



The chassis has received as much attention as the engine in the change. To increase the ground clearance to a useful 13½ inches two inches is cut out of the front down tube and out of the tubes behind the engine. The ensemble is then welded back together along with a massive alloy bash plate that fits like a body stocking around the crankcases.

The front fork is modified by altering the damping characteristics to prevent pogoing and now allows the rider to attack boulders confidently. The rear dampers are dumped in favour of Girling Gas Shocks which are located over the rear wheel spindle and offer the rider markedly improved sensitivity to the grip of the rear wheel. Tyres are changed to Pirellis (in the usual 2.75 x 21 in. and 4.00 x 18 in. sizes) running at 4psi and 7psi front and rear to give excellent traction.



*Sprung loaded gear lever and footrest, relocated dampers and heavier chain typify attention to detail on the Majesty 320 Yamaha.*



The bike's handling can't be faulted. It goes where you point it and the 320 seems to find grip where there isn't any. The original wheels and brakes are up to scratch, and after stream riding just a few revolutions are needed to dry out. Wheel bearings are sealed with a life expectancy of two seasons.

Like a lot of fine-handling machines the Yamaha has a way of instilling confidence in its rider. Nothing happens unexpectedly, and its light weight combined with a built-in agility dispels any fear that it might get out of hand.

Useful features are the shortened sprung loaded gearchange and brake levers neither of which are now vulnerable to rocks and prangs. The oil pump supplying the motor is removed in favour of petrol mixture, improving the carburetion and saving a few ounces. Vital however, is the use of heavy duty chains and sprockets to replace the quickly worn out originals.

Crucial to the development of a large bore trials motor is to retain a degree of manageability, and in this John Shirt has succeeded in offering a machine that both the expert and junior rider alike



could find satisfactory. The 320 impresses for its clean carburetion and smooth running, thanks to the use of a larger outside flywheel, which makes full lock turns with the clutch engaged a lot less hairy without the usual jerkiness and resultant front-wheel washouts.

The 320 Majesty would otherwise be very sensitive in this way because the steering geometry has been altered by reducing the rake to quicken the directional stability. On the 320 you can wrong slot and still have time to correct yourself. High speed steering is still adequately taut however.

Big bore trials bikes can still be a handful for the less experienced rider, mainly because of the amount of torque they can generate. They can really catch the rider unawares at the wrong moment unless he is tuned into the type of urge needed by the top flight competitors.

Therefore, the 250 version of the Majesty offered by John Shirt makes a better proposition for a starter. It's the same in every way as the 320 with the modified frame and suspension and handles in the same manner. The only difference is that the 250 has less power and is less overwhelming. In addition, Shirt has fitted the same heavier flywheel to the 250 in a bid to improve rear wheel traction.

