

CIRCUIT



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**The Big Boost!
Turbocharging
Special Feature**

Why does five times SSDT winner Mick Andrews ride Yamaha?

Mick Andrews, five times Scottish Six Days Trial winner, twice European Trials champion and several times British Trials champion has good reasons to ride a Yamaha.

Four very good reasons, in fact.

Fuss-free running.

Mediterranean machines are well-known for their fussiness. They need a lot of fettling and tuning to keep them running well.

Yamaha trials bikes on the other hand have a reputation for staying in tune, and one piece, for very long periods with little attention.

And with Yamaha's famous Autolube you can forget about mixing petrol and oil in the petrol tank.

Unquestioned reliability.

Bulletproof engines are one of the hallmarks of all Yamaha trials bikes. They're all well-proven, solid designs with reed-valve induction offering a good spread of power, especially in the lower and mid-ranges. All delivered to the rear wheel via a six speed gearbox in the case of the TY175 and Majesty 200, and five speed 'boxes on the TY250, Majesty 320 and Majesty 250.

High quality finish.

The standard of finish on the Yamahas is enough to put many an expensive road bike to shame. Careful attention to construction and detailing are, again, all hallmarks of the Yamaha engineering philosophy making sure the TYs and Majesties outlast the competition. On, and off the sections.

Low price.

You probably think that all this has to be paid for somewhere. Wrong. Compared to most



PHOTOGRAPH COURTESY OF WHICH BIKE?

of the competition the Yamahas have got them beat on price as well as reliability and finish.

So, if you're up to International standard you'll most likely want one of the Majesty Yamahas like Mick's. But if you're a clubman or the occasional green-laner and like to spend your time out on the trail rather than fiddling in the shed, you've now got four good reasons to buy a TY.



**You know you're gonna beat 'em
on a Yamaha**

It was last November, and banner headlines in the popular weekly motorcycle press told an amazed trials world that former British Trials Champion, Rob Shepherd, was quitting the Japanese factory he had ridden for since 1977. He was reportedly searching for a suitable machine as replacement for the Honda four-stroke on which he had achieved so much of his success.

That move away from one oriental manufacturer proved to be a blessing in disguise for another, as Yamaha had just taken the decision to increase their involvement in the Trials world.

Shepherd, as one Britain's and the world's top trials riders, could quite literally command a works ride with any trials bike manufacturing company, so it came as quite a coup when Yamaha were able to announce that he would be riding the 320cc Yamaha Majesty in all Major British trials during 1981.

The deal was a big one for Yamaha's British importers, Mitsui, whose total off-road commitment for the new year had increased dramatically. Their one big name prior to Shepherd joining them was Mick Andrews, a legend in his own right, but a rider who by his own admission was in the twilight of his career.

With two big names signed, Yamaha still needed one more top rider to join them. So who better than Rob's younger brother Norman? Though not quite in Rob's class Norman is certainly capable of bring off a national trial win and has proved as much in the past.

Many were surprised that Rob had decided to go to Yamaha but he explained his reasons to me; "I was impressed with Yamaha's total commitment to succeed with the Majesty, and it gave me the chance to help with further development of the machine with its designer John Shirt.

"Also, the company didn't particularly need me to ride in World Championship events as Mick (Andrews) would continue to ride abroad. That suited me well as I have plans for further expansion of the family farm".

The Shepherd farm is just outside the Yorkshire Dales tourist centre of Pateley Bridge, where Rob, Norman and their father have 200 acres of land given over to mixed agriculture.

Rob, born on the farm, was quite accustomed to hard work from an early age when he was first introduced to trials some 14 years ago. It came about in an innocent way when one of the local organisers approached Rob's father and enquired about using some of their land for trials.

Rob Shepherd ...two-stroking again

It was the Wetherby Club, who got their permission - and it wasn't long before Rob had the idea of having a go in one or two club trials. After all it wasn't far to go for an event - just outside the back door!

The first competitive ride was on an elderly Greeves, and Rob finished the event black and blue - despite his hard-working background. His memories of

his debut are of not being able to sit down to eat his tea afterwards, rather than what the trial sections had been like!

But Rob had got the bug, and with such superb land for practicing on, it wasn't long before he became quite accomplished in his home area, good enough for the Spanish Montesa importers of the day to take notice and



offer Rob a bike.

National trial wins came very early on in Shep's career, taking the premier award in several Northern nationals over the "big names" of the late sixties and early seventies.

His trials career prospered, and with full factory backing from Montesa, Rob travelled to all the national trials. Wins became frequent, but one of the most prestigious was in the famous Scott trial, a 70-mile marathon across the Yorkshire Moors where time is as important an element as the performance in the sections.

In that Scott win, Rob scored a rare double - he was best on observation and best on time. Since then, however, he has never been able to repeat it - even in his British Championship year.

That British Championship went to the Pateley Bridge farmstead in 1977, when Rob rode the gripping long-stroke Honda thumper to innumerable victories. In claiming the title Rob made many fans for the way he handled the big four-stroke, coming out on top against the horde of stokers. It was the old story, the underdog attracted the attention.

Prior to his title-winning year, Rob had made his mark in World Championship events aboard the Montesa and he continued to represent Britain in these events on the four stroke Honda.

Several big wins each year went Shepherd's way, but he never really made the top and stayed there for any appreciable length of time. However, having said that, Rob has been regarded as one of the country's top three trials riders for seven or eight years. Along with his fellow Yorkshiremen Malcolm Rathmell and Martin Lampkin, the three of them almost completely eclipsed the national trials scene in the late seventies. It was virtually a dead cert that each national event would be won by one of the three, and Rob had his share of victories.



Having made the decision last year to make 1980 the last full season chasing for the World Championship, Rob felt that all his vast reserves of trials bike knowledge could be put to good use in developing bikes. There are of course many excellent machines on the market, but there was the temptation of being one of those behind the first truly successful all Japanese production trials bike.

It was with that idea in mind that Shep eventually joined Yamaha. Whether his ideas will eventually bear fruit with Majesties selling in vast numbers has yet to be seen but the indications are that Yamaha are about to take a bigger slice of the trials bike cake than they had in the past.

Changing from a four-stroke to a two-stroke was a big step, and many thought that Shep wouldn't make the change successfully overnight. However those same doubters seemed to have forgotten that Rob was very successful on the two-stroke Montesa. In his first competitive national Yamaha ride - this year's Colmore Cup trial which opened the British Championship battle - Rob finished a very creditable second, missing the win by a narrow margin.

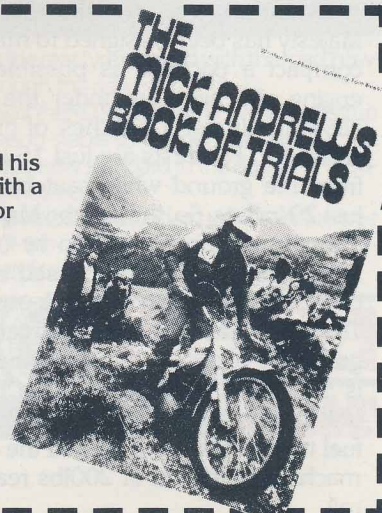
So those who reckoned Rob Shepherd was over the hill will have to think again, as the 28 year old farmer, whose wife Diana is expecting their first child, has a lot more to look forward to than dirty nappies!

"THE MICK ANDREWS BOOK OF TRIALS" on special offer to "CIRCUIT" readers

This year Mick Andrews returned to the Yamaha factory Trials Team and immediately celebrated his comeback with a win in the British round of The World Championship! We celebrate his return with a special offer to fans - your own copy of "The Mick Andrews Book of Trials" - delivered to your door for just £2 including packaging and postage.

"THE MICK ANDREWS BOOK OF TRIALS" is a comprehensive look at off-road trials and enduro riding by one of the greatest all-round dirt riders ever, two-time World Championship winner, Mick Andrews. The book has over 400 photographs in its 224 pages, including superb step-by-step shots of riding techniques. A unique picture section of off-road bikes from 40 years ago to present times is included along with a section on star riders, personal and machine preparation procedures and an in-depth biography on Andrews' long and varied career in international trials, moto-cross and enduro riding. A superb gift for any occasion.

Send £2.00 Cash, Cheque or Postal Order made payable to:
Four Shires Publishing Company, P.O. Box 49, Banbury, Oxfordshire.



HIS MAJESTY

The Yamaha which Rob Shepherd is using to contest the 1981 National Championship series is the "Majesty 320" a development of Yamaha's long established TY250.

While the TY250 in standard form has proved itself a perfectly capable mount for Club and Centre trials it is not a Championship chaser.....and is not intended to be. However, trials maestro, Mick Andrews and chassis expert, John Shirt, have transformed the TY into a full-blooded World Championship machine. Mick proved this by winning the British round of the World Trials Championship last year.

Championship sections demand more performance than people usually associate with trials. The Majesty copes with this thanks to its overbored engine and higher compression ratio. The 320cc capacity is achieved by boring the cylinder from 70mm to 80mm while leaving the stroke at 64mm. Compression ration is raised from 6.4:1 to 8.2:1. Otherwise the TY basic unit is left as standard, with the same contact-breaker and magneto ignition, five speed transmission and 26mm Mikuni carburettor.

The chassis, however, has undergone a complete re-design to bring it into line with Championship requirements. The Majesty is a compact machine, 78 inches long and 44 inches high. John Shirt designed the chassis and Mick Andrews developed it in competition. Constructed in Reynolds 531 tubing, the chassis has no lower frame tubes. These are replaced by a thick alloy plate to protect the engine's crankcase. Chassis rigidity is achieved by the use of the engine as a stressed frame component plus the unique triple top-tube design.

Everything about the Yamaha Majesty has been designed to make as compact a package as possible. The engine sits high up under the tank, allowing almost 15 inches of ground clearance. Footrests are just 15 inches from the ground while seat height is just 29 inches. So, though the Majesty's Yamaha engine appears to be "riding high" this is an illusion caused by the dropping of the seat and tank position. The bike, in fact, has a very low centre of gravity for pin-point control. Wheelbase is 52 inches and the Yamaha power unit is only 10 inches wide. The slimline fuel tank holds 9½ pints and the entire machine weighs in at 200lbs ready to roll.

a close-up look at

Rob Shepherd's

Championship mount.

