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YAMAHA

The Yamaha owners magazine

Spirit

SUMMER 2001



Special offer R1s
Now at your official Yamaha dealer

YAMAHA'S NEW BULLDOG

WR250F TEST

THE R6 STORY

TMAX ON TRACK

FJR1300 DEVELOPMENT



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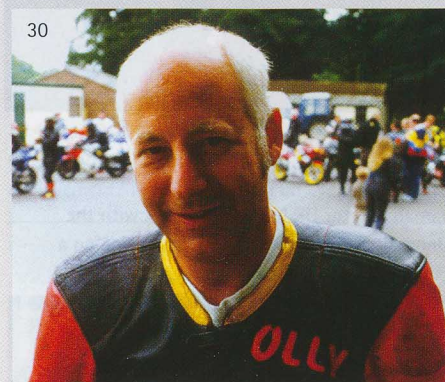
Thinking ahead to autumn and winter, the Yoko range of clothing will keep you dry, warm and looking good whatever the weather

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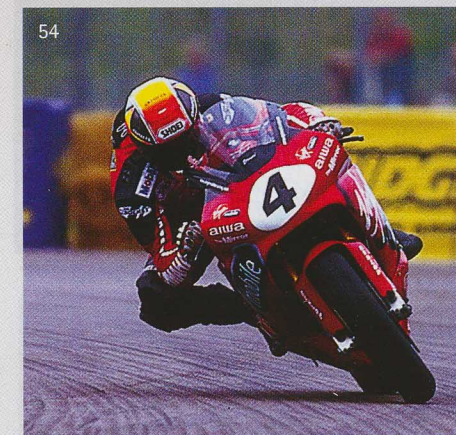


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When four-stroke machines are allowed to race in GPs in 2002, Yamaha will be on the pace straight away with the stunningly fast YZF-M1. *Spirit* traces the history and development of the revolutionary four-stroke GP prototype

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Committed and dedicated, no British Superbike rider pushes the boundaries further than hard-man Haydon



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The only place you can be sure of getting top quality parts and service is at an official Yamaha dealer



There's never been a better time to buy a Yamaha. The range is more diverse and stronger than ever, with machines that can offer you a level of riding experience that you could only have dreamed about a few years ago. And of course the long awaited summer has finally arrived.

The best model line-up deserves the best support programmes, and that's why there's 12 month's free RAC cover and a free 18 month subscription to *Spirit* when you buy a new official Yamaha moped, scooter, or motorcycle.

We have also just announced a free insurance campaign on all mopeds and scooters up to 125cc so don't forget to tell your friends, or in fact, think about one for yourself, particularly if you're looking for a way to beat the traffic. There are also some other exciting incentives available at your official Yamaha dealer on a number of models, including the R1 and Fazer 1000.

A word of warning though, these tremendous last forever – they're limited promotions – so if you're looking to buy, you should think about it sooner rather than later.

I hope you enjoy the third issue of *Spirit* and let's all look forward to lots of fun-packed sun-baked miles of summer riding.

Free insurance on all 50cc, 100cc and 125cc scooters*

This great new offer runs until 17 September and includes YQ50 Aerox, YN50 Neo's, CW50 NG Bi-Wizz, EW50 Slider, YH50 Why, YQ100 Aerox, YN100 Neo's, XQ125 Maxster, XN125 Teo's & YP125 Majesty.

Also, the free third party fire & theft insurance covers up to four family members and can be upgraded to fully comprehensive at heavily subsidised rates. In addition, Yamaha Assist – a one year RAC cover scheme, comes FREE with all Yamaha motorcycles, mopeds and scooters purchased in the UK from authorised Yamaha dealers. So what are you waiting for? (*subject to status)



Yamaha sponsors UEL

Yamaha Motor UK has forged a link with the University of East London by commissioning a project as part of the marketing and communications element of the Fashion: Design with Marketing course.

Students were set the task of researching the scooter market and to identify key target markets for the Yamaha product.

A Yamaha YN50 Neo's was offered as a prize for the student who presented the most comprehensive market research and could show a sound understanding of consumer needs in the 21st century. The results were judged by an independent panel and the research made available to Yamaha. The YN50 Neo's was won by Finnish student Laura Kupari (pictured) who produced the best project results from a group of 35 students.



Quick Flash

Spare a thought for the ex-record holders of the standing and flying quarter mile and kilometer, as they have all been broken by an R6, ridden by Alan Tinnion at RAF Woodbridge.

The completely standard R6, just out of the showroom and with less than 1,500 miles on the clock took the standing quarter time down from 12.23 to 11.01 seconds; the flying quarter mile from 6.37 to 5.76 seconds; the standing kilometer from 23.43 to 20.46 seconds; and the flying kilometer down from 15.99 to 14.37. Alan's verdict on his achievement? He thinks he can go even faster!



Simple, effective, Easy Super



Emission-free electrically powered bicycles are currently enjoying tremendous growth worldwide and are a viable alternative to the car for local journeys. Twenty-eight million journeys each year in the UK are of less than a mile and this has been recognised by Kia cars, who have launched their Think Before You Drive campaign.

A new PAS Roadshow is now touring the UK and Kia has provided Sedona MPV and Sportage 4WD vehicles to transport the Yamaha range of PAS bicycles. The PAS Roadshow promotes cycling as being good for physical fitness, as well as beneficial for the environment. Check out the next edition of *Spirit* for a test on the new Easy Super.

Yamaha has launched the ultimate in assisted cycles, the new Easy Super. In a first for Power Assisted Systems (PAS) the Easy Super's motor can be asked to provide more assistance than the rider. A choice of assistance levels offers the rider a normal ratio (where the motor provides 50% of the power) and a new 'Super mode' where the motor provides 70% of the power required.

This new system is coupled to the latest fully-automatic Shimano gear system, which selects the best gear out of four for the rider. New levels of comfort are also a feature of the £995 Easy Super, thanks to new front suspension and a suspended gel seat.



Now touring: The PAS Roadshow in conjunction with Kia cars



Ritchie Neville hitches a ride

Ritchie Neville from boy band 5ive was recently photographed with stunt rider Dave Coates. Ritchie, who is a biking fan, watched as Dave Coates performed breathtaking tricks and stunts on his Yamaha EW50 Slider scooter at a recent bike show.

He was so impressed that he jumped on the back of the Slider as Dave Coates carried out stoppies and wheelies.



P&G choose Yamaha

To promote the launch of new Bold 2 in 1, Procter & Gamble has chosen Yamaha scooters to feature as competition prizes in 115 selected stores around the UK. Customers are able to win a YN50 Neo's in selected Safeway stores, with the additional bonus of a year's free RAC cover and third party insurance.

Cosmo show winner

Yamaha displayed four scooters at the recent Cosmopolitan Show in London. Over 50,000 visitors attended the fashion, beauty and lifestyle show, with 17-year-old Louise Radcliffe from Ashted,



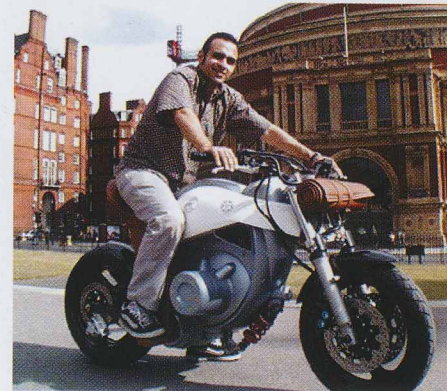
Surrey, winning a YN50 Neo's scooter, which was offered as a special competition prize. Louise is pictured here collecting her scooter from Portman Motorcycles in Guildford, Surrey.

Open for business

Another new addition to the Yamaha network is a new Premier Scooter and Moped Dealer, Alex Buckingham Motorcycles, of Barnstable in north Devon.

Racing legends Rob McElnea, Jamie Whitham and James Haydon also joined forces on July 7th to open a new Yamaha Premier dealership in Northamptonshire. Macsport Yamaha Brackley has 100 new and pre-owned motorcycles displayed on the 4,000sqft ground floor, while the first floor is given over to the latest products and accessories - including a themed café bar and meeting area with a range of unique racing momentos gathered from paddocks around the world.

And if you want to know where your nearest dealer is, check out our comprehensive listing, which starts on P.64.



Form or function?

When Royal College of Art student Sarkis Benliyan told us he was designing a concept motorcycle as part of his degree course, we were able to provide him with a Thunderace as a donor machine. This is the result of his efforts and we rather like it, but what do you think? Let us know by e-mailing spirit@yamaha-motor.co.uk

European police forces evaluate FJR1300

Since its European debut last year, the FJR1300 has been generating a great deal of interest, especially among police forces, so Yamaha invited police riders to an evaluation day in the Netherlands.

The Lelystad track is operated by the Netherlands police and consists of a 2,700 metre circuit with a 700 metre straight. There are also many other test areas which allow the police to practice riding on everything from uneven cobbled surfaces through to slippery tramlines.

Using standard FJR1300 bikes, police riders from all over Europe, including the UK, participated in a comprehensive test session which allowed them to experience the FJR1300 in a wide range of conditions.

A recipe for success

How can a chef be in five places at the same time? That was the problem facing celebrity chef, Aldo Zilli, with four restaurants to oversee and a new



deli soon to open. After hearing about the national Ride to Work Day, Aldo cooked up the idea that at least he could try to be everywhere at once on a Yamaha Neo's.

"It has been a nightmare trying to get from one restaurant to another, so the Yamaha scooter is saving me time and money. I hate sitting in London's traffic queues, so now at least I can whizz past the jams and get on with running my business."

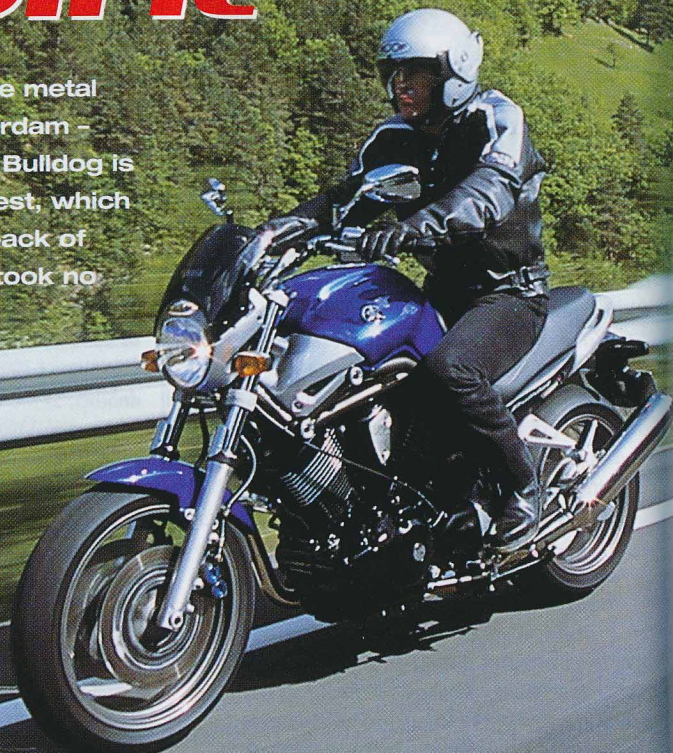


The information gathered will allow Yamaha to develop a police-specification FJR1300 aimed directly at European police forces, who replace approximately 2,000 of their existing fleet each year.



Bulldog spirit

Big cubes, heavy on the metal and designed in Amsterdam – Yamaha's new BT1100 Bulldog is biking at its relaxing best, which is why that most laid-back of journalists, Olly Duke, took no time in adapting to it

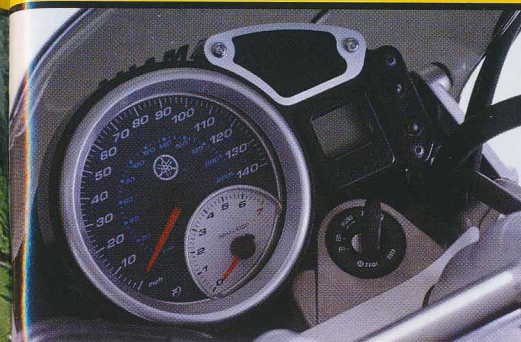


The Bulldog is a first for Yamaha. It's a machine that's been entirely conceived, designed and produced in Europe. Modern, but not high tech, uncomplicated, but not basic, powerful but not intimidating, equipped to a high standard and built to a high quality, it neither follows fashion or attempts to be something it isn't.

It's a streetbike alright, but with an attitude that captures the spirit of traditional motorcycling. The engine is a modified version of Yamaha's proven 1100cc V-twin engine that is famed for its high torque output, excellent reliability and strong, yet

relaxed power delivery. It looks huge and is the focal point of this powerful roadster. The machine's muscular appearance is further enhanced by a beefy, tubular steel, twin backbone chassis that exudes class.

The Yamaha is set apart from its rivals due to its easy handling characteristics, unthreatening behaviour and lack of quirks. Press the starter, snick it into gear and just roll away. Delivering 65ps at 5,500rpm, with maximum torque coming in 1,000 revs earlier, the big V-twin delivers a broad band of low to mid-range pulling power that makes the Bulldog easy, yet exciting to ride.



The fuel tank rises like the muscular shoulders of the aggressive pooch that gave the bike its name and the arty, slender rear end is designed for genuine two-up comfort. The steering is light and agile, giving no hint of the long, 1530mm wheelbase. In fact, the Bulldog actually feels rather compact.

The suspension provides a plush ride and the relaxed engine doesn't overload the forks and monoshock, both of which are adjustable for spring preload. The front calipers come from the R1, so the stoppers are very good, with plenty of feel and power through the lever.

With the Bulldog, Yamaha has placed a lot of emphasis on comfort. The rider sits very much 'in' the bike, which is equipped with a long, stepped dual seat, and the 20-litre fuel tank is sculptured so that you can tuck your knees in. The wide bars and footrests are placed to give a natural seating position and a small windscreen helps deflect air away from the rider.

The Bulldog's unique looks set it apart from the crowd, with highlighted frame, five-spoke 17-inch cast wheels and stylish instrumentation that includes a clock, fuel gauge and trip meter, as well as a circular speedometer that incorporates a small tachometer.

The Bulldog will appeal to those who don't like their engines hidden behind plastic and are looking for an alternative to the best-selling supersports machines, yet still want to experience the excitement of two wheels. In addition, commuters who want reliability, comfort and ease of use, not to mention low maintenance and running costs will also be attracted to the BT1100. In short, it's a 'real' motorcycle that is practical to own, timelessly styled and delivers pure riding pleasure. And that's no bull. ●



Spec

Engine	1063cc air-cooled V-twin, four valves, 8.3:1 compression, 95 x 75mm bore x stroke, two 37mm carbs, five-speed gearbox, shaft drive.
Chassis	Steel twin backbone, 43mm forks adjustable for spring preload, monoshock adjustable for spring preload, twin front 298mm discs with four-piston calipers, rear 267mm disc with twin-piston caliper, five-spoke wheels.
Dimensions	
Weight	229.5kg
Fuel capacity	20 litres (5.8 litres reserve)
Wheelbase	1530mm
Seat height	812mm
On sale	November

Jam buster

Launched recently at the Buckmore GP Kart track, Yamaha's fully-automatic Maxster was unveiled to a large press corps, which included representatives from all of the major specialist press, as well as style, lifestyle, newspaper and men's magazines. Oliver Sylvester-Bradley of Scoot-about.com and Paul Taylor were there to see the action

The Maxster is Yamaha's latest sports commuter, and like most scooters these days it's a fully automatic 'twist and go' machine, but it bucks the trend by being powered by Yamaha's incredibly reliable liquid-cooled 124cc four-stroke engine, rather than two-stroke.

Not only does this do away with the need for two-stroke oil, but the four-stroke motor is also surprisingly quiet, emitting a pleasantly low engine note rather than screaming like some of the two-stroke alternatives.

The highly reliable 124cc, two-valve, liquid-cooled motor is the same unit that's used in the Majesty and Teo's scooters, and is one of the most respected units in the business. Producing a power-to-weight ratio of 97bhp/tonne it delivers more than sufficient performance for its intended environment. In short, the Maxster's sports oriented credentials are impeccable.

Yamaha's comprehensive range (including the Maxster) now totals no less than 12 machines, ranging from the budget Neo's 50 to the 500cc Tmax, so where does the Maxster fit in? Well, the Yamaha XQ125 Maxster (to give its full name) is aimed at the style-conscious, looking for clean and efficient performance, coupled to elegance, sharp styling and efficiency.

The styling, which has been clearly inspired by Yamaha's best selling 1000cc YZF-R1 superbike, combines form with function, offering step-through convenience, weather-beating protection and compact dimensions.

Ergonomically it has an upright riding position and a seat height of 824mm, so the rider enjoys a

commanding view over cars. There's also ample space for a passenger and large fold-out, aluminium footrests to give pillion riders a solid platform for their feet.

The Buckmore Park kart track is a challenging circuit, with a good blend of tight hairpins, sweeping bends and a number of gradient changes to give the suspension a good workout. This allied to a long start/finish straight confirmed that Yamaha had chosen the perfect venue to test the agility and general performance of the new scoot. It rained in the morning and was dry in the afternoon which was also handy as it confirmed that the Maxster was remarkably composed in all conditions.

The Maxster actually has a completely new chassis design, which utilises an aluminium sub-frame for better road-holding. This combined with super fat tyres and slightly larger than normal 13 inch wheels gives the new Yamaha a very stable feel, even trickling along at walking pace. It's very hard to upset the handling at all, and even over the roughest sections of road, it still holds a steady line. British Superbike star James Haydon was on hand to demonstrate the Maxster's incredible performance potential. Within the confines of this controlled environment he rode a stock bike well beyond the design envelope, and well outside anything that would be possible on the road. After ten laps of the 1.2 km circuit Haydon had melted the ultra-grippy standard-fitment tyres.

With the back brake on the left handlebar, front brake on the right it's a piece of cake to ride. The twin disc combination is bigger than on a conventional scooter (the twin-caliper 240mm

front disc brake alone is extremely powerful) which means that all it takes to slow down smoothly and progressively, is a gentle squeeze on the lever. This is a highly predictable scooter that offers good power, smooth handling and powerful braking. The fact that it is also fitted with weather-beating bodywork and has enough storage space under the seat to fit a full-face crash helmet, means that it's a practical scooter too.

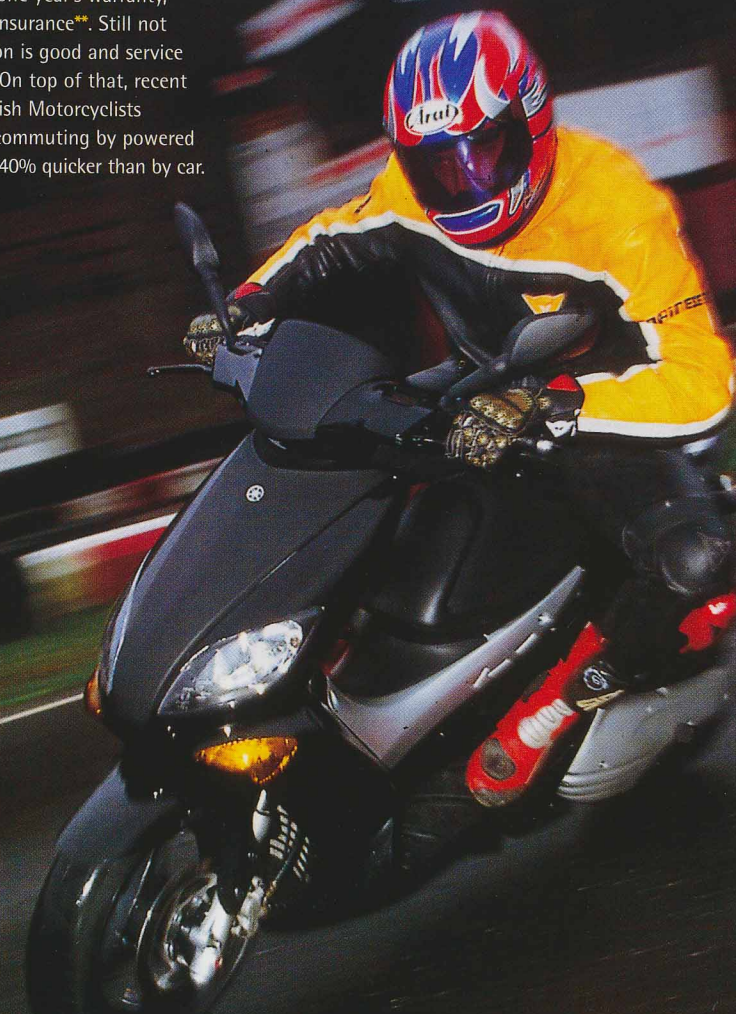
A range of accessories is also available, with a variety of windscreens and hard luggage to cater for any rider's needs.

The Yamaha comes with one year's warranty, RAC cover and third-party insurance**. Still not convinced? Fuel consumption is good and service intervals are at 3000 miles. On top of that, recent tests carried out by the British Motorcyclists Federation concluded that commuting by powered two wheelers is, on average, 40% quicker than by car.

The Maxster has a unique blend of style, performance and four-stroke convenience. Yamaha tell us that the Maxster is aimed at 25-40 year-old urban professionals. They have an excellent product and we reckon they've pitched it about right.

* Autosport published figures

** All subject to conditions

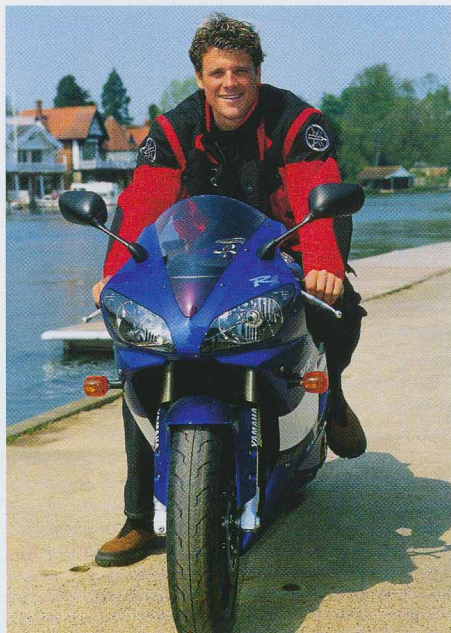


Gold medal motorcyclists

Most athletes shy away from motorcycles, however, Olympic gold medal winning rowers Matthew Pinsent and James Cracknell are different, as *Spirit* found out

Matthew Pinsent CBE and James Cracknell MBE are both into bikes in a big way. Matthew, 30, took delivery of a Fazer 1000 earlier this year, while 29-year-old James rides a R1.

"I always wanted a motorcycle," said James, who bought his first bike, a Yamaha FZR600, in 1992. "I watched a lot of racing on the television and



thought it looked exciting. After my FZR600 I bought an EXUP, but unfortunately it was wiped out after I hit some ice on a roundabout. Since then I've gone through a succession of big bikes, culminating in my current R1."

By contrast Pinsent is a relative newcomer to the scene: "I've been riding since I passed my test in 1997," he said. "Motorcycling looked like a really cool and enjoyable way of getting around. Initially I was a little concerned about the image that it would portray and that maybe it was a bit dangerous, but I decided to go for it and certainly haven't regretted doing so."

Both Matthew and James are big blokes, so rider comfort is a concern for both of them. "That's the reason I changed my R1 for the Fazer," says Matthew. "Like the R1 it's outrageously quick, but it's also a bit roomier and when you're 6'5" that's important!"

"I can ride pretty much anything for 30-40 miles, but as I need to do more – especially in bad weather – I need something bigger like my Fazer."

The pair became household names last September as members of Great Britain's gold medal winning four-man rowing team. Over seven million Brits stayed up late to watch the action on television and the drama and emotion was immense as the British team held off a late challenge from a determined Italian foursome, winning Sir Steve Redgrave a record-breaking fifth gold in the process.

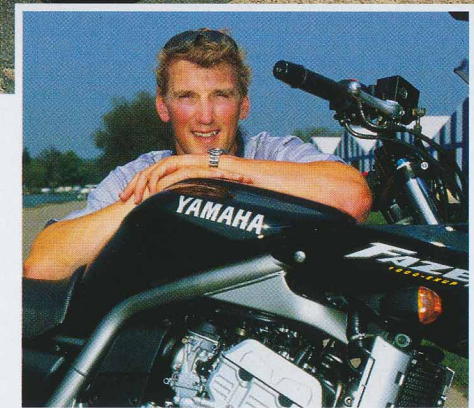


The victory also marked Matthew's third Olympic success – a remarkable feat in its own right – and James' first. As a result, they are now in demand from sponsors, charities and the media – and that's on top of a gruelling seven-days-a-week training schedule.

So what makes world class Olympians turn to motorcycling?

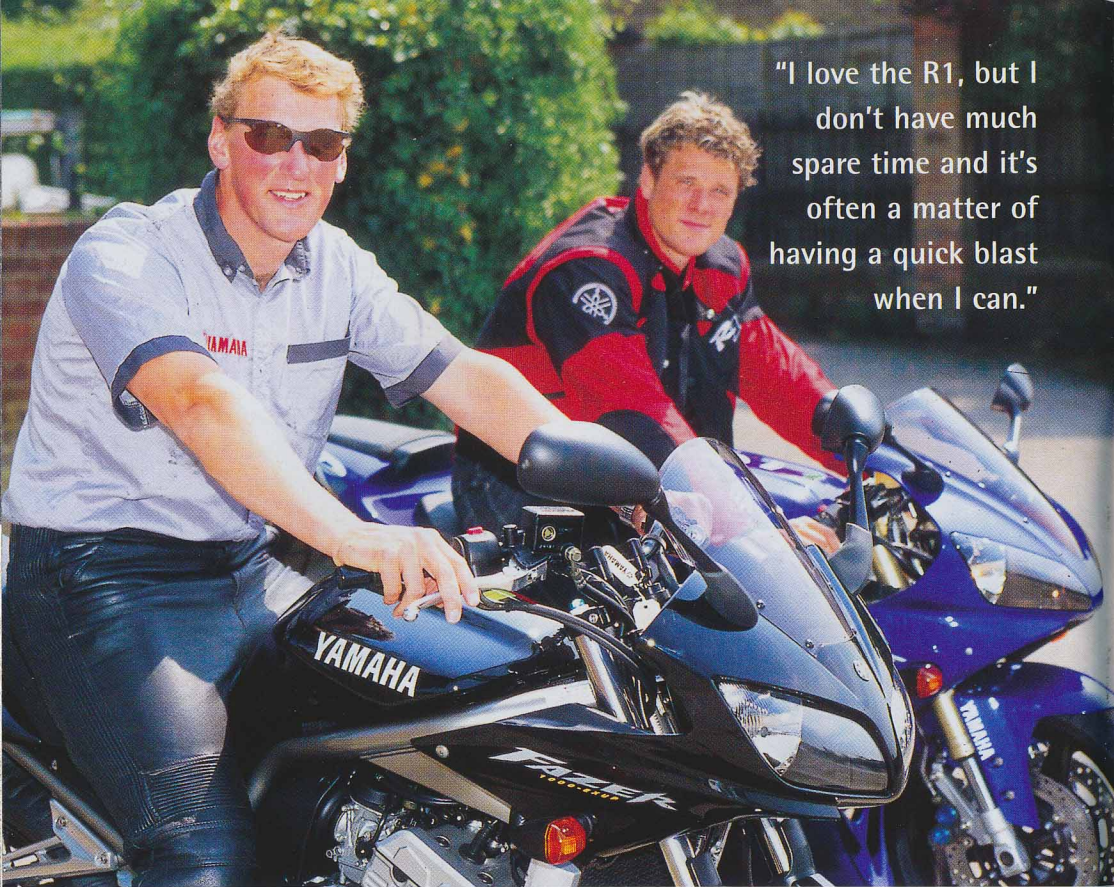
"Practicality," says Matthew, "It allows me to cut down on my travelling time and to estimate my journey times more accurately."

"We are based in Henley, but we often have to travel into London for meetings and speeches. The bikes are the perfect way to travel as it's a 45-minute motorcycle journey, but if the traffic's bad it can be anything from an hour-and-a-half upwards by car."



"If I have to travel to London and can get away with not being in a jacket and tie, then I'll take the bike. Not only is it less time consuming, but there is the added benefit of anonymity. People don't recognise you when you're riding a bike."

The rowers are both aware of the potential risks associated with riding powerful bikes but their coach, renowned German trainer Jurgen Grobler, is



"I love the R1, but I don't have much spare time and it's often a matter of having a quick blast when I can."

happy to trust his charges' riding ability. "He's fine until it comes to the Olympics – then the rules change," says Pinsent.

Both oarsmen had to lay-up their Yamaha's last summer as they prepared for that record-breaking trip to Sydney. "We have to sacrifice a great deal in the year leading up to Olympic competition," continues Matthew. "For Steve, the rule was no skiing, while James and I had to give up bikes.

"Mind you, I don't think any of us got through the year without breaking the rules. I know for a fact that Steve went skiing, I went out on my motorbike and James was riding a moped for a week!"

Both suggested that they would like to explore more of their Yamahas' potential in the future.

"I love the R1, but I don't have much spare time and it's often a matter of having a quick blast when I can," says James, who is also a qualified

geography teacher. "I love going out into the Chilterns during the summer and I've ridden some great roads in Cornwall, but I'd love to tackle some of those Austrian mountain passes."

Matthew agrees: "I'd really like to tour Europe. We go altitude training in Austria every year and the road up to the lake we use has 30-odd hairpins.

"Every morning when we turn up for training the touring guys always seem to appear having ridden up this awesome road. It looks good, and hopefully one day I can go off and explore the area on my own bike."

But for now the guys' hectic schedule continues, and their programme of rigorous training and competition means that it will have to wait for a while. They're committed to enjoying more success at the next Olympics and that means that while bikes will continue to play a part in their lives, they will be secondary to their sport – at least for now ●

Seven deadly sins

No. 6 GLUTTONY

Thou shalt not BITE
OFF more BHP than thou
canst CHEW

THE BLAST CHAPTER 6

The Blast 18-19 August

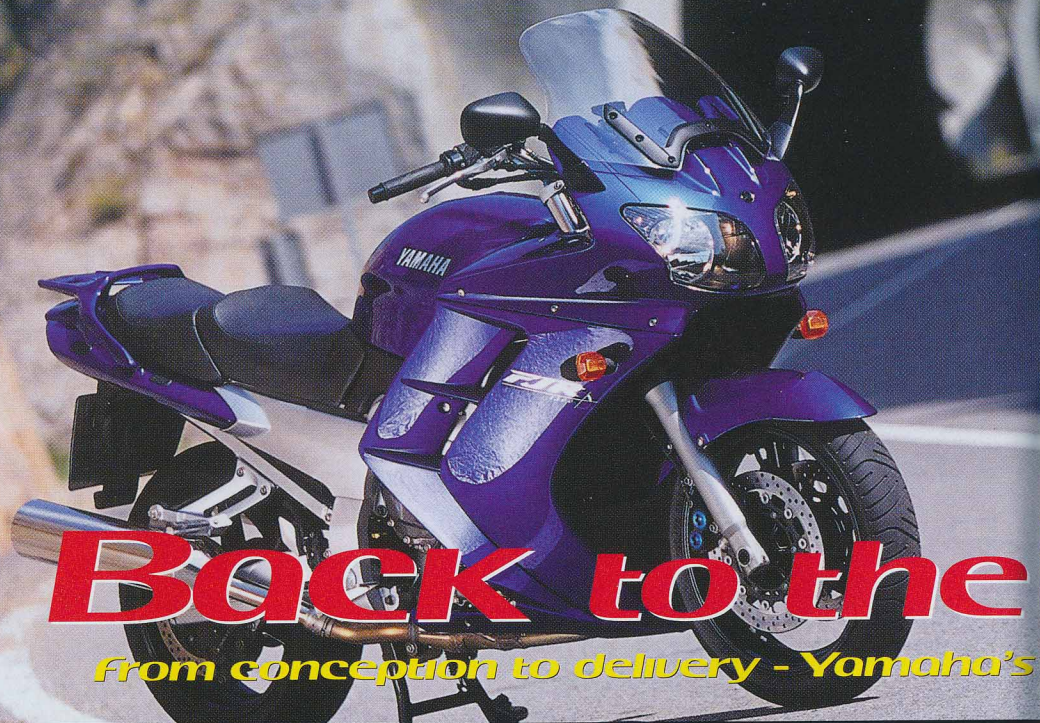
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Back to the future

from conception to delivery - Yamaha's new FJR1300

Since its launch last March, Yamaha's excellent FJR1300 has taken the sports touring market by storm, re-defining the class and making a serious impact on the sales charts. As the second of Spirit's design and planning features shows, the roots of this latest generation FJR can be traced back to the early '80s

Cast your mind back to 1984, when Yamaha launched the FJ1100. It marked a turning point for Yamaha, who were champions of two-stroke technology, but hadn't made any real inroads into the large four-stroke sector before. Bob Trigg, a senior product planner and consultant, and one of the men behind the original FJ1100 picks up the story:

"In the early '80s Yamaha's product line-up relied strongly on the two-stroke engine, with the RD-series for the street and the DT-series for on or off-road. Although we did produce a four-stroke range at the time, there was nothing in there to really challenge the competition in the big

capacity four-stroke street sports category. So Yamaha decided that in order to effectively and successfully enter this arena, the product should have some advantages over the others and wouldn't be just another four-cylinder U.J.M (Universal Japanese Motorcycle).

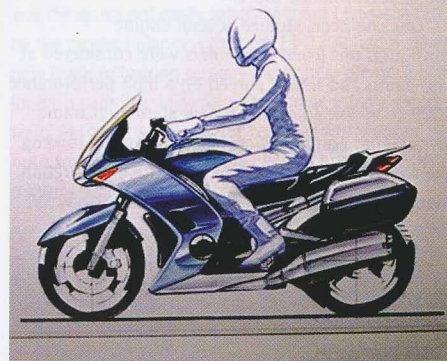
A small, but international product planning team was established, which included K. Sazaki, a planning specialist from the Japanese factory, F. M. Dumas, a French journalist with first hand experience from testing most of the current bikes in the market and Bob Trigg, a British engineer who brought years of motorcycle industry experience to the table.



The mission: to launch Yamaha as a serious contender in the 'Super Bike' category. The team decided that the performance of this new bike would have to be better than anything available on the market at that time. Greater than 1000cc would satisfy that score. To cope with the expected high performance, more sophisticated frame technology would be necessary. A previous study into motorcycle handling and stability indicated that a laterally stiff frame (one that doesn't bend in the middle) should be specified. To make the concept different from the competition, a new engine layout was considered.

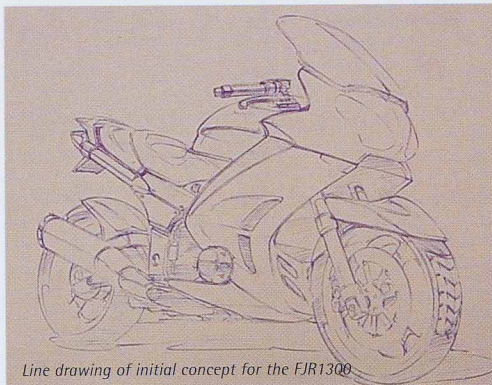
And so the FJ 1100 was conceived with comfort for two, good wind protection and luggage carrying capability. It earned rave reviews and the FJ series ran for many years, culminating in the ubiquitous FJ1200 and fondly remembered by Sven Ermstrang, manager of product planning in Yamaha Motor Europe in Amsterdam:

"The FJ1200 was one of the few machines on the market which combined true sporting performance with genuine touring capability. For many years we



had suggestions from our dealers and customers to recreate a new FJ, but when we started thinking about a new concept in the sports/touring area, we looked beyond the old FJ.

"We wanted to create the best possible bike for typical European touring circumstances and received a lot of support from our importers, who arranged a special 'test route' in hard touring circumstances to discover the exact requirements for such a bike. We soon found out that light

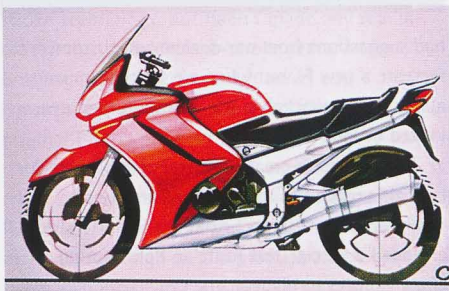


Line drawing of initial concept for the FJR1300

weight is an important element that is missing on pure touring machines. In general they are very heavy and bulky, not easy to manoeuvre around and are difficult to park.

"In addition to that, as a Yamaha philosophy we wanted to emphasize riding enjoyment," continues Sven, "and that's why the new FJR was developed to have its own dynamic character, not just in the styling but clearly also in its performance and riding characteristics. So our target was a real sports performance tourer.

"Our engineers studied several engine configurations (even 6 cylinders were considered at one point) and finally agreed on a high performance 1300 cc in-line four with a new aluminum frame layout. That configuration made it possible to keep the weight down (even with shaft drive), yet retain high torque, frame rigidity, comfort and space for rider, passenger and luggage. The fairing was designed to be protective yet stylish, while the windscreen has the ability to match different rider sizes and different riding conditions."



A dash of colour adds to the FJR's early appeal

Achieving the correct balance between sports and tourer has been vital to the FJR1300's success, as it had to appeal to riders who like comfort and protection, but still demand a powerful and sporty machine that handles too. FJR1300 project leader Hiroshi Komatsubara explains how he solved this engineering contradiction:

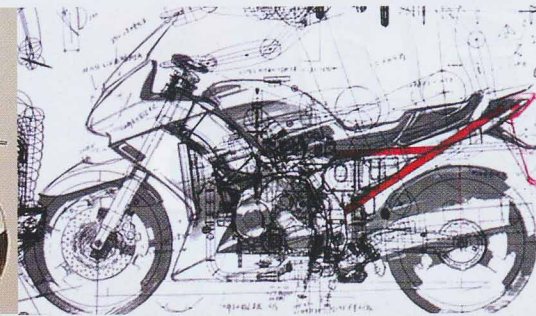
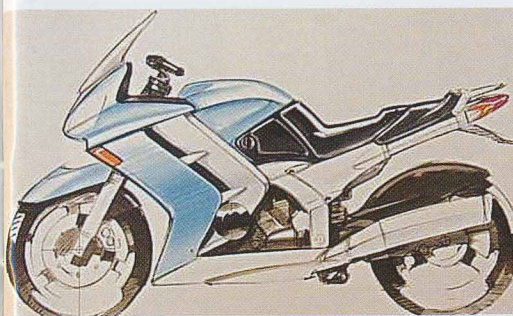
"We implemented sports elements, such as light handling and a torquey engine to enable the rider to enjoy a sporty ride even with a passenger or luggage. This required lots of testing, as we had to determine the best balance between stability in a straight line and handling on small country lanes. Our target was quite severe. The bike had to be



Clay model showing the unique design features

stable at 250 km/h (150mph) with side bags including load and a passenger! At the same time it had to perform with superb handling on secondary roads. It was a real tough job!"

During testing, Yamaha's development team (who are all bikers) took a bunch of comparable machines and embarked on a week's trip, simulating a typical European touring holiday. They traveled from Holland to Germany and then to Switzerland, Austria, Italy, France and the UK tested all bikes in all conditions, including high speed blasts in Germany, twisty Alpine passes as well as city traffic. The team of engineers, designers and product planners were then able to decide on many important factors such as speed, range, levels of protection and comfort etc. to be able to produce the ultimate sports tourer.

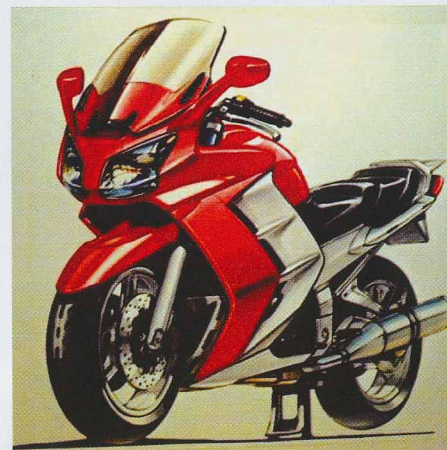


The FJR's dry weight figure of only 237 kg is on a par with that of super sports machines of just a few years ago and with the experience gained from the development of the R1 power-plant, Yamaha were able to design a 1300 cc engine that delivers 145 HP at only 8,000 rpm and torque figures of 125.5 NM at 6,000 rpm. What this means, in effect, is that you can ride FJR fully laden in top gear and still enjoy incredible acceleration, even from low down the rev range. Just open the throttle and the engine does the rest!

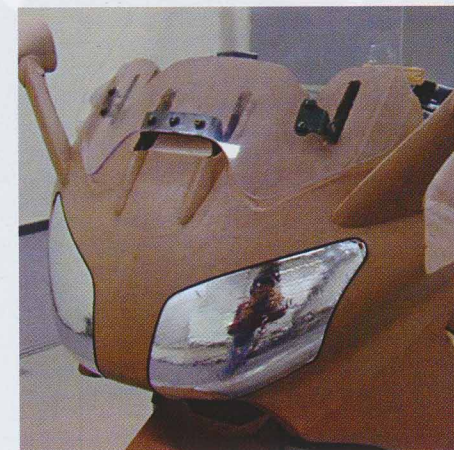
Press launch reports have also confirmed the FJR's credentials as a serious mile muncher, but this is no accident, more the result of extensive and exhaustive aerodynamic testing. A good cdA (wind resistance scale) reading indicates high speed

stability as well as perfect wind and weather protection, and Yamaha carried out intensive tests with scale models in the wind tunnel. The result is seriously good protection and a low drag resistance at the same time. The electrically operated windscreen was designed to allow riders of all sizes to find the optimum position to suit them, which of course can change under different conditions, so it can be operated easily during riding.

Hiroshi Komatsubara has been more than impressed with the end result: "By nature I am a critical person and things do not easily satisfy me: but I was reassured by the product planners that the FJR1300 had reached new levels in touring terms. Where there are no speed limits, it runs like a Shinkansen (Japanese high speed train) yet once you leave the highway and venture onto small country lanes, the FJR metamorphoses into a sports bike."



Face to face with the concept in line work (top) and in clay (right) giving a glimpse of the future look of the FJR1300



An **R** in the month



**The dream has become reality.
Now you can afford an **R1****



Moving the goalposts actually means redefining the parameters. It alters perception and changes everything. Things will never be quite the same again. In short, it is a fundamental alteration to something that was merely conventional. It demands reassessment.

In 1998, when no one was expecting it, Yamaha was guilty of uprooting the goalposts and planting them a long way ahead. The launch of the R1, in Cartagena in southern Spain, was an overdue catalyst in the long and sometimes chequered history of sports bikes. The heady mix of rideability, power, handling, safety and price instantly set new standards. For once, the subsequent press reviews were unanimous: the 150 bhp/177 kg, R1 was a quantum transition in the design, manufacture and marketing of performance motorcycles. Retail sales confirmed that the magazines had got it right. Not only that, but biking's Joe and Josephine Public agreed with them. The Yamaha R1 immediately became and still is the most sought-after, large capacity motorcycle in Britain.

Three years is a long time in motorcycling, particularly sports motorcycling. Sales fluctuate

depending on the monthly flavour, the price of tea in West Bengal, the name of the England football manager, or whether there is an R in the month. The thing is, for the last three years there has always been an R in the month!

Challengers have come and gone, but the big Yamaha still rides high at the top of the sales charts as Britain's best selling superbike. Time has done little to encourage replacing the goalposts. The standard has been set, and that's it.

Now, Yamaha are saying 'thank you.'

By the time you read this, incentives from Yamaha to its dealers will have resulted in making the R1 even more affordable. Whether the customer is trading-up, or simply buying a dream machine, there is almost certain to be a finance package to suit. So, if you are serious about owning an R1, the simple answer is to visit your official Yamaha dealer. Even if you were only thinking about it, but were financially challenged like the rest of us, it is just possible that Yamaha may have removed the monetary goalposts and replanted them in your favour. See your dealer for more information.

It is time to ride the best. ●

Better by design

Wouldn't it be great to be able to design your next bike? Well now you can have your say at the Yamaha Design Café, a virtual environment in which you can influence the design of future models. Cool or what!

Anyone who has visited either the Yamaha UK or Yamaha Europe websites recently may have seen a Design Café link. Launched last year, Design Café is an innovative insight into why Yamaha motorcycles are designed the way they are – and gives motorcyclists the chance to have an influence on the next generation of motorcycles coming our way.

At first glance, there are a number of in-depth features written by Yamaha's technical team, explaining the thinking behind design concepts and solutions, and information on the men and women tasked with creating Yamaha designs.

Tech-heads will love the Design Café for its in-depth analysis. It provides a genuine opportunity to get 'into the heads' of the people who create the bikes. The designers talk frankly about why bikes are made the way they are, and of the main design objectives. So, if you want to know why the Tmax was created, why the new BT1100 Bulldog is built in Europe or why the R6 isn't simply a mini-R1 you know where to go!

Look beyond the features and you will see more. Design Café is not just there to tell you how to design bikes, it's also to ask for your input!



The site is run by Yamaha's European New Product Development Team (above) a multinational set-up based at Yamaha's European head office in Amsterdam, the location of the 'think tank' for Yamaha's European models. They are the people who initiate and guide the design and development of Yamaha's motorcycles and scooters for the European markets.

In short they develop ideas, concepts and designs for all of Yamaha's new bikes, as well as for model changes and the complete colour line-up for Europe. They discuss and exchange ideas with colleagues from the main European markets and then communicate the information to the Japanese Headquarters, where most Yamaha motorcycles are manufactured, and also to the European factories, where the majority of scooters are produced. Together they make new product ideas become reality.

"It started after we ran a feature about the development of the R1 on the Yamaha website," explained Sven Ermstrang, head of Yamaha Motor Europe's Product Planning Department. "We got tremendous feedback from the questionnaire and from that came the foundations of Design Café."

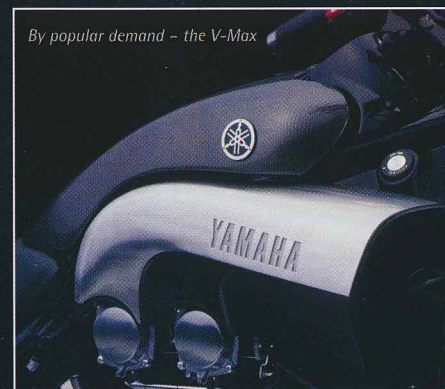


He continues: "I see Design Café as a great way to interact with our customers and customers of other brands. We are always planning for the future, researching the needs of our European customers, and their input helps us to build a more accurate picture of the marketplace."

Visitors to the site are encouraged to leave as much feedback at possible. What do they like about the current models, what do they dislike or what are their favourite colours? All of this information is collated and analysed by Yamaha Motor Europe, which in turn relate the details to the Japanese design teams.

"We've been surprised by just how much feedback we have been receiving," continued Sven. "We're getting thousands of responses each month and it's all valuable information."

"There's a lot of general feedback, people saying that they like this or aren't so keen on that, but there are also



some interesting trends developing. For instance, our research suggests that European customers would be keen to see options like anti-lock brakes appearing on more models."

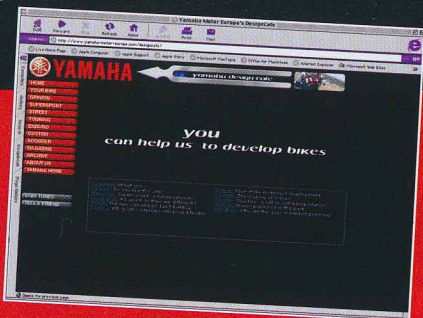
One of the most popular features to appear at the Design Café centred around the venerable V-Max. "We got many interesting responses to that," claimed Ermstrang. "Normally our questionnaires ask structured questions, but that time we just gave visitors a blank page to say what we wanted."

"The answers were amazing and respondents showed a real affection for the V-Max. We got so many people saying things like 'when can we expect to see a new one' and 'whatever you do don't change those air scoops', it seems that riders still want motorcycles with huge horsepower and awesome acceleration."

British Yamaha customers will see the benefits of the project next year, when a number of the suggestions will materialise as small design tweaks. Ermstrang confirmed that positive criticism of the new FJR1300 will see a number of Design Café-inspired detail changes made to that model.

All the comments made at the site are analysed by the European product planning team, and discussed by senior engineers and designers at Yamaha's Japanese HQ. It's a fair bet that all new models from 2003 onwards will be influenced in some way by the virtual design studio. ●

To have experience the Design Café for yourself, log onto www.yamahamotor.co.uk and click the Design Café link



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clothing

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or Black/Yellow



Evolution pants

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Black



GT Pro pants

£199.17 Black/Grey





No compromise

It's won world and British championship titles, it's one of the biggest selling bikes in Britain and it's moved the middleweight supersports class to a new dimension. Spirit tells the story of the Yamaha R6

Yamaha's reputation for formidable middleweights stretches back to 1985's groundbreaking FZ600. After that came the equally successful FZR and Thundercat models, but even these didn't prepare the world for the YZF-R6, which made a mockery of its rivals in the ultra-competitive 600cc supersport class when it was introduced in 1999.

Like all good designs, it started as a blank piece of paper. Yamaha decided that its new R series of sportsbikes would be designed and built to the same 'no compromise' philosophy that had made the earlier R7 into a World Superbike winner and the R1 into the daddy of all sports bikes. The opposition was blown away and a legend was born.

The press lavished it with praise and it was a hit in the showrooms. In that first year 4,033 were bought in the UK – only the R1 sold more. Last year the roles were reversed, 4,233 R6s were registered in the UK to make it Britain's most sought after motorcycle.



"We find all sorts of people buying the R6," says Chris Waldron, Group General Manager of Yamaha dealer George White Superbike Centres of Oxford and Swindon. "Probably about half our sales are to customers in the 35-40-year-old bracket who are returning to bikes after a spell out of the saddle. We also take a lot of 400cc sportsbikes or commuter machines in part exchange for R6s.

"There are also quite a few customers who downsize from larger capacity bikes to the R6. We

are finding that they can't afford the insurance premiums on the bigger bikes but are able to run a R6 without sacrificing much in the way of performance."

Last year, tough-as-teak Scotsman Jim Moodie won the British Supersport Championship on one, while R6s also finished first and second in the Supersport World Championship in the hands of Jorg Teuchert and Paolo Casoli. And let's not forget fans' favourite, Jamie Whitham, who also campaigns an R6 in the world series.

"The R6 is the best all-round package," says Jack Valentine, boss of Moodie's championship winning V&M Racing squad. "Unlike its rivals, the R6 was always built as a 600. It doesn't share its frame with a larger bike and as a result you get a physically small and slim bike that handles well and is aerodynamically superior.

"That shows on the track, as I believe the R6 is the best handling bike out there. Rival manufacturers have made some in-roads this season, but still none of them handle as well as our bikes."

Handling isn't the R6's only strength, according to Jack, as this year's V&M Racing Yamaha R6 produces around 125bhp at the back wheel. That's the equivalent of 209bhp per litre.

V&M's current British Supersport rider is Matt Llewellyn. He has ridden virtually every type of bike during his illustrious career, from two-strokes to factory superbikes, and reckons that the R6 is one of the best packages he's ever ridden.

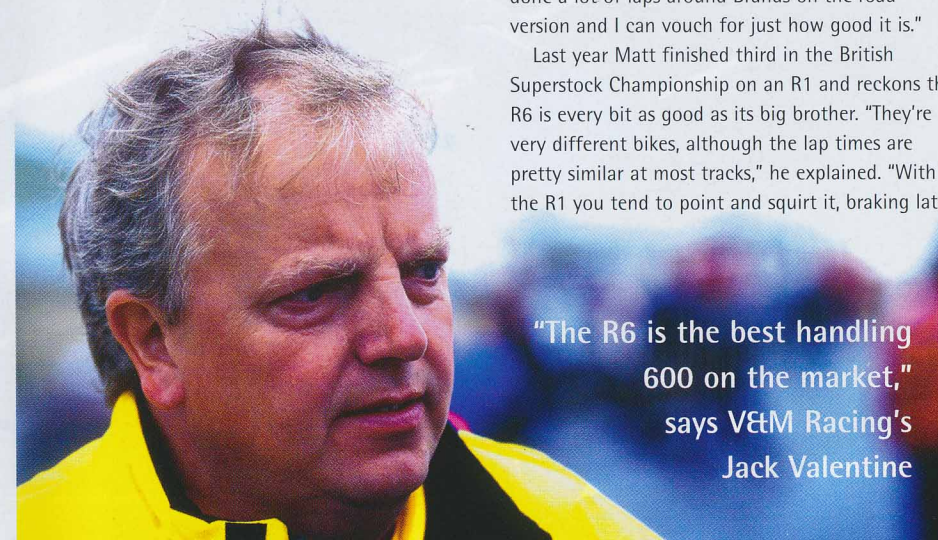


Matt Llewellyn races a R6 in British Supersport

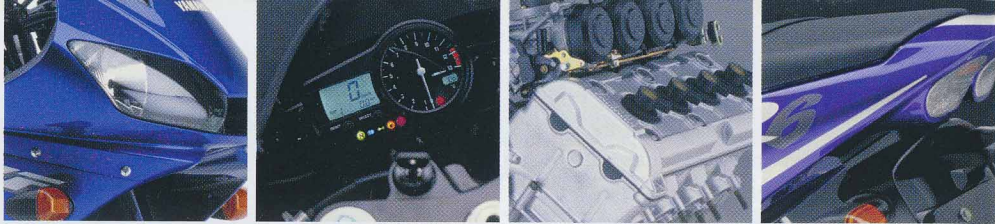
"Supersport is a very competitive class, and all the bikes are pretty evenly matched. The V&M R6 is probably the best handling bike out there – and it doesn't lack power either."

Llewellyn also works part time as a riding instructor for the Brands Hatch-based On-track organisation. There he uses a road-going R6 which, he says, is surprisingly similar to his racer. "It's a bit heavier than the race bike because it's got lights and all the stuff required for the road. It's also not as powerful as the racebike – but not much. I've done a lot of laps around Brands on the road version and I can vouch for just how good it is."

Last year Matt finished third in the British Superstock Championship on an R1 and reckons the R6 is every bit as good as its big brother. "They're very different bikes, although the lap times are pretty similar at most tracks," he explained. "With the R1 you tend to point and squirt it, braking late



"The R6 is the best handling 600 on the market," says V&M Racing's Jack Valentine



"An affordable superbike," says R6 owner Jason McCosh



John Henry

and 'squaring off' the corner. As a result the R1 wheelies everywhere.

"The R6 is more sedate. It requires you to take different lines to maximise corner speed. You've got to be smoother, turning in earlier and taking full advantage of the bike's handling capabilities."

Llewellyn's words will be music to the ears of Kunihiko Miwa, project leader of the R-series of bikes. "The R6 and the R1 are bikes for different riding styles," says Mr Miwa. "The rider should make up his mind which he prefers. On twisty roads or circuits the R1 needs certainly more alertness and careful operation than the R6."

Hennes Fischer, a product planning consultant for Yamaha agrees, adding: "I had tracks where I was faster on the R6 than the R1. On very twisty circuits the R6 simply gives me more room to concentrate on my lines."



John Webber

Courier Mark Jerzembeck and his high-mileage R6

A track day favourite it may be, but the R6 was designed principally for sporting road riders. Jason McCosh, 29, from Maidstone in Kent rides a pristine 2000 model R6 which he has owned for just over a year. "It's my first proper motorbike," said Jason at a recent British Superbike round. "I'd been using a scooter to commute on for several years, but I'd always wanted a sportsbike.

"Originally I wanted an R1, but the insurance premiums were higher. I bought this instead and I'm glad I did. It's a fantastic bike and I'm intending to keep it for another year. Hopefully then I can trade it in for the R1."

Jason says that the best thing about his R6 is the handling, which he describes as 'awesome' and running costs, which he says are reasonable for such a potent bike. It's used mainly for sunny Sunday afternoon ride outs, as can be seen by its pristine condition, but not all R6s have such an easy life.

London despatch rider Mark Jerzembeck, better known as Sieben-Sieben, takes his R6 on the daily rat race that is the London courier circuit. He's racked up 40,000 miles in the past 18 months he's been despatching and reckons that it makes a pretty good working bike. "I originally bought it to ride at weekends," he said, "but it's such a beautiful, sweet handling machine that it became too much of a

chore to get back to a normal bike. Also it worked out expensive to pay two lots of insurance, so I decided to go to work on the Yamaha."

Riding an R6 has gained Mark a degree of kudos among his peers. "I've not put a top-box on it," he continues, "you clutter the lines. I just use a bag, and there's a cargo net for securing A4 packages to the pillion seat. It's great in traffic. Some bikes wobble about when filtering through traffic, but I hardly ever have to put my foot down on this. The fairing keeps the bottom half of your body warm in the winter and the seat's really comfortable. The riding position did cause my wrists to ache for the first week or so, but not anymore. You get used to it."

The bike certainly looks well used, but according to Sieben it's mechanically sound: "The only thing that's needed replacing on it is the alternator. It does go through more tyres and brake pads than a typical courier bike but it's worth it – the R6 is a quality bike that goes around corners like nothing else on this planet."

Not quite Sieben! Because the 2001 model R6 is even better. It's received a comprehensive overhaul, including major engine and styling modifications. So despite even stiffer opposition from its class rivals it's still the best 600 money can buy – on the road and track.



Matt Llewellyn's race bike

A bike for all seasons

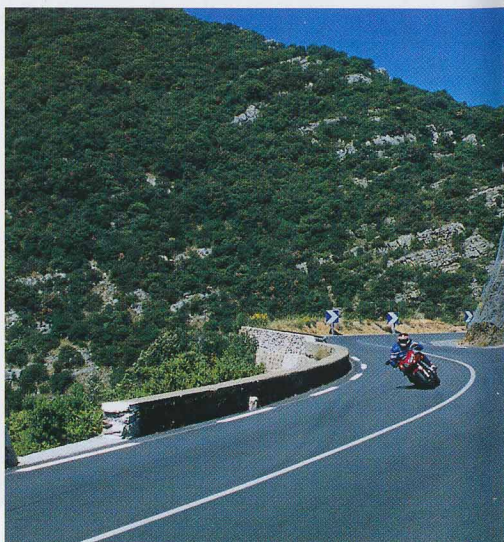


Bike journalist Olly Duke moved to the south of France to run a company specialising in dream tours. And the machine he's chosen for his everyday mount? The FZS1000 Fazer

I live in the sunny south of France and I have a dream garage. When I open those enormous wooden doors at the start of a day I'm greeted by a range of machines that's enough to make any biker dribble. Will it be the best performing Italian bike ever produced, or the latest in Latin exotica? Alternatively there's a choice of state-of-the-art Japanese superbikes, or if I want to 'do sedate' a British or American cruiser.

Of the 12 fantasy machines I have at my disposal, there's one that tops the bill. It's not the fastest, or the best handling. But it is without doubt the best all-rounder. It's Yamaha's super-Fazer – the FZS 1000. So what's the Fazer got that the others haven't? It's simple. It's the only machine I can sit on all day in comfort. It's a brilliant scratcher. It has buckets full of torque and power. The brakes are stunning. It corners with gusto. And for all those reasons I love it more than anything else.

Running the French operation for Great Escape Tours demands a machine that will keep up with the fastest riders on the fastest sports bikes, while pottering along with clients who have opted for



our cruisers. It's also the bike I use when popping into Beziers, my local town, or for when I want a blast up the mountain roads that are just six miles from my home. It's great for two-up outings as well. The roads in the Languedoc region are tailor-made for biking. The scenery is fantastic, there's hardly any traffic (and even fewer police), the tarmac ranges from ultra-twisty to ultra-fast, drivers are motorcycle-friendly and we get 300 dry days a year. Even my favourite, 50-mile outing during my lunch-break is bitumen paradise – and a good test of the Fazer's scratching potential.

I leave my home in Cessenon-sur-Orb, just 12 miles north of Beziers and get on the gas straight away. The six miles of the D20 to Saint Chinian is fast going, with a grippy surface and flowing bends. It's here that the YZF-R1 derived engine shows its incredible top-end performance, effortlessly hitting warp speed. And when I trickle through the town, the motor is wonderfully smooth and user-friendly, pulling high gears from low revs. I then turn onto the N112 heading up the mountain to Saint Pons, which turns into the gloriously twisty stuff we all crave. And the Fazer isn't in the least phased (sic) by the constant braking and accelerating. The brakes are simply the best – they're finger-light and extremely powerful – while the engine's massive grunt and seamless power-band make it a doddle to punch hard out of those incessant corners.



And even though the Yamaha's steering geometry isn't radical (guaranteeing excellent stability) the wide bars mean you can flick the bike into bends with the utmost ease. It's equipped with sticky tyres too. The suspension is firm enough to cope with hard riding, while being soft enough to give good comfort.

When I reach the mile-long straight before the descent towards my lunch stop, I'm amazed at how stable the Fazer is at high speed. The front end remains planted and the bikini fairing slices efficiently through the air.

Finally, there's a wonderful section of dual carriageway that sweeps down the mountain. Here I can use the full width of the road, brushing the Armco on one side, hitting the white lines on the other. Even here the Fazer turns confidently, holding a good line through bends.

Every time I ride this road I gain confidence. Even though it has softer, more road-oriented suspension than out-and-out sportsters, it keeps with them easily. And, as I've said, it's just at good when the pace slows down – on those rare occasions when you want to!

Martin Child explains why the Fazer 1000 is his choice too

Covering 200 miles every day, you quickly find out how wise your choice of bike has been. I opted for the big Fazer because of comfort and rideability. There are plenty of other bikes that you can sit on all day but, as a committed power-junkie, I needed a bike that could do the comfort thing, yet still turn on the power and make life interesting at my command.



On normal roads the Fazer has a good combination of outright power and smooth suspension, which allows a good rider to keep with anybody on a sports bike while not suffering the pit-falls of over-hard damping and an extreme riding position. The Fazer does whatever you want it to. Tour, scratch and go ballistic. Is your bike that much fun?

Live your dream

Your chance to win a weekend in France worth £895 courtesy of *Yamaha Spirit*.

Over a two-day period you can throw your leg over any of the 12 different machines on offer from Great Escape's dream garage, including the awesome Fazer 1000 and R1 machines. Great Escape Tours has been set up along the lines of a motorcycle press launch, which means you fly from Stansted airport to Carcassonne and stay in a stunning Chateau. You'll also get to ride some of the best roads imaginable.

To enter this fabulous competition, just complete the form below. ●

To enter this fabulous competition, just answer the following questions:

- 1 From which engine has the FZS1000 Fazer powerplant been derived?
a) DT125 b) PW50 c) YZF-R1
- 2 Which bike do professional riders Martin Child and Olly Duke prefer to use everyday?
a) The Bat-bike b) Biker mice from Mars bikes c) FZS1000 Fazer

Name _____ Address _____

Telephone (day) _____

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Fill in the coupon and send it to: Great Escape Tours, Commodore House, 51 Conway Road, Colwyn Bay LL29 7AW

*For more information about Great Escape Tours, visit www.greatescapetours.co.uk or telephone 01492 535556. Alternatively, e-mail post@greatescapetours.co.uk



2001



September

Week	35	36	37	38	39
Mon	-	3	10	17	24
Tue	-	4	11	18	25
Wed	-	5	12	19	26
Thur	-	6	13	20	27
Fri	-	7	14	21	28
Sat	1	8	15	22	29
Sun	2	9	16	23	30

October

Week	40	41	42	43	44
Mon	1	8	15	22	29
Tue	2	9	16	23	30
Wed	3	10	17	24	31
Thur	4	11	18	25	-
Fri	5	12	19	26	-
Sat	6	13	20	27	-
Sun	7	14	21	28	-

November

Week	44	45	46	47	48
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	-
Sun	4	11	18	25	-

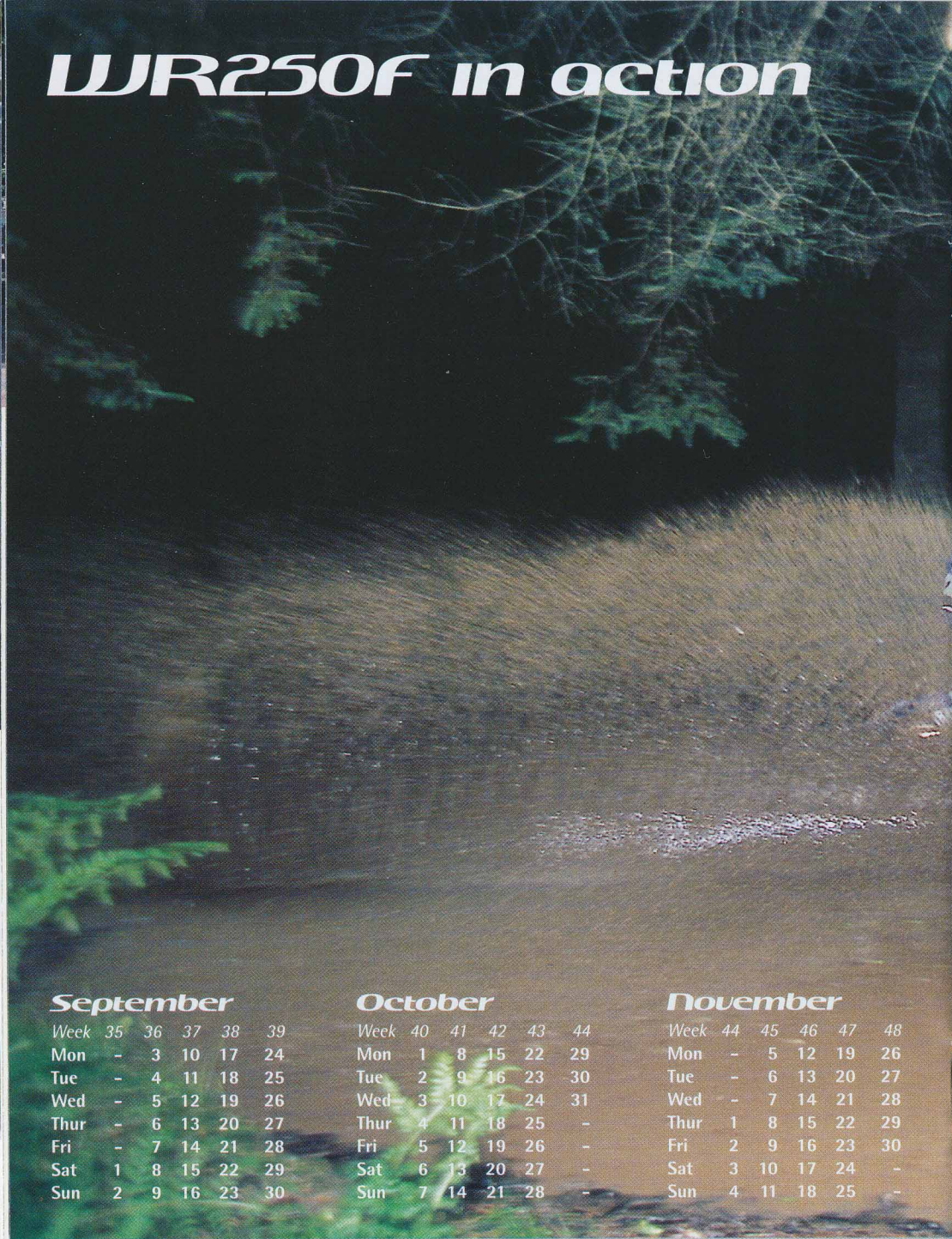


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Yamaha's four-stroke GP prototype

2001

WR250F in action



September

Week	35	36	37	38	39
Mon	-	3	10	17	24
Tue	-	4	11	18	25
Wed	-	5	12	19	26
Thur	-	6	13	20	27
Fri	-	7	14	21	28
Sat	1	8	15	22	29
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October

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Sat	6	13	20	27	-
Sun	7	14	21	28	-

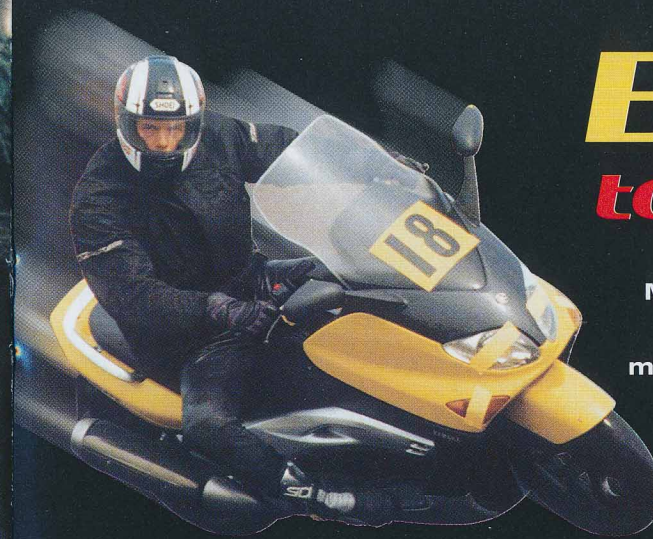
November

Week	44	45	46	47	48
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	-
Sun	4	11	18	25	-



Back to school

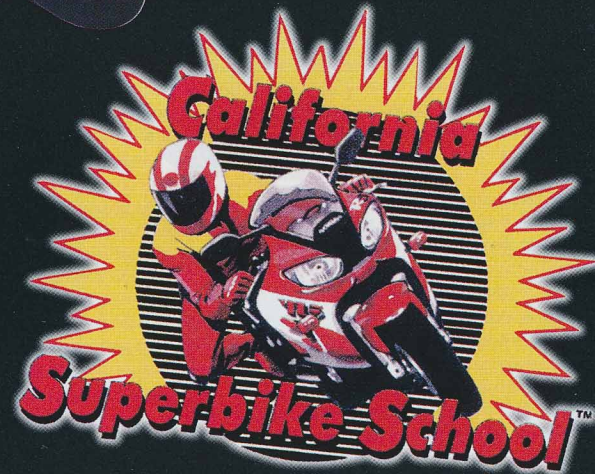
Martin Round (aka Sticky) from the UK's premier specialist magazine took Yamaha's XP500 Tmax scooter on a California Superbike School course



The Yamaha supported California Superbike School exists to improve riding, make riders safer and help them understand machine dynamics. Given that the course is designed around sports motorcycles, here at *Scootering* magazine we wondered if there was anything scooter riders could learn from it.

Many motorcyclists assume that because you ride a scooter, you don't enjoy performance or cornering, and that you probably aren't much of a rider either. Few things in life are as satisfying as rectifying such views, and there's no better machine for doing so than Yamaha's revolutionary new Tmax.

While the Tmax retains a scooter's traditional ease of use, it takes the handling, braking and engine performance to another new, and much higher level. When an ex-superbike racer tells you that he wouldn't be able to go as fast down a



twisty stretch of road on an R1 as he just has on a 500cc scooter, you'd better sit up and listen.

As I arrived at the splendid new raceway in Rockingham, near Corby, the jokes started almost straight away. Not from any of the Superbike School staff - who knew better - but from some of the pupils.

When I sat down for the first classroom session, two guys who'd bought their sportsbikes on a trailer couldn't resist a laugh about the scooter: "I won't ask him what he's riding," said one. The other laughed so hard he spat his tea down the leathers of the guy in front. Tempting as it was to rise to the bait, I've always found it best to let your performance



The theory comes before the practice



Spot the scooter

do the talking. It's never the ones who are really good who make the jokes, only the wannabes.

The first lesson is designed to improve your perception of speed and your throttle control. To get you to do this you are asked to lap the circuit using only one gear and no brakes.

On an automatic scooter one gear is more of a challenge than on a bike as you don't benefit from the same degree of engine braking. Moreover the track was very wet and the wind strong and gusty.

It quickly became obvious that far from showing up the deficiencies of the Tmax's handling – as circuit riding is supposed to do – Yamaha's innovative and unique engine-separated-from-the-rear-wheel chassis arrangement was simply superb, offering untold grip, even on the slippery and wet track. School rules meant that if you wanted to overtake you had to pass on the straights only. The Tmax gained such good drive out of the turns that it took no time at all to catch up and pass the less confident pupils. But then I had to slow down enough to get around the coming corner, with nothing more to stop me than the Tmax's minimal engine braking. Even sitting upright and trying to spread my shoulders wide (to create drag) had very little effect, as the scooter's hugely effective screen deflected most of the wind anyway.



There's no doubting the qualifications of instructors like Supersport racer Chris Sherring

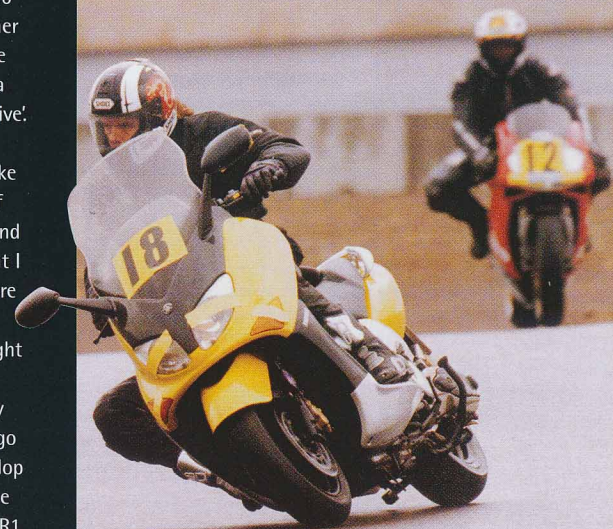


Inevitably, this led to the occasional furtive dab of brake to stop me running into the back of other bikes, but the huge brake lights at the rear of the machine gave the game away, and even got me a black flag for ignoring the 'no brakes prime directive'. Perhaps the most enlightening lessons covered turning-in points and how to turn quickly to make the most of your corner exit speed. Again, lots of sports bikes fell prey to the remarkable scooter and again I was black-flagged for using brakes so that I didn't crash into the back of them while they were pottering around.

By the third session, we were allowed to use light brakes and instructed to turn in at the coned marking points, which I interpreted as 'let's finally see what this baby will do'. It was just so easy to go fast. Even in the damp, the standard fitment Dunlop tyres grip like racing leeches, so the Tmax could be gassed early and hard. On one occasion a cheeky R1 riding pupil that I'd just overtaken decided to power past on the straight, but the Tmax's seamless brakes meant it was just a question of waiting until he braked before slotting back in front and only then slowing down for the corner! By then the joking that dominated the morning had satisfyingly dried up.

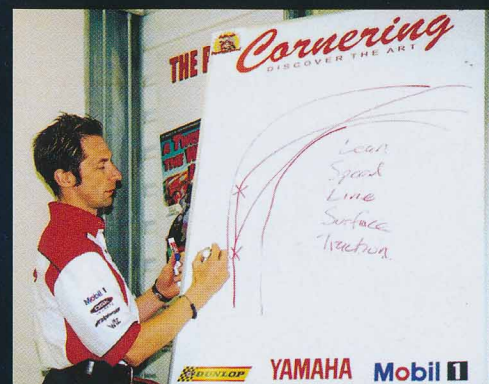
Only in the fifth and final track session – which was the only dry one – did anyone apart from an instructor come past the Tmax. Even then, it was only track-prepared bikes that came by.

The Tmax is so forgiving and simple to ride quickly, that I'm sure half of the riders there would have probably posted faster lap times on it than on their own bikes, particularly in the wet.



Performance and handling in one package

As far as the Tmax goes, the day proved that a fast scooter is well up to the demands of a track day or race school, and this particular scooter should be every sports bike rider's nightmare. It stops, goes and turns on the track far better than anyone expected. It may not have the outright power of a middleweight motorcycle, but its ease of use more than compensates. For sports-inclined scooterists who are sick of having to rebuild tuned two-strokes, the Tmax is the Equaliser. Motorcyclists won't know what hit them.



Every rider could benefit from a Californian Superbike School course

The California Superbike School has decided to run a scooter only class at their 11 September date at Lydden Hill in Kent (for machines of 125cc and above, capable of at least 70 mph). Both road or race scooters are allowed, but tyres and suspension need to be in good condition. Interested riders should call 01933 224449 or visit www.superbikeschool.co.uk

STOP PRESS: Yamaha riders qualify for a 10% discount on California Superbike Schools courses. Phone 01933 224449 for details.

Goodbye foot-and- mouth... hello fun and mud!

It's been a miserable year for off-road riders, but a glimmer of relief is at hand. The Ministry of Agriculture, Fisheries and Food has relented at last and by special permission, the Geraint Jones' Yamaha Off-road Experience is up and running again. Mac McDiarmid tried it and the new WR250F for size



If you're a road rider, you may not have heard of Geraint Jones, but in mid-Wales they think he's a god. Some of the time he's a farmer, but this is a disguise. In his better-known capacity as a dirt-demon he's been British enduro champion more times than he can count. He's also managed the British Enduro international squad and knows more about the craft of enduro competition than almost any man alive. Based near Llanidloes in the glorious Welsh mountains, his school offers one-day off-road adventure courses and, for more experienced dirt riders, two-day enduro schools.

There is no better way of sampling off-road riding than the 'Adventure' course. The day begins with you being kitted out with enduro riding gear, including boots and helmet. The school's instructors – including the latest generation of fast Jones-boy, Geraint's son Rowan – then take you through the basics of riding off-road, before you head out into the wilderness to put your new skills into practice.

It's not far. Past the barn, over a little wooden bridge and through a gate – and there you are. Surrounded by thousands of acres of Welsh wonderland – moorland, peat bogs, stream crossings, pine forests. And mud, glorious mud. Sometimes the RAC Rally roars through here. But for most of the year Geraint and his neighbours have these wild hills pretty much to themselves. Book a place on the Adventure course and you'll have them too.

You won't be expected to run before you can walk, but under the expert tuition of Geraint and his boyos, you'll probably find yourself gently coaxed into doing things you'd never have dreamed of before. As you ride across open moorland or battle through gnarly woodland, your machine control will improve no end. Slides – pah, no problem! After all, it's no coincidence that most road race stars began riding on dirt and still hone their machine control riding off-road bikes.



By the end of the day you'll probably find yourself wearing some of that glorious scenery, not to mention a grin as wide as your handlebars. You'll be aching from laughing at everyone else (and they at you) and will probably be carrying a few more bruises than when you began. But mainly you'll have had the time of your life. I've been about six times, and still can't get enough.

The school bikes are Yamaha off-roaders with knobbly tyres, mainly WR200, TT250 and, if you're up to it, the sensational latest generation of WR250F and WR400F enduro competition machines. Participants should be at least 12 years old and have ridden a motorcycle before. Costs for the Off-Road Adventure is £145 (£60 if you use your own bike). The two-day enduro schools are

WR250F: tech spec

Engine type Liquid cooled, 4-stroke, DOHC 5 valve single
Displacement 249cc
Bore x Stroke 77x53.6 mm
Compression ratio 12.5:1
Frame tubular steel twin cradle; tubular steel rear sub-frame
Swing-arm light alloy box section

Front: Tyre 90/90-21
Brakes Single 250mm disc
Suspension Upside Down Telescopic Fork. Travel: 300mm
Rear: Tyre 120/90-18
Suspension Link Type Travel: 315mm
Brakes Single 240mm disc
Overall length 2156mm
Overall width 827mm

Overall height 1303mm
Seat height 998mm
Wheelbase 1475mm
Ground clearance 380mm
Dry weight 102kg



aimed at experienced riders and run mainly during the winter months. They cost £85, assuming you ride your own bike. The school can also run tailor-made courses for clubs and other groups.

Geraint Jones, Yamaha Off-Road Experience, Glynhafren, Old Hall, Llanidloes, Powys SY18 6PS. Telephone (2-6pm, Mon to Fri): 01686 413324. Yamaha owners qualify for 10% discount.

Yamaha WR250F

Perhaps the most exotic and certainly the newest Yamaha dirt bike at Yamaha's Off-Road Experience is the stunning new WR250F. Three years ago the dirt-bike world was astounded by the introduction of a revolutionary new breed of high-performance lightweight four-stroke, the WR400F enduro machine. Developed in the heat of world championship competition by Paris-Dakar legend Stephan Peterhansel, this device transformed everyone's perception of the ideal off-road tool. Now Yamaha has gone even better with a stunning quarter litre enduro machine, the WR250F.

Based squarely on the YZ250F motocrosser, the WR adds a wide-ratio five speed transmission, hence the 'WR' of its name. There are also lights and AC generator, larger radiators to suit slower enduro going and a sturdier steel rear subframe in place of the YZ's light alloy. For convenience it also has an 18inch rear wheel, compared to the YZ's 19 inch. There's also a frame-mounted side-stand and – in common with the latest WR400F – a stainless steel exhaust and silencer.

Neither of the 250s is simply a sleeved-down version of the 400, however – as their weights clearly show. The YZ250F scales a mere 96.5kg, whilst the WR250F weighs just 5.5kg more, despite the addition of its extra enduro kit.

With five lightweight titanium valves per cylinder and a radically short-stroke liquid-cooled engine, it's no surprise that the WR250 can rev. In common with other serious off-road machines there's no rev counter, but if there were you'd see the WR scream to a 13,000rpm redline – astounding for a four-stroke single. Make no mistake: this thing is fast, and no other machine in its class comes close to the WR's peak power.

Yet the little Yamaha doesn't only deliver potent top-end power. Mid-range performance is fairly

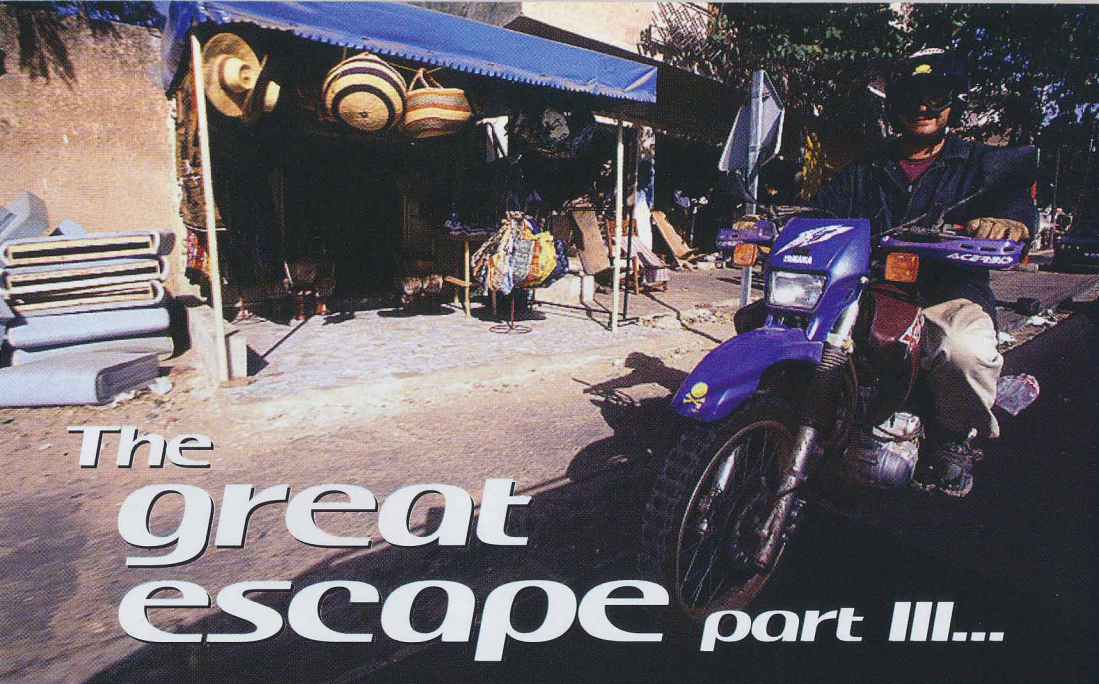


strong, too. And it even finds grip like only four-strokes can. Geraint Jones agrees: "I was a bit worried that it was going to be all top-end and nothing else, but it's amazing how tractable that engine is. It's impressively economical on fuel, too."

But what's equally impressive is the WR250's weight – or lack of it. At just 102kg dry, it fights at the same weight as most 250cc two-stroke enduro machines. The suspension at both ends features a full range of adjustment for damping and pre-load. The springing is softer than that of the YZ, suiting it ideally to both enduro and trail riding use.

With its light weight, sharp steering geometry and complaint suspension, this makes the WR250F even more nimble and forgiving than its big brother, the WR400F, without noticeably sacrificing stability. In fact the WR250 is probably easier to ride than just about any other dirt bike on the market, period.

Put simply, the WR250F is a full-on dirt racer with lights. If you've got any other 250cc dirt bike, sell it, quick – because the bottom is about to fall out of its value, if it hasn't already. The WR isn't a year ahead of every other bike in its class, or even two years. Nothing else is within a decade of this rev-happy little gem.



The great escape part III...

Previous issues of *Spirit* highlighted the plight of *BIKE* magazine's Dan Walsh, who quit his job to travel the world on an XT600E. By July, he'd made it as far as Africa and guess what? He's still there!



So I rock up to the Togolese border with Ben the Cab and wait for the s*** to hit the fan. With the bike on a boat enroute to South Africa, it should have been the easiest crossing so far. Should have been fun standing in that jolly, shuffling queue with a gaggle of Ghanaian market women in wraparounds as loud as

their laughter and as colourful as their language as they tease my white legs, wide-eyed babies papoose strapped to their backs, bags of rice and bundles of fabric nesting comfortably on their heads. Should have been, but isn't. Why? Because I'm an illegal.

My 60-day entry visa expired three weeks ago. Extending it would have been as simple as buying smokes. I was obviously busy – must have had some important swimming or coffee drinking to do that day – and came up with the bright idea of extending it myself. Just change the six into a nine and voila,

90 days. I probably shouldn't have tried it drunk. It looked about as convincing as the Turin Shroud.

Here we go. Behind the desk's a big woman in a tight, grey uniform, slurping away at a bowl of lunchtime fou fou. I'm rumbled instantly.

"You have over-stayed," she says with her mouthful. "You are under arrest," words expressed through the medium of food.

Arse. A cross-looking cop with a stern moustache takes me and the passport to one side.

"This visa has been forged. You did this."

"I most certainly did not." Bluff outrage. "The immigration officer did it when I entered from Burkina Faso."

"No he didn't. The maximum allowance for any nationality at any port of entry is 60 days." Keep digging. "But see how the sweep of the nine matches the sweep of the 6?"

"No. This is very serious. Come with me." I go with him. I wait outside a bungalow that

suddenly looks sinister. I try to act innocently nonchalant, but it's not easy when you're chain-smoking. I finger my gris-gris – a leather, tooth and bone juju charm gifted to me by Senegalese wrestling fisherman Maurice. "Now you wil always travel invisible," he'd explained. "My cousin used one to fly to France without a passport or a ticket." I consider making a run for it – the ocean's just yards away. I try to forget the section in *The Lonely Planet* that reads 'penalties for overstaying are severe'.

"I have a brother who works in Jamestown Prison," says Ben the Cab. I think he's trying to be reassuring.

I'm summoned inside. Stern moustache is standing next to sterner-looking chief in gold braid cap sat behind headmaster's table. They both look extremely unbrideable.

"You have overstayed. You have forged your visa. This is very serious." Enough already. "Yes, okay, you're right. I'm sorry. I feel very foolish now. Can we settle this?"

"You must pay a fine." The headmaster consults a dusty ledger that looks like *The Book of the Dead*. "You must pay..." dramatic pause while he stabs two-handed at the calculator like a maniac Mozart. "Forty thousand cedis."

I try not to look too smug. Forty thousand cedis is four quid. Get in. And get out.

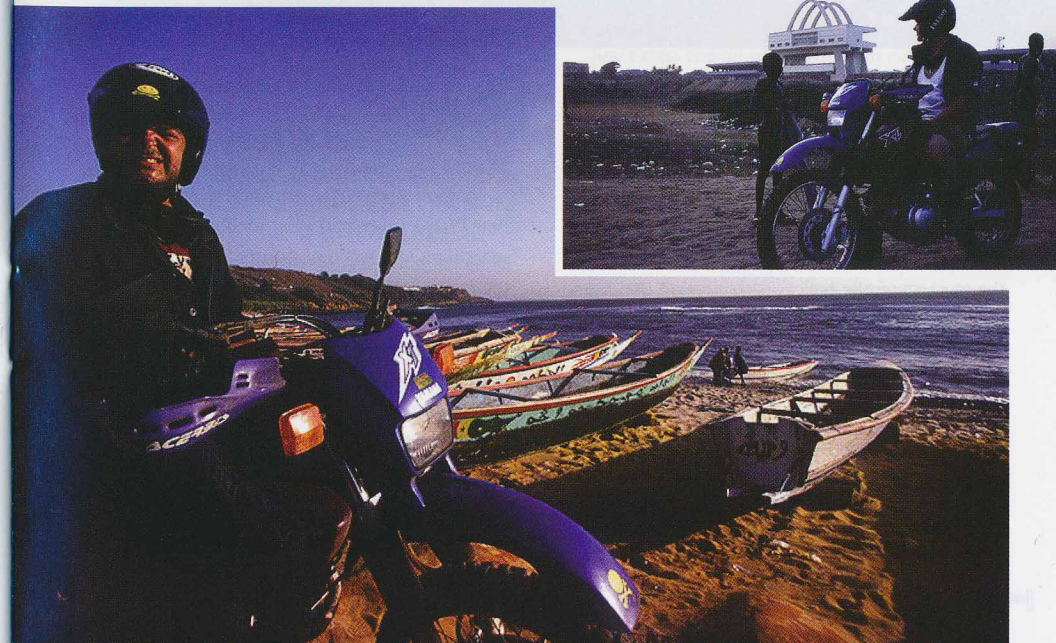
At the risk of stating the bleeding obvious, borders are odd, the way that an arbitrary line in the sand denotes change in culture, language, lifestyle and life expectancy. Five yards of littered no-man's land separates familiar from foreign, democracy from dictatorship, English from French. Togo is Francophone – French speaking, French architecture, French-backed despot. In the kilometre from the frontier to the city centre, we're stopped three times by plain clothes military. Togo's the first African country I've visited where no-one wants to talk politics.

I've come to Togo cause it's a chance to see another city and the flights to South Africa are cheaper. Waiting for the airport bus I get picked up by a Yamaha Townmate. I can't work out whether he's an official moto-taxi or a chancer.

"You're sure about this? Me and my bag?"

"Pas problem."

It's good to be back on two wheels, pillion-perched on the back of a stepthru, 15 stone of laughing nonsense, kit bag on my lap like a corpse in a carpet. It's 10 kilometres to the airport. It takes us an hour. Later that evening I'm doing 600mph 30,000 feet over the Congo Basin. It's nowhere near as exciting as the scoot. Two wheels better. Next stop Johannesburg.





The fifth element

Carl Fogarty may have world titles and all the rest, Barry Sheene may be the most recognised motorcycle racer in the world, but in the post Hailwood era, Jamie Whitham's consistently aggressive, 110% effort – on and off track – have made him the fan's favourite and a champion in his own right. Gordon Ritchie enters the whirlwind world of Whitham

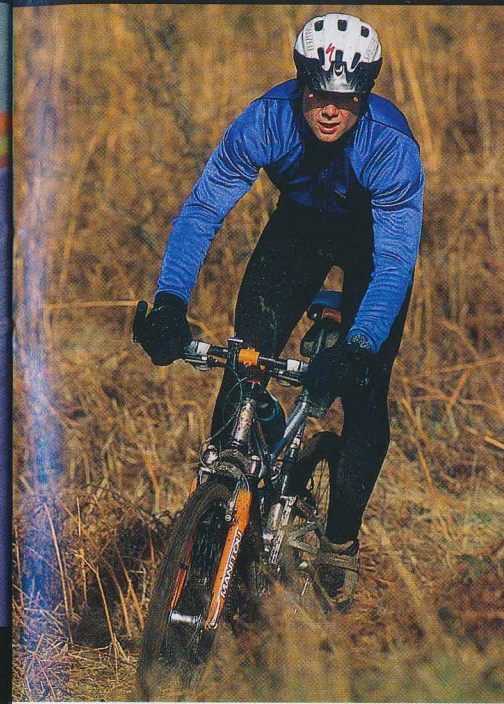
The term People's Champion is a frequently used one in sports of all kinds. Or should that be over-used? In Britain, which has had its fair share of bike racing champions over the years, a show of hands for their favourite contemporary bike racer would most assuredly go to one James Whitham, the most atypically typical Yorkshireman that even the quirky British racing scene has ever produced.

He is one of the crowd, yet he is an absolute one-off, he is something of a fifth element; one of those rare people who are fish'n'chips ordinary and yet on whole different plane of existence when it comes to bravery, motivation and a capacity to enjoy what life brings, grim or glorious.

He could probably power parts of the National Grid, if only he would sit still long enough to be plugged in...

For most people, the demands of being a full time World Supersport rider for Yamaha would be something of a full time occupation, but for Whit, the racing – although the most important of his many endeavours – is just one arrow in an impressive quiver.

He also gigs with increasing frequency in the Po Boys, his very own rock band, playing old punk, indie and new wave numbers. And pretty well, if audience appreciation is anything to go by. A demon on the drums, Whitham puts as much into



the band as the other blokes, the near full-timers, although his racing commitments mean that he is often elsewhere, wringing the neck of a Yamaha Belgarda R6.

He also runs, among other things, Speedfreak Trackdays, in partnership with a kindred spirit, Paul Shoesmith, or 'Shooley' to his mates and the world at large.

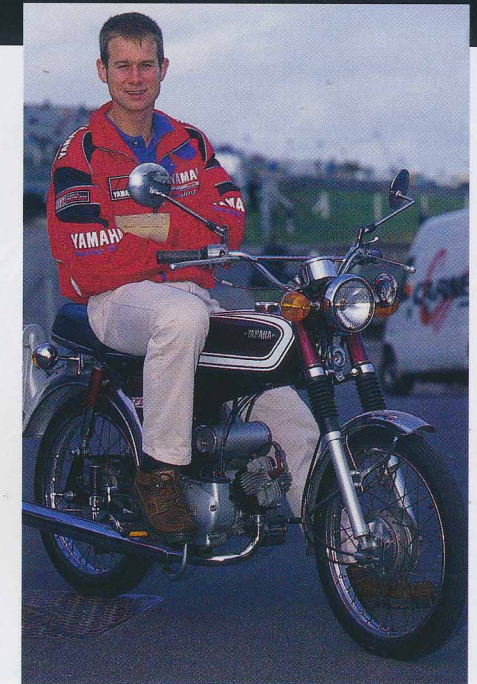
And those are just the jobs, never mind the whole raft of obsessions he has outside the sphere of what could be termed work.

Brought up near his Dad's airfield, Whitham, after a lifetime of near abstention, has been bitten by the flying bug, and of course, he bit it right back. He now runs an ancient and uncharacteristically sedate twin-seater single prop plane, along with his fellow flier and kindred spirit, Shooley.

Maybe not the wisest of recreational pursuits for a man who has listed surviving an air crash as one of his lesser known lifetime ambitions – but if he was all smarts he wouldn't earn his money by risking life and limb in the pursuit of motorcycle race wins.

Mountain biking is another of James' two-wheeled passions.

Below: With his pride and joy – a Yamaha FS1E moped.



Any excess energy which Whitham may have after that little lot is taken out on his mountain bike and his dirt bikes, in the hills around Huddersfield.

Old enough to start feeling pangs of nostalgia, Whitham is now the proud owner of a mint condition Yamaha FS1E, an air-cooled RD250 and now, the piece de-resistance, a restorable RD250LC, the most iconic motorcycle of his thirty-odds generation. "It's so lovely I can't describe it," said Whitham as he surveyed his latest acquisition. "Maybe I'm getting old but to me the thing still doesn't look dated. I just love 'em bikes, they take me right back."

He is, in terms of being a bike rider, Whitham the Unstoppable Race Machine, as he has proved many times in the past – and currently as well.

As one commentator was moved to remark, Whit is not so much a man as a force of nature, enervating and shaking things up wherever he roams in the world. Sometimes for worse, mostly for the better but few people are left unaffected by a meeting with James, extended or otherwise.

A former World Superbike Championship race winner, a full time factory Superbike rider, and a current World Supersport race winner, Whitham's capacity to tickle life until it squeals in delight occasionally masks a big talent and an often underestimated ambition.

He has, of course, been British Champion before, more than once, on everything from 80cc tiddlers in 1985 to full-on Superbikes (two titles actually, on a Fast Orange Yamaha of course) in 1993.

James is currently riding – and sometimes winning – for the Yamaha Belgarda team, based near Monza in Italy, the scene of his latest WSS triumph.

His Monza race was remarkable, coming as it did from a string of DNFs which would have sent lesser riders scurrying away into their motorhomes to hide their grief and pain. But not Whitham, who made his first race finish for ages a winning one.

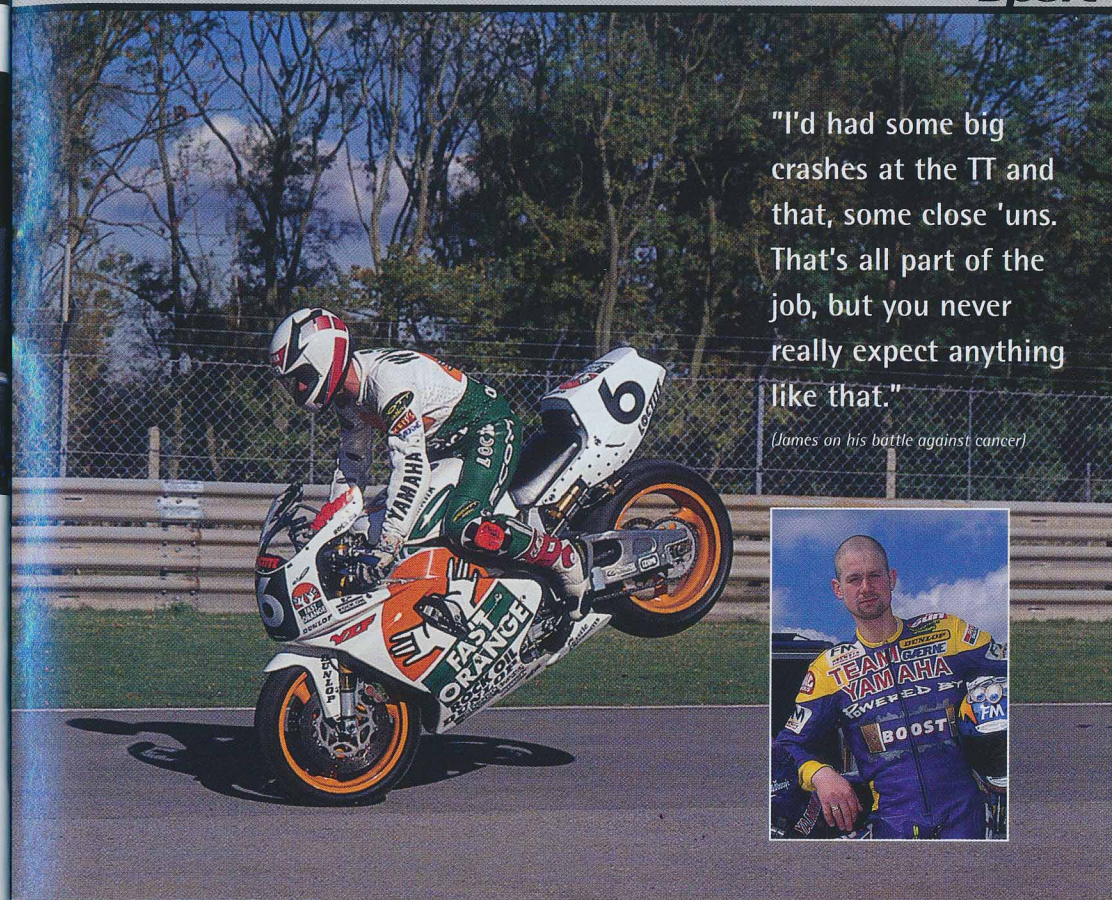


Makin' a noise: James and his band, the legendary Po Boys.

On more than one notable occasion, to put it bluntly, he has been on the receiving end of a right doing from Lady Luck. A less deserving candidate for ill-fortune you would be hard pushed to find, because despite the solid rods of sometimes jagged steel which every top level motorcycle racer must possess in his soul to reach the level of champion, Whitham is generally kind to children and animals, often over-generous with his time and (whisper it) a sentimentalist – on the fly of course. Hard as diamond-tipped nails when required though.

It seems a millions years ago, not 1995, that James was diagnosed with Hodgkin's disease – a form of lymphatic cancer – which prevented him from the chance of adding another British Championship to his collection – and also threatened the unthinkable. "I'd had some big crashes at the TT and that, some close 'uns. That's all part of the job, but you never really expect anything like that," said Whitham at the time. After the punishment of chemo, a typically no-nonsense recuperation period and the eventual all-clear James was right back at it, picked as a factory Superbike rider by Suzuki.

After two hard and unrewarding seasons, Whitham was offered a one-off ride at the 1999 Donington World Supersport race, by his old friends at Belgarda, and, being Whit, went out and won the race by miles.



"I'd had some big crashes at the TT and that, some close 'uns. That's all part of the job, but you never really expect anything like that."

(James on his battle against cancer)

Being offered a GP ride for the remainder of the season, he not only gained the praise of none other than Kenny Roberts for his efforts in really racing against guys who had been doing it for years, he also had another wallop which might have ended his career.

A badly broken pelvis, and the long-recuperation after that, were once more obstacles the irresistible force that is Whitham skirted past and ploughed through, to win again.

In Yorkshire they value grit, and James Whitham is a quarryman of that particular commodity, ably backed by his partner in crime, matrimony, and life in general, Andrea Whitham (nee Cooke), his wife of just over a year, but his beloved 'Cooks' since forever.

Eschewing the lure of foreign climes for his much-loved Yorkshire, Whitham has got a lot of racing in him, even after a season such as this where his Monza win was a beacon of deserved fortune in an often grey and puzzlingly crash-strewn season.

For Whitham, it's just another mountain climbed, with more to conquer.

And the really scary thing, the unmissable answer to what really defines champion bike racers in general and an characteristic Whitham has raised to an art form, is that he enjoys the challenge at least as much as the reward.

As one of his old team managers said recently, "There is only ever going to be one of him, and maybe that's just as well – because maybe the world will never be ready for another one."

Mission One

It's all change in 2002, as Grand Prix regulations allow for the introduction of four-stroke racing machines. Yamaha has been one step ahead of the competition and was first to debut a four-stroke GP prototype. Although it's only just received a first public outing, the YZR-M1, as it has become known, has actually been several years in the making. *Spirit* reveals the thinking behind this exciting new machine and explains why some of the technology will eventually find its way onto the bikes that we buy

The strategy behind Yamaha's support of the move to four-stroke prototype racing is to directly link the technological advancements made in Grands Prix to the development of road-going products, thereby providing an optimum return on its racing investment. It all makes perfect sense and

details of Yamaha's new four-stroke prototype machine were announced as early as last February.

The first European outing for Yamaha's YZR-M1 took place in May, when factory engineers and riders Max Biaggi, John Kocinski, Norihiko Fujiwara and Kyoji Namba spent three days at Mugello, Italy,



Masakazu Shiohara, designer of the YZR-M1 engine



running side-by-side tests with the factory's current Marlboro Yamaha Team YZR500. The outing, followed previous sessions at the Yamaha test track, Fukuroi, Sepang and Phillip Island, and was the first stage of its European tour.

For many years the YZR500 has been respected as the best-handling 500, so it has been Yamaha's desire to instill the YZR-M1 with similar characteristics. To that end the YZR-M1 utilises a chassis closely related to the YZR500. And the choice of an in-line four-cylinder engine was made specifically to complement the chassis.

"We considered other types of four-cylinder engines, like a V-four, but the inline-four suits our chassis best," says Masakazu Shiohara, designer of the YZR-M1 engine. "It is all new, however, with no relation to the R1 streetbike motor. We also considered more cylinders but this means a heavier engine, which can compromise chassis design."

Shiohara is the creative genius behind many of Yamaha's Grand Prix successes. His first high-profile design was the OW20 inline-four 500 engine with which Jarno Saarinen led the 1973 500 World Championship. In 1982 he created the OW61 motor, Yamaha's original V-four 500, and soon after the first-generation YZR500. Shiohara was also responsible for the YZR250 powerplant and in 1997 the YZM400F motocrosser, his first four-stroke and the engine that revolutionised motocross.

Now Shiohara is repeating that journey, taking Yamaha's GP bikes from the two-stroke era into their four-stroke future. The new four-stroke GP regulations permit a maximum capacity of 990cc, which allows engineers to produce power outputs of well over 200bhp, more than can be effectively

used on modern-day racetracks. The real challenge is to produce controllable performance, power that works with the rider and the tyres, and that fits the 22-litre fuel limit (changing to 24-litre for 2002 and 2003).

"These are our biggest priorities," adds Shiohara, who has been working on prototype engines for the YZR-M1 since 1999. "It would be easy for us to make an engine with more than 220bhp, but neither the rider nor the tyres would be able to usefully handle that over full race distance. Fuel consumption is also very important - 22 litres is not so much, so the engine and fuel system must manage consumption efficiently.

"Power output is very similar to our current 500 GP bike, with a little more at the very peak," explains Shiohara. "But there's a much wider spread of power, and torque output is high with a very flat curve. At the moment the engine revs to 15,000rpm or so, but of course we can go higher if required.

"We know from 500 racing that increasing peak power is not the way to improve lap times. These bikes already have maybe more power than riders can really use, that's why we have focused on producing manageable power. We certainly looked at pneumatic valves and so on but considered them unnecessary since we already have more than enough horsepower. This is not F1 - motorcycle racing is more about the riders winning races with controllable power rather than ultra-high power outputs."

Biaggi and Kocinski both enthuse about the YZR-M1's performance. Kocinski, a 250 World Champion with Yamaha in 1990, a former 500 GP winner and World Superbike Champion in 1997, has the perfect blend of racetrack experience to develop the YZR-M1.

"It's a nice bike to ride, Yamaha has done a good job," says the American. "They've got it to a high level very quickly. But racing is never ending – you're always trying to make things better, so if you're doing your job, you're never satisfied. We are very close to a 500's performance but right now we've got a little way to go. Five hundreds have been around for years and this bike has only been around for a few months.

"They improve the bike every time I test, it's a big challenge for all of us and I'm enjoying it. There's a lot of potential there, it's just a matter of squeezing it out. The power is definitely smooth but there's one hell of a lot of it."

Biaggi, currently contesting the 500 World Championship for the Marlboro Yamaha Team, has already ridden the bike on several occasions. "The four-stroke seems to have similar power to the 500, but the character is different," says the Italian. "The bike doesn't feel so heavy, a little more than the 500, but not too much. The main thing I've been thinking about is the base chassis set-up. This is just a prototype machine so nothing is fixed – engine position, weight distribution and so on. As John says, it keeps getting better and it'll be great when we can focus exclusively on the bike later in the year."

The man in charge of Yamaha's current GP effort is Masahiko Nakajima. He was recently appointed GP500 project manager and last year oversaw the factory's securing of the 500 manufacturers' title as Yamaha Grand Prix manager. His experience is a vital part of the YZR-M1 project, especially on the chassis side.

"We started from zero with this project, with one guiding principle – to produce a well-balanced motorcycle," says Nakajima. "If you consider that all the top 500s are similar in both layout and dimensions, this suggests that this is an ideal configuration. That's why we wanted to continue using our YZR-style chassis with the YZR-M1 – the engine was designed to fit the package, not the other way around. Geometry and dimensions are very similar to the YZR500 and rider feedback suggests we have succeeded in reproducing that bike's chassis character.



Whichever way you look at it, the YZR-M1 means business



Ex-WSB champion John Kocinski is well known for his machine development skills

"With the new four-stroke Grand Prix machines, we believe that tyre life is the most crucial issue of all. We are working to produce an engine that looks after its tyres all the way to the finish of races and we are doing some good work on tyre development. From a tyre point of view this new formula is a big challenge, because the extra speed, weight and torque of the four-stroke means a lot of extra work for the rubber."

The YZR-M1 recently completed the second leg of its European test program at the Catalunya circuit in Barcelona, Spain, home to round six of the MotoGP World Championship. It made its public debut prior to the commencement of the opening 125 race and the Spanish crowd experienced at first-hand what the future of grand prix racing will sound like, as Yamaha factory test rider Norihiko Fujiwara thrilled them with two laps on the prototype machine.

After making a super-star like unveiling from the Yamaha pitbox, the M1 proceeded onto the main Catalunya straight before wheeling its way past a

packed grandstand to begin the first of its two demonstration laps. It was the first time that the general public had the opportunity to see and hear a 2002 MotoGP four-stroke prototype machine and witness at first hand what the future holds for the blue riband of motorcycle road racing.

After thrilling the 100,000 strong crowd, two YZR-M1 test machines remained with the Marlboro Yamaha Team for a three-day test. Regular Yamaha factory race development riders Kyoji Namba and Norihiko Fujiwara were joined by John Kocinski and Max Biaggi. Carlos Checa also tested the bike to provide further feedback and compare the M1 with their latest two-stroke YZR500.

As Yamaha develops its YZR-M1, rival factories are already developing their own machinery for the new series, including a V-five, an inline-three and a V-twin. Yamaha is leading the four-stroke GP racing revolution and the factory aims to be ready to win when the battle for the 2002 World Championship kicks off next spring.



Full-on Haydon

Despite a number of high-speed get-offs James Haydon continues to take it to the limit in the toughest domestic superbike championship in the world.



It may be extreme to say that James Haydon has a split personality, but the 26-year-old's persona changes completely when he pulls on that distinctive Shoei helmet.

With his race face on James is a raging bundle of energy and aggression that is never happy with anything less than a win. Look through the visor and into his eyes and you can see that racing motorbikes is more than a job, it's an obsession.

It was this obsession that convinced team boss Rob McElnea to sign Haydon for the 2001 season and so far the rider from Berkhamsted in Buckinghamshire has repaid that faith in spades, giving 100% effort every time he climbs onboard the factory R7.

When James joined the Team Virgin Mobile Aiwa powered by Yamaha squad, he vowed that he would be a contender for the 2001 British Superbike Championship, the most closely

contested domestic series in the world. Midway through the season James and the R7 are third in the series, higher than he has ever finished during his young career.

It could be argued that it has been a difficult start to the season. In just his second meeting of the year he had a horrific crash during qualifying. James was catapulted off the R7 and slammed down hard on the Silverstone tarmac. To make matters worse, the bike landed on him and the two became entangled as they slid into the gravel trap. The resulting TV footage was shown all around the world – this boy knows how to maximise coverage for his sponsors!

In typical Haydon style he dusted himself down and went on to finish third and fourth in Sunday's races, despite the resulting neck injury. A trip to the ultra-fast Snetterton circuit followed and produced James' best collective result of the season with two third places.

At Oulton Park the progress continued as James put the sweet handling R7 on the front row of the grid. However his challenge lasted just four laps after his front tyre let go through the 120mph Knickerbrook corner, depositing him and the R7 into the gravel again.

The resulting broken knuckles meant that he was unable to compete at the Donington Park World Superbike round the following week, but it didn't stop him from turning in a typically gritty ride in race two. Third place was scant consolation on a



James' ever present girlfriend Jo



A spotless garage prior to pit lane walkabout

weekend when he looked every bit a winner, but at least he maintained his record of a podium finish at every meeting so far.

There was worse to come at the next round at Brands Hatch when another rider punted him off at 130mph in the first superbike race. Again he fought back to make it on to the podium in race two.

Don't get the impression that Haydon's a crasher – he's not. With only one failure to finish that can be attributed to him, consistency – even when not 100% fit – has been the key to his season.

It's hard to believe that this is the same guy that mixes so effortlessly with fans and sponsors. On and off track the Team Virgin Mobile Aiwa powered by Yamaha rider is the fans' favourite. With his pop star looks there's no doubt that he's the paddock heartthrob, and while girls want him, the boys want to be him. Good looks and personality only take you so far in life, but it's outrageous talent and burning ambition that makes him one of the best superbike riders in the country.

But for Haydon, the upwardly mobile professional, race day means more than just getting on his Yamaha and fighting it out on track. There's PR and sponsor commitments to be dealt with before, between and after the two races, and two autograph signing sessions – the first at 9.30 during the pit lane walkabout session and the second at the team's merchandising stall in-between races.

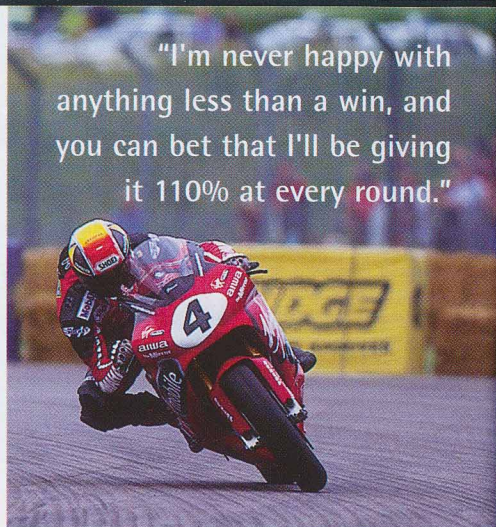
"It's all part of being a professional racer," says Haydon. "It's important to have a good relationship with fans and sponsors because they are the ones putting money into the sport."

And so to Thruxton, the fastest circuit in Britain and a track that favours the brave. It's no surprise then that Haydon rates it as one of his favourites. "You really know you're racing a superbike there," he says. "The track is so quick and wide that it feels like there are a dozen or so racing lines around it. It's a full-on, flat-out place, especially in those fast corners where you're doing up to 140mph cranked right over on the bumpiest surface of any track on the racing calendar. Awesome."

The races proved to be just as exciting as James had predicted. He led for the majority of the opening 20-lap race, but the fast nature of the Thruxton circuit meant that he couldn't shake off his rivals.

Going into the last lap it looked like James was going to win one of the greatest races of all time. His biggest strength was through Church, the incredibly fast right hander that leads onto Woodham Hill, a flat-out straight where the riders jockey for position into the slow Club chicane.

As the seven-bike train thundered through for the final time, Haydon tried to make a break, but it was all in vane. By leading he was punching a hole in the air and allowing the following riders to get in his slipstream. The opposition used this to their advantage and pulled level. Five riders went into the chicane side by side, and it was the Yamaha man who got the rough end of the stick and finished fifth.



"I'm never happy with anything less than a win, and you can bet that I'll be giving it 110% at every round."

"Early in the lap I backed off to allow John Reynolds through," James explained. "I drew level with him through Church but I could see from my dashboard that the revs had dropped from 14,200 to 13,800 and I knew I was being sucked back by someone using the slipstream. Reynolds then barged under me, which opened the door to the other riders. I was gutted."

The second race followed a similar pattern to the first, except this time James tried a different tactic. "I hung back, which is the most unnatural thing for a racer to do. I started the last lap in fourth and got good drive out of Church and a massive slipstream up the hill. I was in a better spot and ready for the final chicane melee, but as we all hit it, there were machines going everywhere. I braked as late as possible but wasn't quite able to get past Reynolds."

To most riders second place is a great result, but to Haydon it means being the first loser. "Overall it was a good weekend. The racing was fantastic and we've made good progress with the bike, but I know that we could've won and that's disappointing."

His first win for Yamaha may have eluded him by 0.2 seconds, but Haydon reckons it won't be long before he tastes victory. "Both myself and the R7 are capable of winning," he says, "I'm never happy with anything less than a win, and you can bet that I'll be giving it 110% at every round."

Who'd bet against that?



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SUPERSPORTS
SPORT/TOURING
STREET
MUSCLE


Model	Engine type	Displacement	Max. Power (DIN)
YZF-R1	4 cylinder, 4-stroke, liquid-cooled, DOHC, 20-valve, EXUP	998cc	150 PS (110.3 kW) @ 10,000 rpm
YZF-R6	4 cylinder, 4-stroke, liquid-cooled, DOHC, 16-valve	599cc	119.9 PS (88.2 kW) @ 13,000 rpm
YZF-R7 OW02	4 cylinder, 4-stroke, liquid-cooled, DOHC, 20-valve	749cc	106 PS (78 kW) @ 11,000 rpm



FJR1300	4 cylinder, 4-stroke, liquid-cooled, DOHC, 16-valve	1,298cc	106.7 PS (145 kW) @ 8,500 rpm
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YZF1000R Thunderace	4 cylinder, 4-stroke, liquid-cooled, DOHC, 16-valve, EXUP	1,002cc	145 PS (106.7 kW) @ 10,000 rpm
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YZF600R Thundercat	4 cylinder, 4-stroke, liquid-cooled, DOHC, 20-valve	599cc	100.1 PS (75 kW) @ 11,500 rpm
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FZS1000 Fazer	4 cylinder, 4-stroke, liquid-cooled, DOHC, 20-valve, EXUP	998cc	143.1 PS (105.2 kW) @ 10,000 rpm
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FZS600/S Fazer	4 cylinder, 4-stroke, liquid-cooled, DOHC, 16-valve	599cc	95 PS (69.9 kW) @ 11,500 rpm
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XJ600S Diversion	4 cylinder, 4-stroke, air-cooled, DOHC, 8-valve	598cc	61 PS (44.9 kW) @ 8,500 rpm
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XJ600N	4 cylinder, 4-stroke, air-cooled, DOHC, 8-valve	598cc	61 PS (44.9 kW) @ 8,500 rpm
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XJ900S Diversion	4 cylinder, 4-stroke, air-cooled, DOHC, 8-valve	892cc	89.4 PS (65.8 kW) @ 8,250 rpm
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TDM850	Twin cylinder, 4-stroke, liquid-cooled, DOHC, 10 valve	849cc	82 PS (60 kW) @ 7,500 rpm
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V-Max	4 cylinder, V-type, 4-stroke, liquid-cooled, DOHC, 16-valve	1,198cc	140 PS (103.3 kW) @ 8,500 rpm
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XJR1300/SP	4 cylinder, 4-stroke, air-cooled, DOHC, 16-valve	1,250cc	106.2 PS (78.1 kW) @ 8,000 rpm
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BT1100 Bulldog	2 cylinder, 4-stroke, air-cooled, SOHC, 8-valve	1,063cc	65 PS (47.8 kW) @ 5,500 rpm
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Max. Torque (DIN)	Fuel tank capacity	Wheelbase	Dry weight	Tyres (front/rear)	Colours
11 kg-m (108.3 Nm) @ 8,500 rpm	18 litres	1,395 mm	175 kg	120/70 ZR17 58W 190/50 ZR17 73W	Red/white blue/white
6.94 kg-m (68.1 Nm) @ 11,500 rpm	17 litres	1,380 mm	169 kg	120/60 ZR17 55W 180/55 ZR17 73W	Red/white blue/white
7.3 kg-m (72.1 Nm) @ 9,000 rpm	24 litres	1,400 mm	176 kg	120/70 ZR17 58W 180/55 ZR17 73W	Red/white
125.5 kg-m (12.8 Nm) @ 6,000 rpm	24 litres	1,515 mm	237 kg	120/70 ZR17 180/55 ZR17	Blue, silver, black
11 kg-m (108.3 Nm) @ 8,500 rpm	20 litres	1,430 mm	198 kg	120/70 ZR17 180/55 ZR17	Black/silver Red/silver
6.7 kg-m (65.6 Nm) @ 9,500 rpm	19 litres	1,415 mm	187 kg	20/60 ZR17 160/60 ZR17	Silver, red, blue
10.8 kg-m (105.9 Nm) @ 7,500 rpm	21 litres	1,450 mm	208 kg	120/70 ZR17 58W 180/55 ZR17 73W	Red/blue/black
6.2 kg-m (61.2 Nm) @ 9,500 rpm	20 litres	1,415 mm	189 kg	110/70 ZR17 54H 160/60 ZR17 69H	Silver, blue, black Gold/black, Red/black (S)
5.4 kg-m (53 Nm) @ 7,500 rpm	17 litres	1,445 mm	198 kg	110/80-17 57H 130/70-18 63H	Red, dark green
5.4 kg-m (53 Nm) @ 7,500 rpm	17 litres	1,445 mm	195 kg	110/80-17 57H 130/70-18 63H	Red, dark green
8.5 kg-m (83.3 Nm) @ 7,000 rpm	24 litres	1,505 mm	239 kg	120/70-17 58V 150/70 ZR17 69V	Red, dark blue
6.2 kg-m (60.4 Nm) @ 6,000 rpm	20 litres	1,475 mm	198 kg	110/80 ZR18 58W 150/70 ZR17 69W	Red, silver
11.8 kg-m (117.7 Nm) @ 7,500 rpm	15 litres	1,590 mm	262 kg	110/90 V18 150/90 V15	Black
10.2 kg-m (100.0 Nm) @ 6,000 rpm	21 litres	1,500 mm	230 kg	120/70 ZR17 58W 180/55 ZR17 73W	Silver, yellow, black, blue
9.0 kg-m (88.2 Nm) @ 4,500 rpm	20 litres	1,530 mm	229.5 kg	120/70 ZR17 170/60 ZR17	Blue, silver, black

CRUISERS



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



XVS1100A Dragstar Classic	V-twin cylinder, 4-stroke, air-cooled,	1,063.0cc	62 PS (45.4 kW) @ 5,750 rpm
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XV1600A Wild Star	V-twin cylinder, 4-stroke, air-cooled, pushrod, 4-valve	1,600cc	62.6 PS (46.3 kW) @ 4,000 rpm
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XVZ1300TF Venture Star	4 cylinder, V-type, 4-stroke, liquid-cooled, DOHC, 16-valve	1,294cc	94.6 PS (69.6 kW) @ 6,000 rpm
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XVS650A Drag Star Classic	V-twin cylinder, 4-stroke, air-cooled, SOHC, 4-valve	649cc	40 PS (29.4 kW) @ 6,500 rpm
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XVS650 Drag Star	V-twin cylinder, 4-stroke, air-cooled, SOHC, 4-valve	649cc	40 PS (29.4 kW) @ 6,500 rpm
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XV535DX Virago	V-twin cylinder, 4-stroke, air-cooled, SOHC, 4-valve	535cc	44.1 PS (32.4 kW) @ 7,500 rpm
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XVS250 Drag Star	V-twin cylinder, 4-stroke, air-cooled, SOHC, 4-valve	249cc	15.5 PS (11.2 kW) @ 8,000 rpm
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XVS125 Drag Star	V-twin cylinder, 4-stroke, air-cooled, SOHC, 4-valve	124cc	13 PS (9.5 kW) @ 10,000 rpm
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SR125	Single cylinder, 4-stroke, air-cooled, SOHC, 2-valve	124cc	12 PS (8.8 kW) @ 8,500 rpm
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TW125	Single cylinder, 4-stroke, air-cooled, SOHC, 2-valve	124cc	11.8 PS (8.7 kW) @ 9,000 rpm
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TT-R125/LW	Single cylinder, 4-stroke, air-cooled, SOHC	123.7cc	10.3 PS (7.6 kW) @ 8,000 rpm
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TT-R90	Single cylinder, 4-stroke, air-cooled, SOHC	89cc	5.6 PS (4.1 kW) @ 7,000 rpm
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RT100	Single cylinder, 2-stroke air-cooled	97cc	8.5 PS (6.3 kW) @ 7,000 rpm
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PW80	Single cylinder, 2-stroke crankcase reed-valve	79cc	4.8 PS (3.5 kW) @ 5,500 rpm
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PW50	Single cylinder, 2-stroke, crankcase reed-valve	49cc	2.7 PS (2 kW) @ 5,500 rpm
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DT125R	Single cylinder, 2-stroke, liquid-cooled, crankcase reed-valve	124cc	12.1 PS (8.9 kW) @ 7,000 rpm
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XT600E	Single cylinder, 4-stroke, air-cooled, SOHC	598cc	43 PS (31.6 kW) @ 8,750 rpm
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FUN/ADVENTURE/SPORT

Max.Torque (DIN)	Fuel tank capacity	Wheelbase	Dry weight	Tyres (front/rear)	Colours
8.7 kg-m (85 Nm) @ 2,500 rpm	17 litres	1,640 mm	261 kg	110/90-18 61S 170/80-15 M/C 77S	Black, red
8.7 kg-m (85 Nm) @ 2,500 rpm	16 litres	1,645 mm	N/A	130/90-16 170/85-15	Light green
13.7 kg-m (131.4 Nm) @ 2,250 rpm	20 litres	1,685 mm	307 kg	130/90-16 67H 150/80-16 71H	Deep red
12.3 kg-m (123 Nm) @ 4,750 rpm	22.5 litres	1,705 mm	377 kg	150/80-16 71H 150/90-15 M/C 74H	Silver
5.2 kg-m (50.9 Nm) @ 3,000 rpm	16 litres	1,625 mm	230 kg	130/90-16 67S 170/80-15 M/C 77S	Black
5.2 kg-m (50.9 Nm) @ 3,000 rpm	16 litres	1,610 mm	214 kg	100/90-19 57S 170/80-15 M/C 77S	Black
4.69 kg-m (46 Nm) @ 6,000 rpm	13.5 litres	1,520 mm	182 kg	3.00-19 49S 140/90-15 M/C 77S	Black
21.7 kg-m (2.11 Nm) @ 6,000 rpm	11 litres	1,530 mm	147 kg	80/100-18 47P 130/90-15 M/C 66p	Red
N/A	11 litres	1,495 mm	135 kg	3.00-18 47P 130/90-15 M/C 66P	Black
1 kg-m (9.4 Nm) @ 8,500 rpm	10 litres	1,280 mm	104 kg	3.00-17 45P 3.50-16 52P	Red, dark blue
0.99 kg-m (9.7 Nm) @ 8,000 rpm	7 litres	1,330 mm	118 kg	130/80-18 66P 180/80-14 MC 78P	Red, silver
1.02 kg-m (10.0 Nm) @ 6,500 rpm	5.5 litres	1,240 mm (1,264 mm)	74 kg (76 kg)	70/100-17 (-19) 90/100-14 (-16)	Blue
0.62 kg-m (6.1 Nm) @ 6,500 rpm	4.1 litres	1,308 mm	61 kg	2.50-14 4PR 3.00-12 4PR	Blue
0.87 kg-m (8.5 Nm) @ 6,500 rpm	4.5 litres	1,190 mm	77 kg	2.50/18 4PR 3.00/16 4PR	Blue
0.64 kg-m (6.3 Nm) @ 5,000 rpm	4.9 litres	1,055 mm	57 kg	2.50/14 4PR 3.00/12 4PR	Blue
0.39 kg-m (3.8 Nm) @ 4,500 rpm	2 litres	855 mm	37 kg	2.50/10 4PR 2.50/10 4PR	Blue
1.6 kg-m (15.7 Nm) @ 6,500 rpm	10 litres	1,416 mm	109 kg	2.75-21 4PR 4.10-18 4PR	Blue, black
4.9 kg-m (48.1 Nm) @ 5,250 rpm	15 litres	1,440 mm	156 kg	90/90-21 54S 90/90-21 54S	Blue

SCOOTERS
MOPEDS
OFF-ROAD


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



YP250 Majesty	Single cylinder, 4-stroke, SOHC, liquid-cooled	250cc	21.1 PS (15.5 kW) @ 7,500 rpm
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YP125R Majesty	Single cylinder, 4-stroke, SOHC, liquid-cooled	124cc	12 PS (8.4 kW) @ 8,750 rpm
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Maxster 125	Single cylinder, 4-stroke, SOHC, liquid-cooled	124cc	12 PS (8.7 kW) @ 9,000 rpm
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YN100 Neo's 100	Single cylinder, 2-stroke air-cooled	101cc	6.8 PS (5 kW) @ 7,000 rpm
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YQ100 Aerox 100	Single cylinder, 2-stroke air-cooled	101cc	7.5 PS (5.5 kW) @ 7,000 rpm
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XN125 Teo's	Single cylinder, 4-stroke, SOHC, liquid-cooled	124cc	12 PS (8.7 kW) @ 9,000 rpm
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YQ50 Aerox R	Single cylinder, 2-stroke liquid-cooled	49cc	3.7 PS (2.75 kW) @ 7,000 rpm
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YN50 Neo's	Single cylinder, 2-stroke air-cooled	49cc	3.9 PS (2.9 kW) @ 7,000 rpm
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WH50 Why	Single cylinder, 2-stroke air-cooled	49cc	3.4 PS (2.5 kW) @ 6,500 rpm
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EW50 Slider	Single cylinder, 2-stroke air-cooled	49.2cc	5 PS (3.6 kW) @ 6,500 rpm
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CW50NG Bi-Wizz	Single cylinder, 2-stroke air-cooled	49cc	5.7 PS (4.2 kW) @ 6,600 rpm
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YZ426F	Single cylinder, 4-stroke liquid-cooled DOHC, 5-valve	426cc	58.1 PS (47.7 kW) @ 9,600 rpm
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WR426F	Single cylinder, 4-stroke liquid-cooled DOHC, 5-valve	426cc	NA
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WR400F	Single cylinder, 4-stroke liquid-cooled DOHC, 5-valve	399cc	48 PS (35.3 kW) @ 9,000 rpm
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WR250F	Single cylinder, 4-stroke liquid-cooled DOHC, 5-valve	249cc	NA
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YZ250F	Single cylinder, 4-stroke liquid-cooled DOHC, 5-valve	249cc	NA
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YZ250	Single cylinder with YPVS, 2-stroke liquid-cooled	249cc	53 PS (39 kW) @ 8,000 rpm
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YZ125	Single cylinder with YPVS, 2-stroke liquid-cooled	124cc	39 PS (28.7 kW) @ 11,500 rpm
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YZ80/YZ80LW	Single cylinder with YPVS, 2-stroke liquid-cooled	82.9cc	28 PS (20.6 kW) @ 12,000 rpm
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Max.Torque (DIN)	Fuel tank capacity	Wheelbase	Dry weight	Tyres (front/rear)	Colours
4.67 kg-m (45.8 Nm) @ 5,500 rpm	14 litres	1,575 mm	197 kg	120/70-14M/C 55S-150/ 70-14M/C 66S	Yellow, silver, blue
2.2 kg-m (21.6 Nm) @ 6,000 rpm	12.5 litres	1,535 mm	156 kg	110/90-12 64L 130/70-12 62L	Yellow, silver
1.12 kg-m (11 Nm) @ 7,500 rpm	10.5 litres	1,480 mm	125 kg	120/70-12 51L 130/70-12 56L	Blue, silver, red
1.03 kg-m (10.2 Nm) @ 7,000 rpm	7.5 litres	1,400 mm	124 kg	130/60-12 140/60-13	Black, blue
0.6 kg-m (6.8 Nm) @ 4,500 rpm	6.5 litres	1,280 mm	85 kg	120/70-12 51L 130/70-12 56L	Silver, deep red
0.89 kg-m (8.8 Nm) @ 6,000 rpm	7 litres	1,259 mm	87.5 kg	130/60-13 140/60-13	Red, blue
1.07 kg-m (10.5 Nm) @ 7,000 rpm	10 litres	1,315 mm	113 kg	120/70-12 51L 130/70-12 56L	Blue, silver, red
0.42 kg-m (4.2 Nm) @ 7,250 rpm	7 litres	1,256mm	89 kg	130/60-13 140/60-13	Light grey, red
0.49 kg-m (4.9 Nm) @ 5,850 rpm	6.5 litres	1,273 mm	78 kg	120/70-12 56J 130/70-12 56J	Blue, black, red
0.39 kg-m (3.35 Nm) @ 6,200 rpm	7.2 litres	1,294 mm	69 kg	70/90-16 80/90-16	Red, green
0.54 kg-m (5.3 Nm) @ 6,200 rpm	6.5 litres	1,202 mm	72 kg	120/80 M/C-12S 130/90 M/C10S	Black, yellow, blue
0.49 kg-m (4.9 Nm) @ 6,600 rpm	8.5 litres	1,206 mm	74 kg	120/90-10 54J 130/90-10 59J	Blue
5.9 kg-m (4.9 Nm) @ 7,000 rpm	NA	1,490 mm	105.5kg	80/100-21 110/90-19	Blue
NA	NA	1,490 mm	113 kg	90/90-21 130/90-18	Blue
4.06 kg-m (39.8 Nm) @ 7,500 rpm	NA	1,490 mm	113 kg	90/90-21 120/90-18	Blue
NA	NA	1,475 mm	102 kg	90/90-21 120/90-18	Blue
NA	NA	1,475 mm	96.5 kg	90/9100-21 100/90-19	Blue
5 kg-m (49 Nm) @ 7,500 rpm	NA	1,462 mm	98 kg	80/100-21 51M 110/90-19 62M	Blue
2.6 kg-m (24.6 Nm) @ 10,000 rpm	NA	1,444 mm	87.5 kg	80/100-21 51M 100/90-19 57M	Blue
1.7 kg-m (16.7 Nm) @ 11,000 rpm	NA	1,257/1,283 mm	66/69 kg	90/100-14 49M 90/100-16 52M	Blue

AVON

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Reading RG3 1EF/Motor Cycle City, 470-478 Oxford Road – 0118 9574044

BUCKINGHAMSHIRE

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

CAMBRIDGESHIRE

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

CHESHIRE

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

CLEVELAND

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

CORNWALL

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

COUNTY DURHAM

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

CUMBRIA

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

DERBYSHIRE

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

DEVON

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

DORSET

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

EAST SUSSEX

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

EAST YORKSHIRE

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

ESSEX

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

GLOUCESTERSHIRE

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

HAMPSHIRE

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

Farnborough GU14 6HD/Motor Cycle City (Sales) Ltd, 149-151 Lynchford Road – 01252 400000

Portsmouth PO2 7RW/Motor Cycle City, 196-200 & 217-219 New Road – 023 9282 8425
P Southampton SO45 2PD/Doug Dearden Motorcycles, 207 Long Lane, Holbury – 023 8089 1110
Southampton SO15 3FP/Parkroad Motorcycles Ltd, 160 Shirley Road, Shirley – 023 8022 8718

HEREFORDSHIRE

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

HERTFORDSHIRE

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

KENT

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

LANCASHIRE

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

LEICESTERSHIRE

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

LINCOLNSHIRE

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

LONDON

N9 0PD/JA Lock Ltd, 333-335 Fore Street, Edmonton – 020 8807 5269
NW10/Motorcycle City, 301 Iveagh Avenue, Stonebridge Park – 020 8955 4600
W6 7PH/Scooter Store International, 48-50 Shepherds Bush Road – 020 7610 4131
P SW6 4RJ/The Yamaha Service Centre, 347 New Kings Road, Fulham – 020 7371 9700
SW16 3PX/Hamilton PowerSports, 442 Streatham High Road, Streatham – 020 8764 0101
SW20 8JX/Frontiers Motorcycles Ltd, 363 Kingston Road – 020 8540 7774
SE1 7TP/AUXHALL, Albert Embankment, London – 020 7793 9313
SE5 0EZ/Carnell Motorcycles, 73-75 Camberwell Road – 020 7703 2271
SE10 9TZ/Metropolis, 150-152 Trafalgar Road, Greenwich – 020 8293 0095
EC4R 2YB/Metropolis, 23 Dowgate Hill – 020 7236 1913
E11 4JT/Double R Motorcycles, 309-311 High Road, Leytonstone – 020 8558 4819
E18 1LN/Woodford Motorcycles, 51-53 George Lane, S. Woodford – 020 8989 3157

MERSEYSHIRE

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

MIDDLESEX

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

NORFOLK

Norwich NR2 4EE/Tinklers Motorcycles Ltd, 182-190 Northumberland Street – 01603 627786

NORTH YORKSHIRE

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

NORTHAMPTONSHIRE

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

NORTHUMBERLAND

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

NOTTINGHAMSHIRE

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

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

OXFORDSHIRE

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

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

SHROPSHIRE

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

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

SOMERSET

Crewekerne TA18 8NT/Taylor's Motorcycles, Mosterton Road, Misterton - 01460 72318

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

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

SOUTH YORKSHIRE

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

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

STAFFORDSHIRE

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

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

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

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

Tamworth B77 5AD/Motor Cycle City, 361 Watling Street, Wilmscote, Tamworth - 01827 280905

SUFFOLK

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

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

Lowestoft NR32 1PL/A R Motorcycles, The Annex, Alexandra Road - 01502 584169

SURREY

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

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

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

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

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

TYNE & WEAR

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

WARWICKSHIRE

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

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

WEST MIDLANDS

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

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

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

WEST SUSSEX

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

Chichester PO19 4JG/CMMW Motorcycles Ltd, 20 The Hornet - 01243 782544

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

WEST YORKSHIRE

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

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

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

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

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

Shipley BD18 3JQ/Motor Cycle City, 206 Saltaire Road - 01274 771122

WILTSHIRE

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

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

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

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

WORCESTERSHIRE

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

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

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

SCOTLAND
CENTRAL

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

DUMFRIES & GALLOWAY

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

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

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

P Inverurie AB61 9UT/Two Wheel Centre, Port Elphinstone - 01467 625192

LOTHIAN

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

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

STRATHCLYDE

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

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

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

TAYSIDE

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

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

HIGHLANDS

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

WALES
CLWYD

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

DYFED

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

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GLAMORGAN

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

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

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

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

GWENT

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

Newport NP9 0FX/South Wales Superbikes, 10-11 Estuary Road - 01633 277970

GWYNDD

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

POWYS

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

NORTHERN IRELAND

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

ISLE OF MAN

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

ISLE OF WIGHT

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

CHANNEL ISLANDS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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