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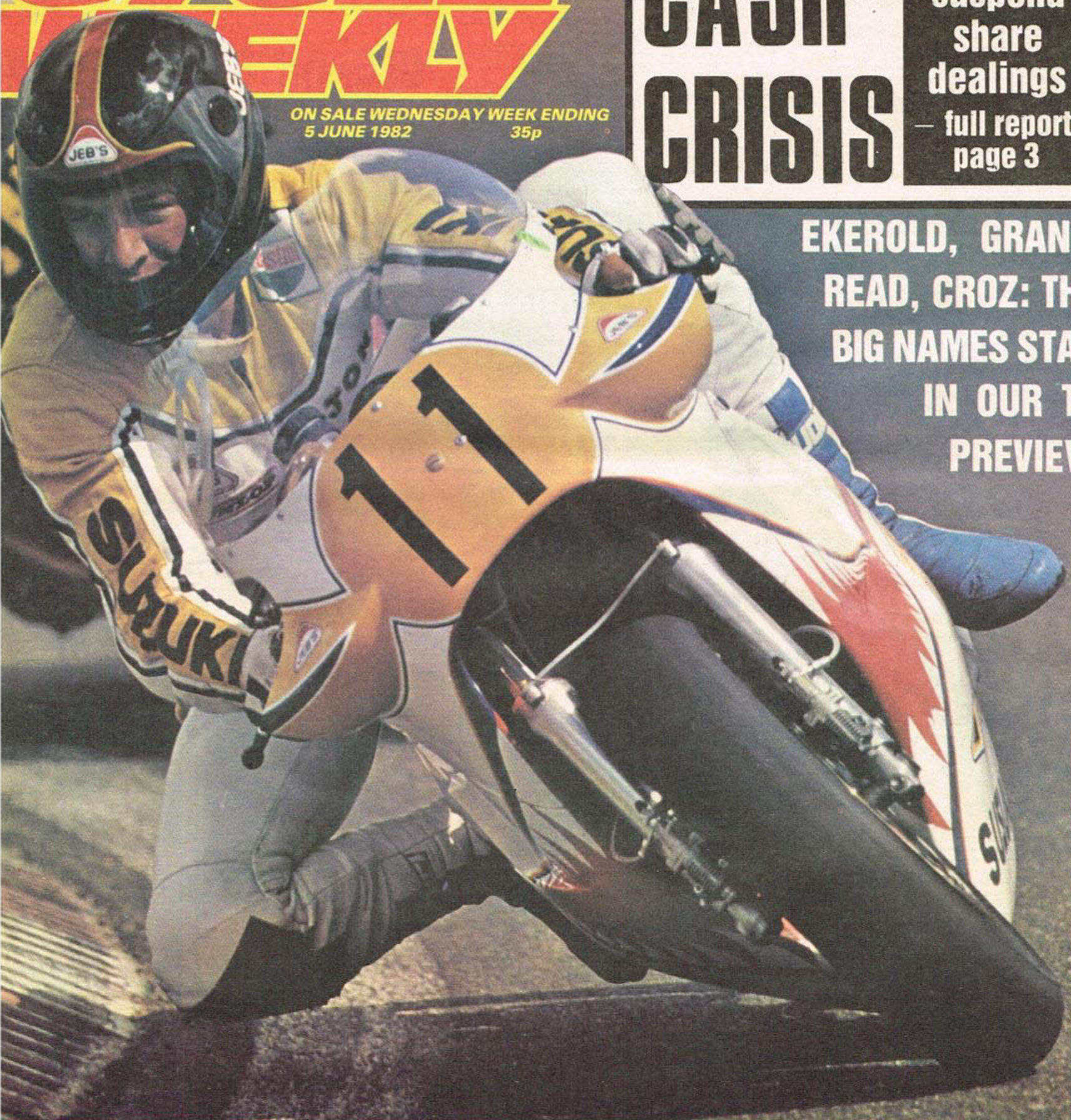
MOTOR CYCLE WEEKLY

ON SALE WEDNESDAY WEEK ENDING
5 JUNE 1982 35p

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Company
suspend
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dealings
— full report
page 3

EKEROLD, GRANT,
READ, CROZ: THE
BIG NAMES STAR
IN OUR TT
PREVIEW



Jon Ekerold in action on the RG500 Suzuki he will be racing in the Isle of Man.

Picture by Don Morley.

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YAMAHA 



Getting it on - Guy guns the YZ100J out of a corner.

**Guy Woollett gets to grips with
the little Yam with a big heart**

YZ100J SPECIFICATION

ENGINE: Single-cylinder air-cooled two-stroke
CAPACITY: 98cc (50 x 50mm).
COMPRESSION ratio: 8:1.
CARBURATION: VM30SS Mikuni.
MAXIMUM POWER: 22bhp at 11,500rpm.
MAXIMUM TORQUE: 10.1lb-ft at 9,500rpm.
PRICE: £960 inc VAT.
TRANSMISSION: Gear primary drive. Wet multi-plate clutch and six-speed gearbox. Chain final drive.
ELECTRICS: CDI ignition.
FRAME: Duplex steel tubular cradle.
SUSPENSION: Air-assisted telescopic front fork with 9.8in. travel. Yamaha Monocross rising-rate rear suspension with gas/spring/oil control. 10in. travel.
WHEELS: Spoked, aluminum rims.
TYRES: Tubed. 3.00in x 21in. front. 4.10in x 18in. rear.
BRAKES: Drum front and rear.
DRY WEIGHT: 191lb.
FUEL CAPACITY: 1.8 gallons.
WHEELBASE: 55.9in.
SEAT HEIGHT: 35in.
GROUND CLEARANCE: 12.4in. (minimum).



YAMAHA'S latest 100cc moto crosser, the YZ100J, is so good it's a crying shame only schoolboys are allowed to race it!
For under existing ACU/AMCA rules and regulations, the smallest capacity machines used in senior competition are 125cc.
Which is silly when you think about it, for today's 100cc bikes are far faster than the 250s of 20 years ago and would be ideal for young riders seeking to break into the big-time - cheaper than the new wave of grand prix-style 125cc machines yet fast enough to provide good sport.
In fact, the class is popular in the States and the latest YZ100 is a full-sized man's machine and appeared impressive when delivered to the Editor Mick Woollett for testing.
"It looks big, but once you get on it and the suspension goes down it's fine," Guy Woollett, the editor's moto cross-mad 13-year-old younger son, said.
In fact, the new rising rate Monocross rear suspension, which incorporates a double linkage, came in for favourable comment.
"It definitely handles better than the 80cc models I've ridden. The rear suspension has so much travel it irons out

the bumps - you can hardly feel it when you land. It's great," Guy said.
Front suspension was not quite up to the same standard.
"The air forks are good when you are braking, but the wheel pattered and made the front too light on the straights

- I'll have to try them with more pressure in them to see if they are better that way," he said.
In fact, the comprehensive manual has a section telling how to "tune" both the front and rear suspensions to correct various faults.
General riding position is

good and the way the seat blends on to the tank was praised as a good safety feature - though Guy felt the bracing handlebar stay also should have been padded.
If it had been, it may have saved him a nasty whack on his left knee as he sailed over the handlebars after colliding

with a rival on the track!
The YZ100J proved easy to start despite the short travel of the kickstart which is restricted by the rootrest.
The engine needed only a little choke and soon warmed up, luckily as the choke lever was hard to get at with a gloved hand.

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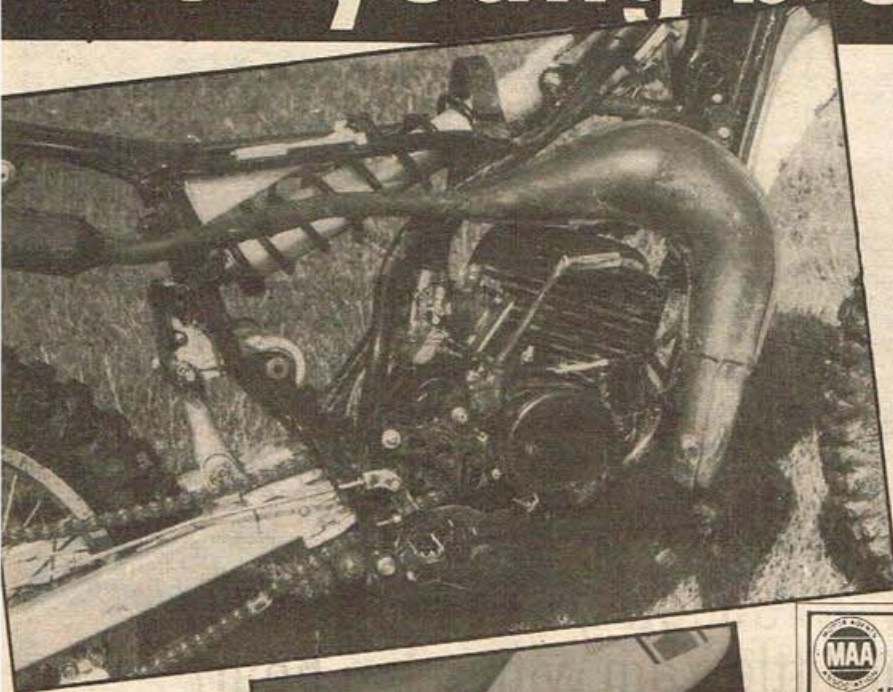
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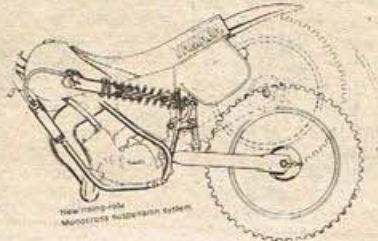
NOW!



A man-sized crosser for young blokes!



Tank, panels and air-cleaner removed to show the new rising-rate rear suspension set up. Note the link pivot above the rear fork pivot. Drawing, below, shows the set up with gas reservoir mounted on the front down tube.



As with all small capacity, high-performance two-strokes, you had to rev the YZ100J hard to get the best out of it.

But once under way it compared favourably with a YZ250G belonging to a friend.

"From a standing start I could keep up until he changed into fourth gear - it was only then he could pull away. Mind you the track was tacky - probably on a one-dry circuit it would be different," Guy said.

Attention to detail is good. The footrests are spring-loaded and so is the end piece of the gear pedal and brake.

The rear brake rod is protected by a neat guard where it passes the frame and the lengthy rear chain is kept in place by a nylon guide ahead of the rear sprocket - and a nylon block protects the rear swinging fork near the pivot.

The frame is neat and fits closely around the new 98cc engine which incorporates the Yamaha YE1S and Torque Induction systems.

The large rear suspension



Yamaha's long involvement in moto cross is reflected in the attention to detail and the neat way everything is tucked away.

unit is well protected with gas reservoir mounted on the front down tube.

Both damping and rebound can be adjusted to suit the rider's weight and riding style.

Gearbox is a six-speeder. The change is good; fast and positive and the clutch took up the drive smoothly with no slip or judder.

The longish wheelbase and the Monocross rear suspension kept the front wheel down and it was hard to wheelie the YZ100J - even in first and second gears.

All in all, an impressive, purpose-built moto crosser that has obviously benefitted from Yamaha's years of experience in building competition cross-country bikes.

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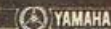
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