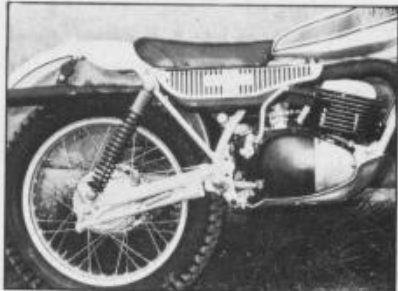




Fork rake is reduced to improve low-speed steering control. Rear suspension has units laid down to give better feel for grip. Dampers are Girling Gas Shocks.



tional 51 inches found on most full-size bikes.

The autolube system is also dispensed with on the 200, a mod that most stock TY175 Yamahas would benefit from. For best response to the throttle when using the idle jet in fiddling little sections, the engine must carburete perfectly. But with the autolube, there tends to be too much oil for the slightly lean mixtures needed and the engine runs hesitantly. It's much easier just to junk the lubricating pump and run on petroil.

Completing the picture, the 200 has a new-style tank and the same yellow and red paintwork as the 320 Majesty. It makes one of the best prospects for the schoolboys.

One of the greatest virtues of the Yamaha is that they are virtually bullet-proof. You can't break them. With competitive edge applied by Mick Andrews and John Shirt, they're machines really worth considering if you're after the sort of civilised equipment that only the Japs can offer.

Our thanks to Kett for supplying the trials clothing.

320/250/200 Majesty Yamahas

Price inc. VAT	(320) £1,168 (250) £1,057 (200) £980
Engine	Reed-valve, 2-str. single
Capacity	322cc (80x64mm) 246cc (70x64mm) 195cc (70x50mm)
Lubrication	Petroil
Comp. Ratio	8.5 to 1
Carburetion	26mm Mikuni (200), 24mm Mikuni)
Primary Drive	Gear
Clutch	Wet multiplate
Gearbox	Five speed (200, six-speed)
Final drive	520 roller chain
Fuel capacity	One gallon
Frame	modified Yamaha
Suspension	Pirelli 2.75 x 21 (f) 4.00 x 18 (r)
Brakes	Yamaha drum (f and r)

DIMENSIONS

Wheelbase	51in (200, 50in)
Grnd Clrnce	13½in (12¾in, 200)
Weight	192lb (200, na)
Manufacturer/Supplier	John E Shirt, The Workshop, Stable Lane, off Leek Road, Buxton, Derbyshire