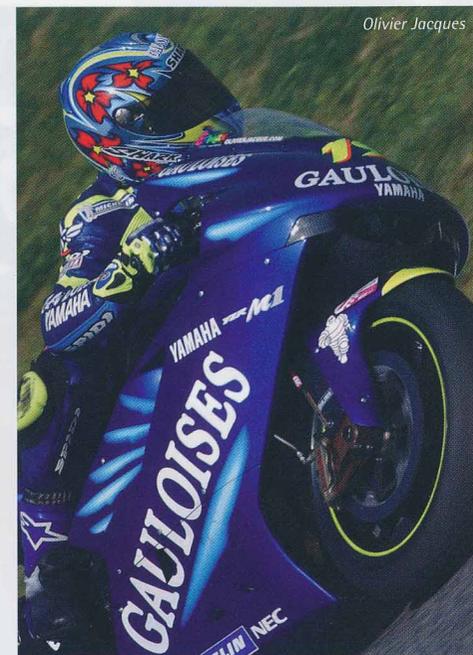
Gauloises Yamaha's Alex Barros concluded the IRTA MotoGP tests at Estoril by lapping under pole record time, despite sporadic rain showers. The Brazilian also topped the timesheets at the final European IRTA test at Catalunya, obviously relishing four-stroke life.

Meanwhile, Fortuna Yamaha's Carlos Checa has been concentrating on getting the set-up of the YZR-M1 right. The team tried an experimental set-up on Carlos' bike, which didn't work out as well as expected, so the popular Spaniard couldn't put in a time reflective of his recent form. His new team-mate is still adjusting to four-stroke racing. Young Marco Melandri hasn't had an easy time so far in MotoGP. He has just returned to riding after breaking his collarbone at Jerez a few weeks ago.

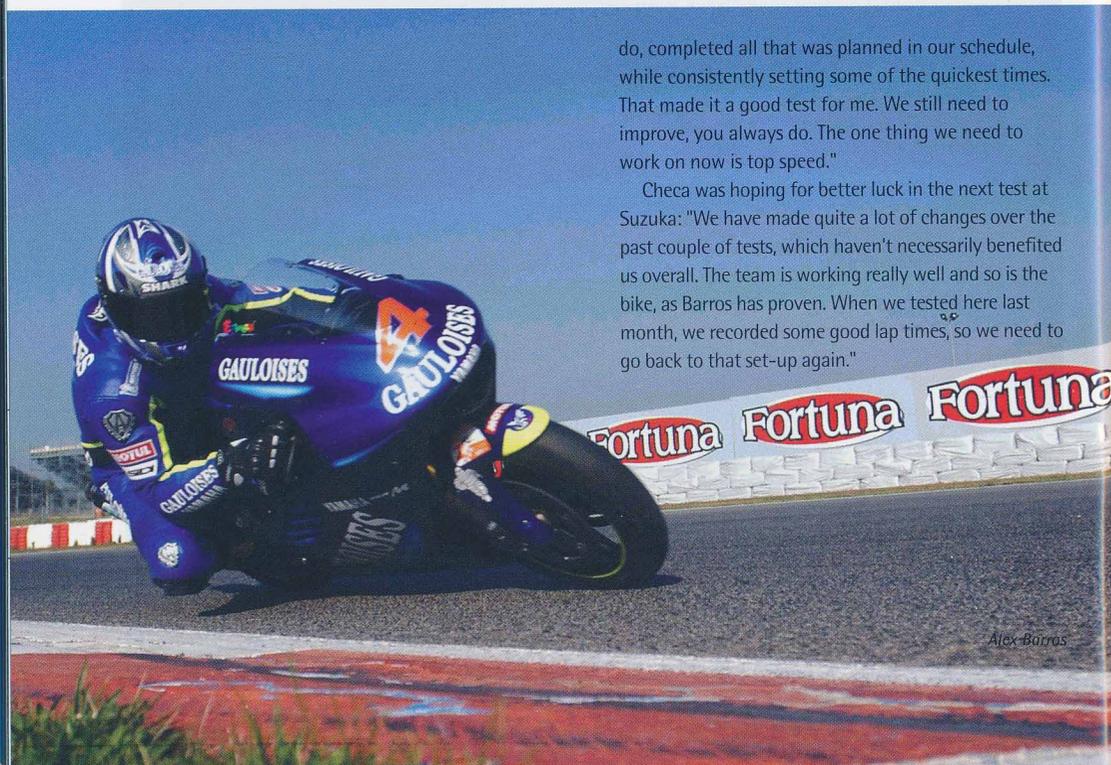
Shinya Nakano has very much been the quiet man of the tests so far but the d'Intin rider's times have impressed team-mates and competitors alike. "I am very happy with our overall performance," Barros commented. "We achieved what we set out to



Carlos Checa



Olivier Jacques



Alex Barros

do, completed all that was planned in our schedule, while consistently setting some of the quickest times. That made it a good test for me. We still need to improve, you always do. The one thing we need to work on now is top speed."

Checa was hoping for better luck in the next test at Suzuka: "We have made quite a lot of changes over the past couple of tests, which haven't necessarily benefited us overall. The team is working really well and so is the bike, as Barros has proven. When we tested here last month, we recorded some good lap times, so we need to go back to that set-up again."



Marco Melandri



Harris WCM prepares to test

Peter Clifford brought his Harris WCM team to Catalunya minus veteran GP star Ralf Waldmann. The German had signed to ride for Harris WCM in 2003 but after tests at Rockingham and Mallory Park 36-year-old Waldmann suddenly quit. He explained to Peter that he didn't believe he could adapt to four-stroke riding.

Meanwhile, new signing British Superstock sensation Chris Burns continues as planned. The 22-year-old Geordie rode a standard GSX-R1000 in the domestic championship last year but had this to say about his new bike: "It's mind-blowingly quick compared to the GSX-R. I tested the Virgin R1 at the end of last year and it's sharper than that too. It feels really strong but it's also very smooth on [power] delivery.

Niall Mackenzie is assisting as a test rider. His experience will be vital as the team prepares to do what few people thought possible – develop a MotoGP bike from scratch in 14 weeks. While Clifford is remaining tight-lipped about Waldmann's replacement, Alex Hofmann rode for the Red Bull WCM team last year and is believed to be in the frame. British rider Jay Vincent has also been tipped to take over Waldmann's ride.

FIM Road Racing World Championship Grand Prix

Round 1	6 April	Japan, Suzuka
Round 2	27 April	South Africa, Welkom
Round 3	11 May	Spain, Jerez de la Frontera
Round 4	25 May	France, Le Mans
Round 5	8 June	Italy, Mugello
Round 6	15 June	Spain, Catalunya (Catalan)
Round 7	28 June	The Netherlands, Assen
Round 8	13 July	UK, Donington Park
Round 9	27 July	Germany, Sachsenring
Round 10	17 August	Czech Republic, Brno
Round 11	7 September	Portugal, Estoril
Round 12	20 September	Brazil, Rio de Janeiro – Jacarepagua
Round 13	5 October	Japan, Twin Ring Motegi (Pacific)
Round 14	12 October	Malaysia, Sepang
Round 15	19 October	Australia, Phillip Island
Round 16	2 November	Spain, Valencia

Q&A with Ichiro Yoda, Project Leader for Yamaha's YZR-M1

Can you briefly describe the development stages that the M1 has gone through in the past year?

In 2002 we changed the M1's chassis and geometry completely – once at the Mugello GP and again in Brno. Engine performance, however, is something we have continually developed. We achieved a good engine braking system in the Mugello test before the Le Mans GP, which was a huge breakthrough. We also changed the fairing after Brno. Those were the main stages but we were constantly developing the bike throughout the year.

After the last GP in Valencia we tested our 2003 chassis. Now we have made a new engine for this chassis by modifying the crankcase.

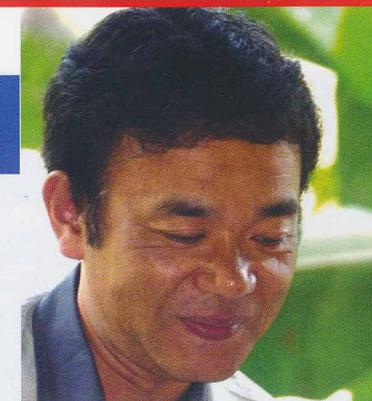
Why switch from carburetors to fuel-injection?

We started the M1 project with carburetors but always had the intention to evaluate fuel-injection. I don't think we suffered last year with the carburetors but we did run a fuel-injection system at Motegi and in the last two races.

We can now adapt the bike's engine mapping for each circuit with fuel-injection. There is also more control and improved correlation between the throttle and the rear tyre. The other advantage is in fuel consumption.

What stage are you now at with the electronic clutch control system?

We have taken out the electronic clutch control system. With fuel-injection, we can alter the mapping to give each rider the right level of engine braking. This can be adjusted depending on the circuit.



What role do Carlos and Marco play in the M1 development?

All our GP riders are equally important for our developments. We listen to their comments and opinions – riders see sides of the bike's performance that we engineers cannot.

Carlos' feedback is important because of his experience with the M1. Marco is still learning but his comments are just as valuable.

How does Yamaha aim to beat the increased competition in 2003?

We have to keep developing quickly. We ended 2002 with a competitive package, so we'll start this season from a better situation than we did this time last year. However, we are not just aiming to be competitive but to provide our riders with the best package on the grid. We'll have to wait and see what the competition comes up with. There is no doubt that the MotoGP class will be tough but that means it is an exciting challenge for us.

Are there any changes to the Michelin tyres, compared to last season?

Michelin has done a lot of development since the introduction of the four-strokes. Essentially the tyres will be similar to those of 2002 but of course Michelin is constantly testing and developing. We must develop the bike and the tyres mutually.

Enter the Dutchman

Team Yamaha Belgarda has signed MotoGP star Jurgen van den Goorbergh to spearhead the team's 2003 Supersport World Championship campaign.

Asked about his move from MotoGP to Supersport, Jurgen had the following to say: "After MotoGP I think World Supersport is the most important and competitive race class. I have a very positive feeling for both the bike and the team. It can't be easy for such a close team to lose Whitham and Casoli at once. I'm aware that I have a big gap to fill and I certainly hope that I can meet the challenge." Jurgen will be supported by Yamaha Motor Netherlands.

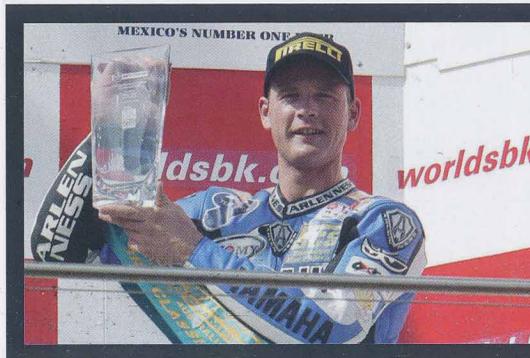
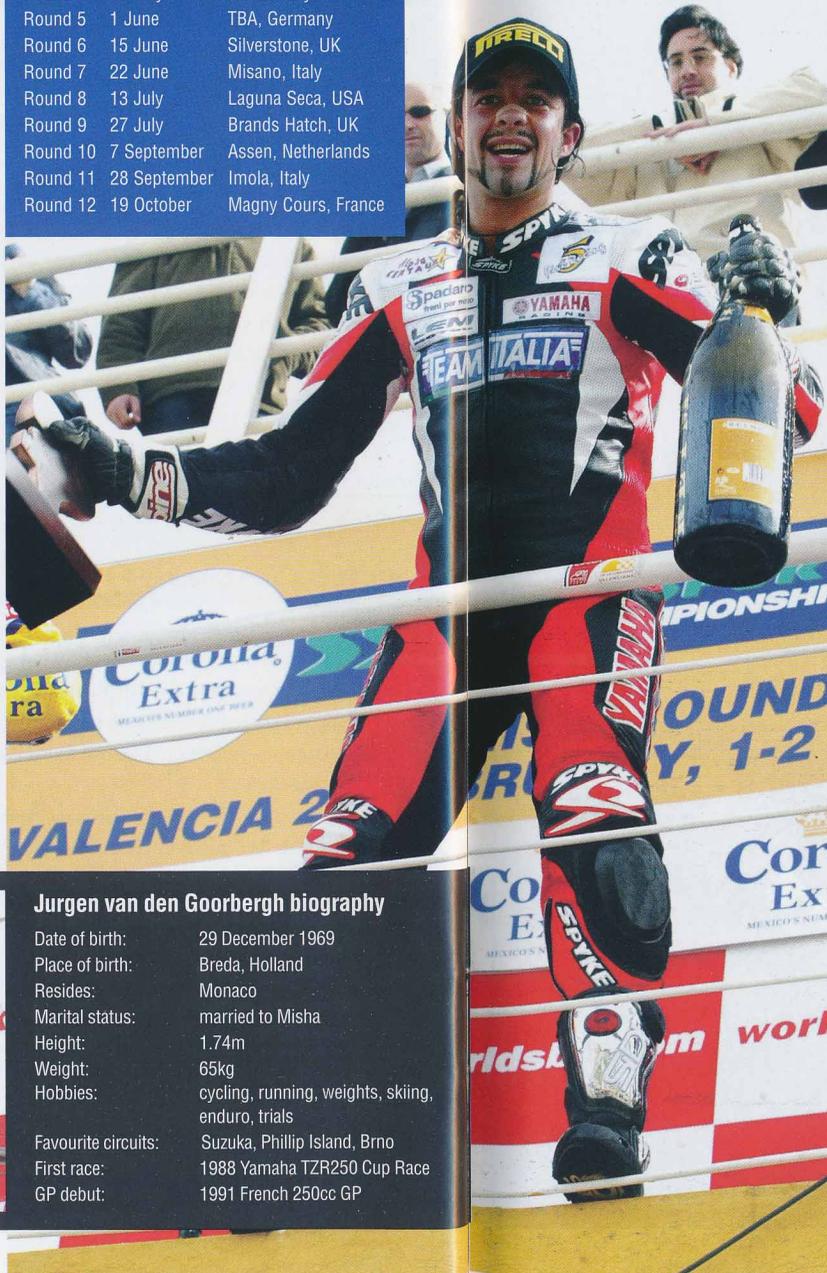
Yamaha Belgarda has also signed 24-year-old Italian Simone Sanna to partner vd Goorbergh this season. Sanna also had tests with a number of WSB teams but chose to ride 600cc bikes instead.

Profile of Jurgen van den Goorbergh

Since making his debut in the 1991 250cc French GP, Jurgen van den Goorbergh has finished as the top privateer in the 250cc and 500cc world championships on four occasions. After accomplishing this accolade for two consecutive seasons in the 250cc class, he switched to 500s in 1997 and subsequently achieved two pole position qualifications (Barcelona and Brno in 1999). He has started from the front row of the grid a total of seven times. In last year's MotoGP season the Dutchman had his first proper factory ride. Despite season-long difficulties with tyre development, he finished inside the top ten on four occasions, qualified on the front row in Australia and finished an equal career best of fifth in the race.

Supersport World Championship

Round 3	27 April	Sugo, Japan
Round 4	18 May	Monza Italy
Round 5	1 June	TBA, Germany
Round 6	15 June	Silverstone, UK
Round 7	22 June	Misano, Italy
Round 8	13 July	Laguna Seca, USA
Round 9	27 July	Brands Hatch, UK
Round 10	7 September	Assen, Netherlands
Round 11	28 September	Imola, Italy
Round 12	19 October	Magny Cours, France



Jurgen van den Goorbergh biography

Date of birth:	29 December 1969
Place of birth:	Breda, Holland
Resides:	Monaco
Marital status:	married to Misha
Height:	1.74m
Weight:	65kg
Hobbies:	cycling, running, weights, skiing, enduro, trials
favourite circuits:	Suzuka, Phillip Island, Brno
First race:	1988 Yamaha TZR250 Cup Race
GP debut:	1991 French 250cc GP



Alessio Corradi

Corradi's first podium

World Supersport's reputation for exciting competition was once more deserved. The first round of the 2003 Supersport World Championship at Valencia proved to be another thriller. The high point for the new Yamaha YZF-R6 was the first podium for Italian young gun Alessio Corradi. The Team Italia Spadaro rider took third place, coming from seemingly nowhere and fighting off close attention from more experienced riders. He also set the new race lap record (1:38.874) as early as the third lap.

"I am so happy to finish on the podium for the first time," an ecstatic Corradi announced. "I'm happy for my great team, happy with the new bike and pleased for all my friends and family. I had no idea the third lap was so fast but I knew my bike was quick. I am very satisfied – what a start of the season."

Among the veteran Supersport riders that Corradi beat to the rostrum was 2000 World Supersport Champion Jörg Teuchert. The Yamaha Motor Germany rider finished a fine fifth after a fighting performance. His team-mate Christian Kellner had a tough battle to finish eighth, after a small off-track excursion.

Yamaha Belgarda's new signing Jurgen van den Goorbergh had a torrid introduction to Supersport. vd Goorbergh was challenging for the lead early on but started to get problems with his clutch. He managed

Alessio Corradi celebrates on the podium

to finish the race but had slipped to ninth by the time he crossed the line.

However, when the championship moved on to the second round at Phillip Island, Australia, fortune smiled on the Dutch star. Van den Goorbergh charged through the field to snatch a well-deserved podium finish in only his second outing at Supersport World Championship level. The 21-lap race saw Chris Vermeulen power into the lead from pole position, followed by eventual second place rider Katsuaki Fujiwara. However, a multi-rider battle behind them developed into a classic slipstreaming contest, with up to ten riders contesting a podium finish at one stage.

Van den Goorbergh's ride was particularly impressive because his R6 suffered a mechanical problem during the first two laps. This meant that he had to cut through a battling pack of midfield riders. Jurgen finally caught and passed Stephane Chambon's Suzuki to claim third place. Local wild card Yamaha rider Kevin Curtain finished fifth, pushing Jörg Teuchert back to sixth.

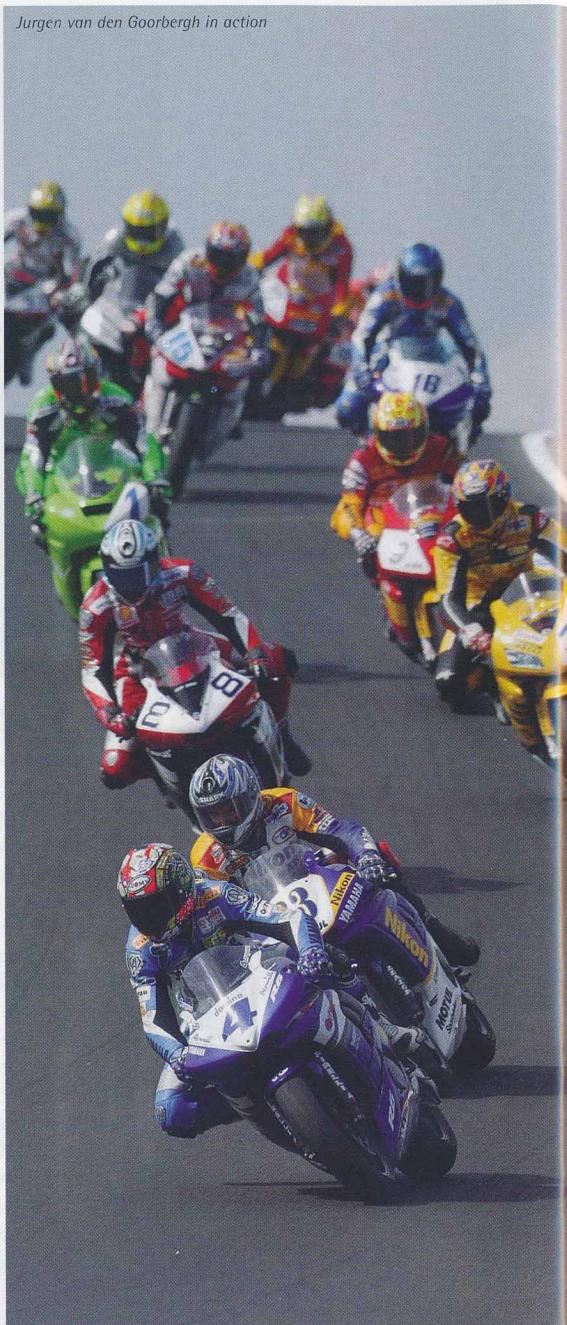
Alessio Corradi finished ninth after having set-up problems, while Christian Kellner finished 12th.

"I think I know this track better than any rider here because I have been coming here for ten years in GPs," vd Goorbergh commented. "I qualified OK in sixth place but I had a problem before the first corner and had to slow down for two laps. I just kept pushing from then on and it was pretty close. I hit Muggeridge quite hard one time, then Curtain. However, by the time I got past the second group I made a mistake and fell back again – entirely my fault. I saw Chambon ahead in third and I thought to myself: 'I am not going to leave here without a podium finish!'"

"That was a real fight," Teuchert mused, "but I like to fight. I am not fast enough in free practice and qualifying, which means that I have to work hard to get near the front in the races. At half-distance grip was very good but I was pushing so hard that I had used the tyre up, so I could not challenge in the last few laps."

In the championship table, vd Goorbergh now draws level with Corradi on 23 points, behind joint leaders Vermeulen and Fujiwara.

Jurgen van den Goorbergh in action



celebrating the new season's triumphs

Arrivederci, Jamie and Paolo

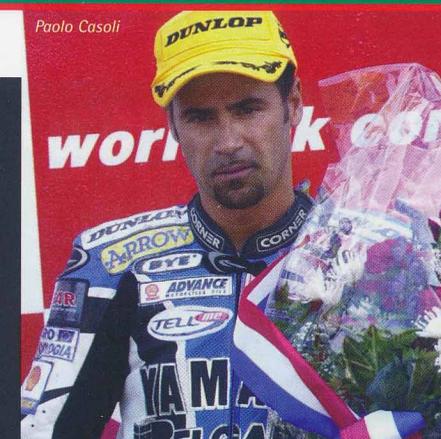
Race fans will no doubt be aware of the changes at Yamaha Belgarda shortly before the 2003 season was about to start. Team-mates Paolo Casoli and Jamie Whitham announced their forced retirements from racing due to injury.

Casoli has spent the winter months convalescing from a cranial trauma he sustained in a crash while testing last November. The 37-year-old Italian has recovered from the trauma but retains mild tissue damage (anencephaly) which, in the case of another crash, could lead to more serious complications. Casoli has chosen to follow the advice of his doctors and retire from racing.

"The doctors have been very honest," Casoli explained. "They told me that if I crashed again I could have big problems and ruin my future. This is too much of a risk for me. I am very sad to leave in this way after 20 years of racing at the highest level, but I have to think about my family too."

In another twist of misfortune, Jamie Whitham has also seen his career cut short by glaucoma of the left eye. He first encountered slight vision difficulties at the end of last season and sought medical treatment. Jamie maintains near normal vision for daily activities but the impairment becomes more acute during the

Paolo Casoli



stresses of top-level competitive racing and this has led to his decision to retire. Doctors suggested that it may be linked to the chemotherapy treatment that Whitham received for cancer in 1995.

"I was aware of the problem at the end of last season and discussed it with the team," Whitham said. "I didn't notice it again during the first two winter tests when we were in the wet and riding quite slow but it became a problem while I was testing at full speed in the dry. I just can't give that last 10 per cent with any confidence – and confidence is what racing is all about. I wouldn't want to put myself or anyone else in danger, plus, the guys at Belgarda are more like a family than a team and they deserve to have a rider who is 100 per cent fit."

Jamie Whitham



Podium for Everts

The new format Motocross GP class got underway at Bellpuig in northern Spain with Yamaha once again in the thick of the action.

There was plenty of interest in 250cc World Champion Mickael Pichon on his two-stroke Suzuki against double 500cc World Champion Stefan Everts of the Yamaha L&M Motocross Team.

In the early stages of the race Everts and team-mate Marnicq Bervoets, riding the new YZ450FM, ran in the top four. Team Yamaha De Carli rider Claudio Federici led the field on his production YZ450F.

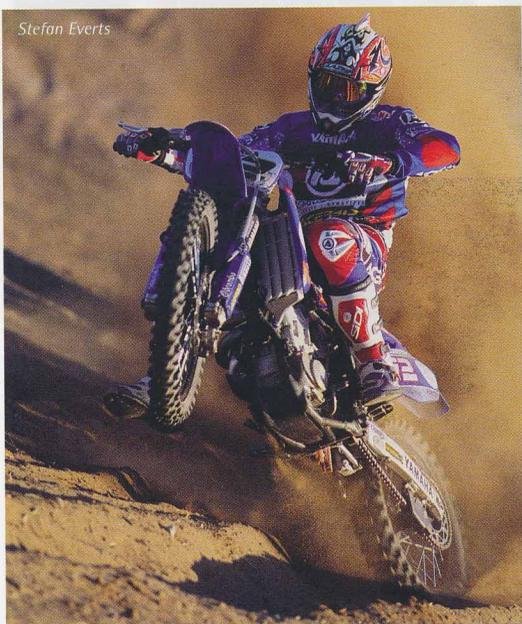
Individual Motocross World Championship

Round 2	13 April	The Netherlands, Valkenswaard
Round 3	4 May	Germany, Teutschenthal
Round 4	1 June	Italy, Montevarchi
Round 5	8 June	Bulgaria, Sevlievo
Round 6	22 June	Austria, Krntenring
Round 7	6 July	Sweden, Uddevalla
Round 8	20 July	Russia, Moscow
Round 9	3 August	UK, Rushmoor Arena (cancelled)
Round 10	10 August	The Netherlands, Lierop
Round 11	24 August	Germany, Gaildorf
Round 12	31 August	Czech Republic, Loket
Round 13	14 September	France, Erne

By lap five Pichon had moved into a lead he was destined not to lose but behind him the battle raged between Everts and fellow Belgian Joel Smets. In the end second place went to Smets. Everts had been suffering from the effects of his arm pumping up but still managed to defend his podium finish from the hard-charging Irish rider Gordon Crockard.

Fortune was not on the side of Bervoets and Federici. They crashed out in separate incidents. Federici was the first to go, crashing out of sixth place on lap 12. Two laps later Bervoets suffered a spectacular tumble that left his machine too badly damaged to continue.

Everts had mixed feelings about his podium finish: "I am both happy and disappointed with my performance today. I had such a good run-in to this race that I felt a good result was possible here. I had also been so relaxed throughout practice, giving me more confidence. The first laps of the race also went well but by the time I saw Pichon make his move I was starting to struggle with my arms. It's nothing new - I have had the same problem at the first GP over the past three years. However, I was determined not to lose my podium finish."



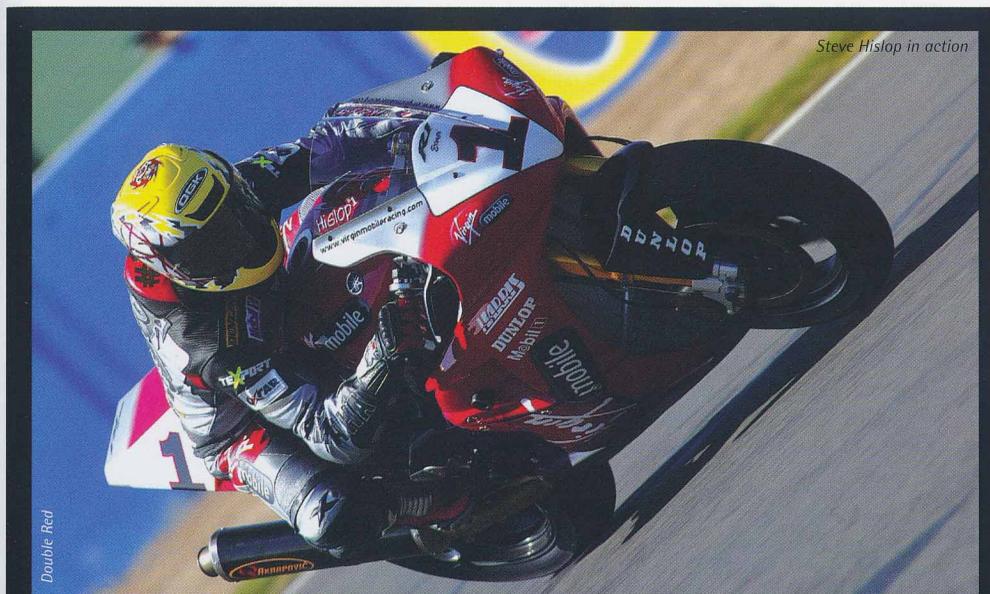
Stefan Everts

Mackenzie gets to grips

Billy Mackenzie of Yamaha Dixon Racing kick-started his first British Championship on the YZ250F, at round one of the 2003 Maxxis British Motocross Championship at Canada Heights on 16 March.

With a win and a fifth position from his first two rides, Billy was just looking for a consistent ride in the Maxxis Cup: "I had been sleeping between races as I felt really tired after the first two motos. I got off the line OK but then Cooper crashed right in front of me. I had to go around the carnage and landed heavily winding myself. I just had to get back on and finish the race," admitted the Scotsman.

Billy finished third place overall, scoring 55 points. "Obviously I would liked to have won both 125cc motos but Sword only has a 13-point lead and the season has just started, so I'm not worried."



Steve Hislop in action

Steady start at Silverstone

The Virgin Mobile Yamaha British Superbike team encountered mixed fortunes at Silverstone. Riders Steve Hislop and Gary Mason each claimed a fifth and an eighth place in the opening round of the championship.

In race one Gary Mason scored the highest-ever finish of his British Superbike career. The Lichfield-based rider was delighted with fifth and commented: "I had an excellent race and obviously was delighted with the result. It's always a big challenge here and you really have to go for it. I made a couple of silly errors but thankfully they weren't too damaging to the overall result. I'm pleased that I have finished the race and it's under my belt."

It was not such a rewarding race for Hislop. The defending champion led the field to the first corner. However, a brake problem forced the Scot to pull momentarily to the side and rejoin in 11th place. He finished the 22-lap race in eighth position.

In the second race, Hislop engaged in a close battle with Suzuki's Yukio Kagayama. Despite a fearless attempt to overtake the Japanese rider on the outside

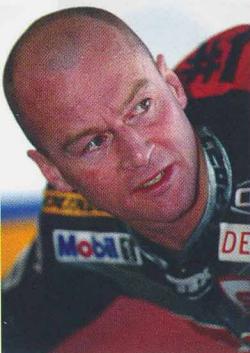
at Bridge on the final lap, Hislop had to be content with fifth.

"I so nearly had him," Hislop commented. "Believe me he is no slouch. It was a shame that I didn't manage to get him on the last lap. It was a little bit disappointing but at the end of the day I have learnt a great deal this weekend."

British Superbike Championship

Round 2	11-13 April	Snetterton
Round 3	18-20 April	Thruxton
Round 4	3-5 May	Oulton Park
Round 5	16-18 May	Knockhill
Round 6	20-22 June	Brands Hatch GP
Round 7	4-6 July	Rockingham
Round 8	18-20 July	Mondello Park
Round 9	8-10 August	Oulton Park
Round 10	23-25 August	Cadwell Park
Round 11	12-14 September	Brands Hatch Indy
Round 12	26-28 September	Donington Park

Profile of Steve Hislop



Steve Hislop, or "Hizzy" as he is known, has been about a bit. While most racers start to wind down and retire in their late thirties, the 41-year-old from Hawick just keeps on getting faster.

By today's standards some would consider Hizzy to be a late starter in motorcycle racing. He first came to the fore when finishing second in the Manx GP in 1983, aged 21.

From there on, in a career that has lasted 20 years, Steve Hislop has raced at every level from World Championship GP to the revered, 37-mile Isle of Man TT, which he has won no less than 11 times.

To describe Hislop as colourful would probably be an understatement. Hizzy is a product of the old school-style racing – before the big, slick media campaigns and corporate hospitality philosophy took over. Off-track Steve is straight talking and to the point. Couple this with a fiery temper and he can be a PR person's worst nightmare. If something is wrong expect fireworks but if it's right, you'll have a hard job wiping the smile off his face. However, the Scot has shown a different side to his character over the past couple of years – that of mentor. Hislop helped nurture his former team-mate, the diminutive and quiet Stuart Easton to the British Supersport title. Hislop's influence certainly showed. Easton copied his riding style and "borrowed" his lid design. It got the point where you could hardly tell the difference between the two of them.

On track there is not a lot Hizzy doesn't know about bike set up. Competitively, Hislop is as ferocious as they come. He will always take a bike to the absolute limit and sometimes beyond. The Onchan-based rider has had his fair share of spills over the years – most notably breaking his neck as a WSB wild card at Paddock Hill Bend in front of 100,000 fans in 2000. The following year, as runaway leader, he saw the BSB crown slip through his fingers when he snapped his leg at Rockingham and was forced to sit out the remainder of the season.

They say life begins at 40. In Hizzy's case, they couldn't have been closer to the mark. He was the clear favourite for the BSB title in 2002 and, despite a spirited challenge from Sean Emmett, won it in a canter. He broke a number of lap records along the way, including smashing Valentino Rossi's Donington Park GP circuit record. Rossi's time was barely three months old and the ink wasn't even dry in the record books. What was more interesting was that Hislop's bike was valued at about 0.5 per cent of that of Rossi's RCV. It makes you think.

Steve Hislop biography

Date of birth:	11 January 1962
Place of birth:	Hawick, Scotland
Resides:	Onchan, Isle of Man
Height:	1.77m
Weight:	65kg
Marital Status:	Single
Hobbies:	Motocross, training
Favourite circuit:	Suzuka
First Race:	Newcomers' Manx GP, 1983

Career

2002	Winner: British Superbike Championship
2001	Runner-up: British Superbike Championship
2000	7th: British Superbike Championship
1999	7th: World Endurance Championship 9th: British Superbike Championship Winner: Le Mans 24hr
1998	3rd: British Superbike Championship
1997	9th: British Superbike Championship
1996	5th: British Superbike Championship
1995	Winner: British Superbike Championship
1994	Winner: Isle of Man F1 TT Winner: Isle of Man Senior TT
1993	3rd: British Superbike Championship
1992	Winner: Isle of Man Senior TT Winner: Bol d'Or Runner-up: Spa 24hr
1991	Winner: Isle of Man F1 TT Winner: Isle of Man Senior TT Winner: Isle of Man Supersport 600 TT 3rd: Suzuka Eight-Hour
1990	Winner: British 250cc GP Championship
1989	Runner-up World F1 Championship Winner: Isle of Man F1 TT Winner: Isle of Man Senior TT Winner: Isle of Man Supersport 600 TT
1988	Runner-up: British Superstock Championship
1987	4th World F2 Championship Winner: Isle of Man F2 TT
1986	3rd: British F2 Championship
1983	Runner-up: Newcomers Manx GP

Future stars to shine on R6

Virgin Mobile Yamaha boss Rob McElnea and Yamaha Motor UK have come up with an innovative idea for 2003. They have literally taken over the British Junior Superstock Championship with the intention of searching for stars of the future. Not only this but Rob has thrown in a full-time ride with his team in the 2004 British Superbike Championship as first prize.

The championship has traditionally taken young hopefuls between the ages of 16 and 22. However, due to a big variation in quality, riders in the class quickly caused the descriptive name "Junior Pyschostock" to be adopted.

Rob Mac and Yamaha have decided to change all that. Rob has come up with a new format, one-make series – the Virgin Mobile R6 Cup. Of more than 100 applicants, Rob has selected 36 who will compete in the series in 2003. Each rider pays a £15,000 entry fee. For that he will compete in all 13 rounds of the R6 Cup, supporting the 12 BSB rounds and the British GP.

The R6s will be standard, road-going bikes with a few minor modifications:

- race bodywork
- Akrapovic race can
- rearsset foot pegs.

Riders will only be allowed to adjust the suspension. They will be prohibited from tuning the engine in any way. The Virgin Mobile team will be responsible for preparation.

Rob said: "The whole point of the R6 Cup is to let raw talent shine through. Whoever comes out on top in the series is clearly going to be special and we want to nurture that talent.

"The aim is to keep the bikes as standard as possible so that the kids can learn basic race craft.

"With the R6 Cup we aim to keep the playing field as level as possible to ensure that the most talented riders come to the fore. We're not even allowing tyre warmers. Kids have to learn that you can't always go mental from the start. You have to develop a feel for what the bike is doing."

The winner of the series will be offered a contract to ride for Rob McElnea's British Superbike team in 2004. The runner-up will receive half his entry fee

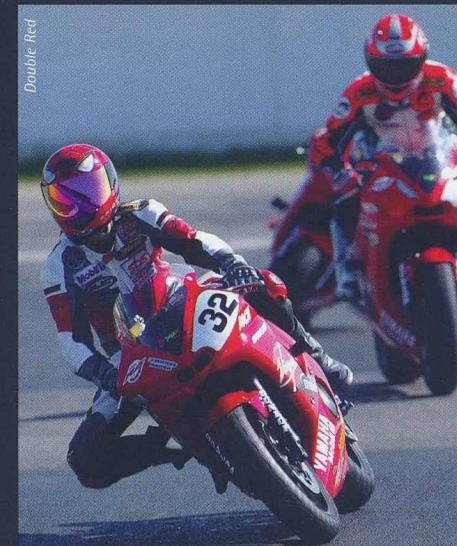
plus a 2004 Yamaha YZF-R6. The third-placed rider will receive one-third of his entry fee plus sponsorship for 2004.

Part of the championship also includes a test day with the Virgin Mobile Yamaha team, where the competitors will be able to benefit from advice and tuition from the likes of Jamie Whitham and Steve Hislop.

The importance of the Virgin Mobile R6 Cup was such that the first round was screened live from Silverstone on Sky Sports along with the two British Superbike races.

The first win of the season went to 18-year-old Peter Ward from Rugeley. Ward had been sitting comfortably in third place, watching the battle for the lead between Benjie Cockerill and Tommy Hill. On the last lap at the hairpin a braking mistake by Cockerill resulted in him dropping down to third place. Hill suffered less and retained second. Ward passed them both and moved into first place.

"I knew from what everyone had told me," Ward commented, "that it was important to keep your head, conserve your tyres and brakes and then I would be there at the end. I was sat there watching the two fighting for the lead and I had it in the back of my mind that if there was a slip-up I could benefit from it."



Yamaha accessories

R6 T-Shirt "Ignite Life" (£15.99)

Made of 100% cotton in sizes: S-XL

To complement the 2003 model R6, Yamaha has introduced an exciting range of accessories



R6 Watch (£24.99)

- colour setting related to the unit colours
- water resistant to 3ATM
- featuring the following functions: alarm, stopwatch, date and day, time
- colours: silver, blue, red, yellow.

YZF-R6 Carbon Front Fender (£119.99)

High pressurised racing carbon.



R6 T-Shirt "Extreme" (£15.99)

Made of 100% cotton in sizes: S-XL

YZF-R6 Sport Screen (£59.99)

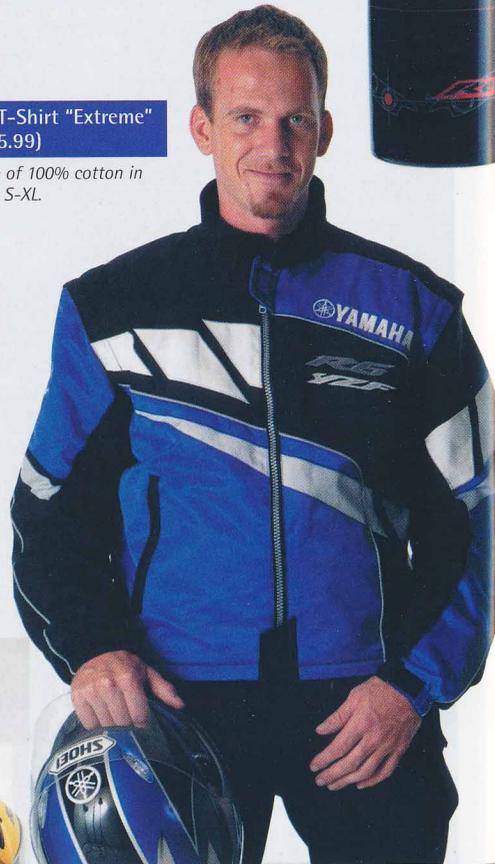
ABE approved. Length: standard screen +35mm.

- Smoke Screen with silver silk print
- Blue Screen with black silk print
- Red Screen with black silk print
- Yellow Screen with black silk print
- Smoke Racing Screen with yamaha-racing.com logo in black silk print
- Clear Racing Screen with yamaha-racing.com logo in black silk print.

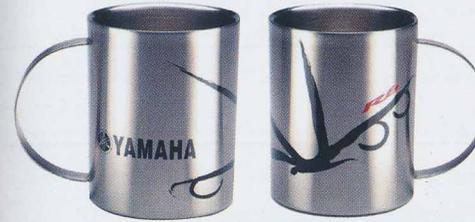
YZF-R6 Double Bubble Screen racing style (£59.99)

ABE approved. Length: standard screen +45mm.

- Smoke Screen with silver silk print
- Blue Screen with black silk print
- Red Screen with black silk print
- Yellow Screen with black silk print
- Smoke Racing Screen with yamaha-racing.com logo in black silk print
- Clear Racing Screen with yamaha-racing.com logo in black silk print.



R6 Mug Black Ceramic (£4.99)



R6 Mug Stainless Steel (£7.99)



YZF-R6 Solo Exhaust Bracket (£44.99)

YEC engineered. Anodized T6 aluminium.

YZF-R6 Roller Protector (£79.99)

YEC engineered. Anodized T6 aluminium brackets and high impact nylon rollers.



R6 Paddock Jacket (£99.99)

- in blue, red and silver/chrome colour schemes
- sizes: S-XXL
- shellfabric Kamett 420D 100% PA
- padded collar binding
- pocket for backplate upgrade
- removable PE moulded shoulder and elbow pads in pockets
- heavy twill antiseptic meshliner
- two outer and one inner pocket
 - removable sleeves
 - belt holder loop
 - elastic cuffs.



R6 Cap (£9.99)

YZF-R6 Seat Cover (£99.99)

Exchangeable with pillion seat. Turns R6 into a single-seat sports bike

- Yamaha blue
- racing red
- silver tech
- extreme yellow.



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

SUPERSPORTS


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



YZF-R6	4 cylinder, 4-stroke, liquid-cooled, DOHC, 16-valve	599cc	123 HP (90.5 kW) @ 13,000 rpm
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FJR1300/A	4 cylinder, 4-stroke, liquid-cooled, DOHC, 16-valve	1,298cc	143.5 HP (105.5 kW) @ 8,000 rpm
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TDM900	2 cylinder, 4-stroke, liquid-cooled, DOHC, 10-valve	897cc	86.2 HP (63.4 kW) @ 7,500 rpm
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YZF600R Thundercat	4 cylinder, 4-stroke, liquid-cooled, DOHC, 16-valve	599cc	100.1 HP (73.6 kW) @ 11,500 rpm
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FZS1000 Fazer	4 cylinder, 4-stroke, liquid-cooled, DOHC, 20-valve, EXUP	998cc	143.1 HP (105.2 kW) @ 10,000 rpm
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FZS600 Fazer	4 cylinder, 4-stroke, liquid-cooled, DOHC, 16-valve	599cc	95 HP (70 kW) @ 11,500 rpm
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XJ900S Diversion	4 cylinder, 4-stroke, air-cooled, DOHC, 8-valve	892cc	89.4 HP (65.8 kW) @ 8,250 rpm
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XJ600S Diversion	4 cylinder, 4-stroke, air-cooled, DOHC, 8-valve	598cc	61 HP (44.8 kW) @ 8,500 rpm
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XJ600N	4 cylinder, 4-stroke, air-cooled, DOHC, 8-valve	598cc	61 HP (44.9 kW) @ 8,500 rpm
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XJR1300	4 cylinder, 4-stroke, air-cooled, DOHC, 16-valve	1,251cc	106.2 HP (78.1 kW) @ 8,000 rpm
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BT1100 Bulldog	V-twin, 4-stroke, air-cooled, SOHC, 4-valve	1,063cc	65 HP (47.8 kW) @ 5,500 rpm
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V-Max	4 cylinder, V-type, 4-stroke, liquid-cooled, DOHC, 16-valve	1,198cc	140 HP (103.3 kW) @ 8,500 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 (107 Nm) @ 8,500 rpm	17 litres	1,395 mm	174 kg	120/70 ZR17 58W 190/50 ZR17 73W	Red, blue, silver
6.94 kg-m (68.5 Nm) @ 12,000 rpm	17 litres	1,380 mm	162 kg	120/60 ZR17 55W 180/55 ZR17 73W	Red, blue, silver, yellow
13.7 kg-m (134.4 Nm) @ 7,000 rpm	25 litres	1,515 mm	244 kg 251 kg (ABS)	120/70 ZR17 58W 180/55 ZR17 73W	Blue, silver
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, blue stone
6.7 kg-m (65.7 Nm) @ 9,500 rpm	19 litres	1,415 mm	187 kg	120/60 ZR17 160/60 ZR17	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	Yellow, blue, silver
6.2 kg-m (61.2 Nm) @ 9,500 rpm	22 litres	1,415 mm	189 kg	110/70 ZR17 54W 160/60 ZR17 69W	Red, silver, blue
8.5 kg-m (83.5 Nm) @ 7,000 rpm	24 litres	1,505 mm	239 kg	120/70-17 58V 150/70-17 69V	Silver, dark blue
5.4 kg-m (53 Nm) @ 7,500 rpm	17 litres	1,445 mm	198 kg	110/80-17 57H 130/70-18 63H	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	Silver
10.7 kg-m (104.7 Nm) @ 6,500 rpm	21 litres	1,500 mm	224 kg	120/70 ZR17 58W 180/55 ZR17 73W	Yellow, black, blue
9.0 kg-m (88.2 Nm) @ 4,500 rpm	20 litres	1,530 mm	229 kg	120/70 ZR17 58W 170/60 ZR17-72W	Bronze, silver, black
11.8 kg-m (117.7 Nm) @ 7,500 rpm	15 litres	1,590 mm	270 kg	110/90 V18 61V 150/90 B15 74V	Black

CRUISERS
125cc
FUN/ADVENTURE/SPORT

Model	Engine type	Displacement	Max. Power (DIN)	Max. Torque (DIN)	Fuel tank capacity	Wheelbase	Dry weight	Tyres (front/rear)	Colours
 XV1700 RoadStar Warrior	V-twin, 4-stroke, air-cooled, OHV, 8-valve	1,670cc	80 HP @ 4,400 rpm	104lbft @ 3,500 rpm	15 litres	1,665 mm	275kg	120/70-18 59W 200/50-17 75W	Titanium
 XV1600A Wild Star	V-twin, 4-stroke, air-cooled, OHV, 8-valve	1,602cc	63 HP (46 kW) @ 4,000 rpm	13.7 kg-m (134 Nm) @ 2,250 rpm	20 litres	1,685 mm	307 kg	130/90-16 67H 150/80-16 71H	Black
 XVS1100A Dragstar Classic	V-twin, 4-stroke, air-cooled, SOHV, 4-valve	1,063cc	62 HP (45.5 kW) @ 5,750 rpm	8.7 kg-m (85 Nm) @ 2,500 rpm	17 litres	1,645 mm	272 kg	130/90-16 67S 170/80-15 77S	Black
 XVS1100 Drag Star	V-twin, 4-stroke, air-cooled, SOHC, 4-valve	1,063cc	62 HP (45.5 kW) @ 5,750 rpm	8.7 kg-m (85 Nm) @ 2,500 rpm	17 litres	1,640 mm	259 kg	110/90-16 M/C 67S 170/80-15 M/C 77S	Silver
 XVS650A Drag Star Classic	V-twin, 4-stroke, air-cooled, SOHC, 4-valve	649cc	40 HP (29.4 kW) @ 6,500 rpm	5.2 kg-m (50.3 Nm) @ 3,000 rpm	16 litres	1,610 mm	235 kg	130/90-16 67S 170/80-15 M/C 77S	Silver
 XVS650 Drag Star	V-twin, 4-stroke, air-cooled, SOHC, 4-valve	649cc	40 HP (29.4 kW) @ 6,500 rpm	5.2 kg-m (50.3 Nm) @ 3,000 rpm	16 litres	1,610 mm	220 kg	100/90-19 57S 170/80-15 M/C 77S	Black, silver
 XV535DX Virago	V-twin, 4-stroke, air-cooled, SOHC, 4-valve	535cc	44.1 HP (32.4 kW) @ 7,500 rpm	4.69 kg-m (46 Nm) @ 6,000 rpm	13.5 litres	1,520 mm	182 kg	3.00-19 49S 140/90-15 M/C 70S	Black
 XVS250 Drag Star	V-twin cylinder, 4-stroke, air-cooled, SOHC, 4-valve	249cc	21.1 HP (15.5 kW) @ 8,000 rpm	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, black
 XVS125 Drag Star	V-twin cylinder, 4-stroke, air-cooled, SOHC, 4-valve	124cc	13 HP (9.5 kW) @ 10,000 rpm	0.96kg-m (9.4 Nm) @ 8,000 rpm	11 litres	1,530 mm	144 kg	80/100-18 47P 130/90-15 M/C 66P	Black, silver
 TW125	Single cylinder, 4-stroke, air-cooled, SOHC, 2-valve	124cc	11.8 HP (8.7 kW) @ 9,000 rpm	0.96 kg-m (9.4 Nm) @ 8,500 rpm	7 litres	1,350 mm	120 kg	130/80-18 66P 180/80-14 MC 78P	Blue, silver, yellow
 TT-R125/LW (E)	Single cylinder, 4-stroke, air-cooled, SOHC	124cc	9.8 HP (7.2 kW) @ 8,000 rpm	1 kg-m (9.85 Nm) @ 6,500 rpm	6.6 litres	1,240 mm (1,270 mm)	77 kg (78 kg)	70/100-17 (-19) 90/100-14 (-16)	Blue
 TT-R90 (E)	Single cylinder, 4-stroke, air-cooled, SOHC	89cc	5.6 HP (4.1 kW) @ 7,000 rpm	0.62 kg-m (6.1 Nm) @ 4,000 rpm	4.2 litres	1,040 mm	60 kg	2.50-14 4PR 3.00-12 4PR	Blue
 PW80	Single cylinder, 2-stroke, air-cooled	79cc	4.8 HP (3.5 kW) @ 5,500 rpm	0.64 kg-m (6.3 Nm) @ 5,000 rpm	4.9 litres	1,055 mm	57 kg	3.00/12 4PR 2.50/14 4PR	Blue
 PW50	Single cylinder, 2-stroke, air-cooled	49cc	2.7 HP (2 kW) @ 5,500 rpm	0.39 kg-m (3.8 Nm) @ 4,500 rpm	2 litres	855 mm	37 kg	2.50/10 4PR 2.50/10 4PR	Blue
 DT125R	Single cylinder, 2-stroke, liquid-cooled, crankcase reed-valve	124cc	14.1 HP (10.4 kW) @ 7,000 rpm	1.45 kg-m (14.2 Nm) @ 7,000 rpm	10 litres	1,415 mm	116 kg	2.75-21 45P 4.10-18 59P	Blue, black
 XT600E	Single cylinder, 4-stroke, air-cooled, SOHC, 4-valve	595cc	40 HP (29.4 kW) @ 6,250 rpm	4.9 kg-m (48.4 Nm) @ 5,250 rpm	15 litres	1,440 mm	160 kg	90/90-21 54S 120/90-17 64S	Blue, black

SCOOTERS

Model	Engine type	Displacement	Max.Power (DIN)
 XP500 TMAX	Twin cylinder, 4-stroke, liquid-cooled, DOHC, 8-valve	499cc	40 HP (29.4 kW) @ 7,000 rpm
 Versity 300	Single cylinder, 4-Stroke, SOHC, liquid-cooled	264cc	15.2 kW @ 7,500 rpm
 YP250 Majesty	Single cylinder, 4-stroke, SOHC, liquid-cooled	250cc	21 HP (15.7 kW) @ 7,500 rpm
 YP125R Majesty	Single cylinder, 4-stroke, SOHC, liquid-cooled	124cc	12 HP (9.3 kW) @ 9,250 rpm
 YN100 Neo's 100	Single cylinder, 2-stroke air-cooled	101cc	6.8 HP (5.9 kW) @ 7,000 rpm
 YQ100 Aerox 100	Single cylinder, 2-stroke air-cooled	101cc	7.5 HP (5.5 kW) @ 6,800 rpm

MOPEDS

 Jog R/RR	Single cylinder, 2-stroke air/liquid cooled	49cc	2.24 kW @ 6,500 rpm 2.76 kW @ 7,500 rpm
 YQ50 Aerox R	Single cylinder, 2-stroke liquid-cooled	49cc	3.7 HP (2.75 kW) @ 7,000 rpm
 YN50 Neo's	Single cylinder, 2-stroke air-cooled	49cc	3.9 HP (2.9 kW) @ 6,250 rpm
 CW50NG Bi-Wizz	Single cylinder, 2-stroke air-cooled	49cc	5.7 HP (3.4 kW) @ 6,600 rpm

OFF-ROAD

 YZ450F	Single cylinder, 4-stroke liquid-cooled DOHC, 5-valve	449cc	N.A.
 WR450F	Single cylinder, 4-stroke liquid-cooled DOHC, 5-valve	449cc	N.A.
 WR250F	Single cylinder, 4-stroke liquid-cooled DOHC, 5-valve	249cc	N.A.
 YZ250F	Single cylinder, 4-stroke liquid-cooled DOHC, 5-valve	249cc	N.A.
 YZ250	Single cylinder with YPVS, 2-stroke liquid-cooled	249cc	53 HP (39 kW) @ 8,000 rpm
 YZ125	Single cylinder with YPVS, 2-stroke liquid-cooled	124cc	39 HP (28.7 kW) @ 11,500 rpm
 YZ85/YZ85LW	Single cylinder with YPVS, 2-stroke liquid-cooled	84.7cc	28 HP (20.6 kW) @ 12,000 rpm

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	Silver, blue, plum
21.6 Nm @ 6,000 rpm	11.8 litres	1,480 mm	174 kg	120/80-14 150/70-14	Silver
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, blue, silver, grey
1.12 kg-m (9.9 Nm) @ 7,500 rpm	10.5 litres	1,480 mm	134 kg	120/70-12 51L 130/70-12 56L	Blue, silver, red
0.6 kg-m (9.2 Nm) @ 6,000 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) @ 4,500 rpm	7 litres	1,259 mm	87.5 kg	130/60-13-53L 140/60-13-57L	Red, blue
3.8 Nm @ 5,000 rpm 4.15 Nm @ 5,250 rpm	5.5 litres	1,210mm	75 kg (78 kg)	110/70-12 130/70-12	White, silver (R) Red, blue (RR)
0.42 kg-m (4.2 Nm) @ 6,000 rpm	7 litres	1,256mm	90 kg	130/60-13-53L 140/60-13-57L	Black, blue, 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	Silver, red
0.49 kg-m (4.9 Nm) @ 6,600 rpm	6.3 litres	1,206 mm	72 kg	120/90-10 54J 130/90-10 59J	Red
N.A.	7 litres	1,485 mm	100.5kg	80/100-21 110/90-19	Blue
N.A.	10 litres	1,485 mm	112.5kg	130/90-18 120/90-18	Blue
N.A.	10 litres	1,475 mm	105.5kg	90/90-21-54R 130/90-18-65R	Blue
N.A.	7 litres	1,475 mm	94.5 kg	80/100-21-51R 100/90-19	Blue
5 kg-m (49 Nm) @ 7,500 rpm	8 litres	1,485 mm	97 kg	80/100-21-51M 110/90-19-62M	Blue
2.6 kg-m (24.6 Nm) @ 10,000 rpm	8 litres	1,438 mm	87 kg	80/100-21-51M 100/90-19-57M	Blue
1.7 kg-m (16.7 Nm) @ 11,000 rpm	5 litres	1,255/1,286 mm	66/69 kg	70/100-17-40M 90/100-14-49M 70/100-19-42M (LW) 90/100-16-52M (LW)	Blue

AVON

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Bristol BS1 3PY/Riossi, 15-19 Stokes Croft 0117 942 3602

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Cambridge CB4 3JP/Hallens of Cambridge, T/A Allins, 182-184 Histon Road 01223 311611

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

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P Jersey JE2 3YA/GB Motorama Ltd, The Yamaha Centre, 18 Great Union Road, St. Helier 01534 722819

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Boretech Engineering Unit 10 Golding Barn Ind. Est., Henfield Road, SmallDole, 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 IM1 1BF 01624 623725

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

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

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

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

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

M GT Motorcycles 77-79 Torquay Road, Paignton, Devon TQ3 2SE 01803 559949

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