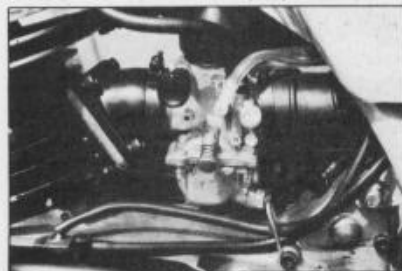




ON THE ROUGH



Rear brake lever (above) is shortened to protect it from rocks but makes brake less sensitive. 26mm carburettor (below) is set up for trials work with easily adjustable pilot screw with plastic cover and drain plug for float chamber.



While it has marginally given the bike more bite it has also killed the throttle response. Grab a handful to lift the front wheel over a log and the engine takes too much time to react. And when you want to back off the engine tends to run on.

The 250 Yamaha has always had a traction problem it's true but the increased power of the 320 overcomes it.

A far easier way to get better grip on the 250 is to move the footrests an inch or so to the rear. This raises the amount of rider's weight on the rear wheel and effectively improves the leverage the engine has to overcome when the rider wants to lift the front wheel.

It was a mod I added to a Brian Leask-supplied TY250 on which I clinched the South Eastern Centre Championship so it must have had a measure of success.

John Shirt also offers modifications for the small TY175 Yamaha. As it stands, there's very little to criticise in the stock bike, except that it begins to run out of puff when hauling bigger-than-average schoolboys or anyone over



ten stone. The zippy little six-speeder has such a short wheelbase and light weight that if anything, it has more grip than necessary. The engine buzzes well and you can easily loop the bike if you're not careful.

So you might expect a 200 version to be even more exaggerated in this respect. And it is. Shirt replaces the cylinder liner and opens up the bore size from the standard 66mm to 60mm giving a capacity of 195cc.

When you're not expecting it the motor can put you on your ear and it feels far too snappy in the middle rev ranges. The power surges in even coming off idle, a characteristic which can lead to very embarrassing moments. When riding small bikes like this, you tend to run either shut off or flat out, but the 200 sometimes gives an extra measure of poke that you could well do without.

It may be because the reed-valve is unchanged and there is more capacity in the engine than it can handle. Certainly the antics of the bike could be tamed by the addition of an inch to the wheelbase, bringing it up to the more conven-