



The only non-stock item on the immaculate Myerscough YZ80C race bike seems to be the gas tank. Santa can have one under your tree for a pittance delivery fee of \$1297. No age limit!

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*It's fast, expensive, tricky, scary  
and above all an attention-getter.*

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# MYERSCOUGH MACHINES YZ80C

It's not every day we get comments from the car that pulls up next to us at the signal about the bike we've got in the back of our mini-truck, or the gas station attendant overflows the tank because he's giving more attention to our bike than our gas tank, but Myerscough's YZ80C mini-racer is an exceptionally fine looking machine.

Usually when we have a small-bore scooter with us going to the races or out testing it's our pit bike, and it's more often than not nestled in between a couple of full-blown motocrossers. It usually doesn't get as much attention in comparison to the larger machines, and is more utility than anything else. After all, that's why we carry one with us. Why walk when you can ride, right? Wrong! ... It was easier to walk than to get through the small crowd

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## impression

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that this little beauty was constantly surrounded by. What was worse was its not being there when we wanted to use it. At a couple of events we went to we had guys lining up to try it out and never did get to use it ourselves.

It's embarrassing how fast it is! We're not into testing bikes under 125cc mainly because our hands are full with the regular classes; besides, we're not about to tell some 80-pound rocket who can blow our doors off what's wrong with his bike. We had the Myerscough bike in our truck because of one of those PR guys who wouldn't take no for an answer about testing a small-bore racer and found our need for a pit bike as the way to get to us. He didn't tell us we'd have to fight off every kid in the neighborhood, or for that matter in the pits, who wanted to ride it.

Back in April of this year at an event billed as the World Championship Mini Grand Prix a lad by the name of Brian Myerscough won the "Race of Champions," which entailed beating the best of the mini-cycle greats. This is

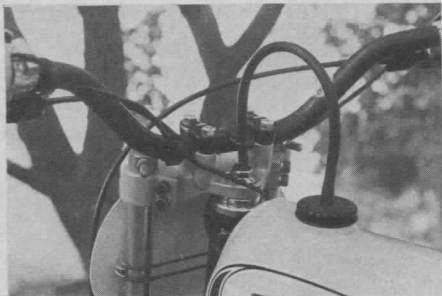


The engine kit consists of tuned high-pipe, radial finned head of 6061 aluminum, banadized piston kit (alloy process used on Apollo space project), 26mm carb, manifold for same, heavy-duty clutch springs, race

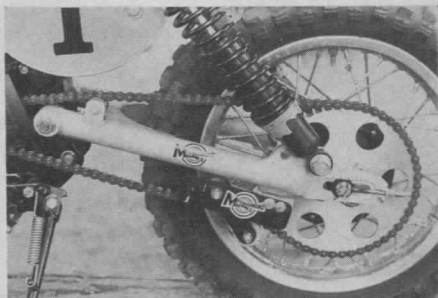
porting of cylinder, quick throttle and Teflon-coated cable, and last but not least, a Myerscough jersey and shirt with a can of Blendzall and all gaskets and hardware for installation.

# YZ80C

Continued



The front suspension kit consists of air fork caps machined from 6061 aluminum and gold anodized, high-impact alloy top crown to eliminate fork flex, heat-treated solid stock 6061 alloy handlebars, 17- or 16-inch WM1 heat-treated rims with nine-gauge stainless spokes and nipples, 2.75x17 Cheng Shin tire and high-impact foam fork protectors.



Myerscough's swingarm kit is made from lightweight aircraft aluminum 2½ pounds lighter than the stock arm. It's heliarced and heat-treated for strength. The wheelbase is increased by 1½ inches with a two-position shock mount for mid or laydown suspension. The chain tensioner is made of alloy plate stock with a ball bearing polyethylene roller. There are special bushings and the pivot bolt is chrome moly. Check out the guide for the chain behind the pivot. A nice touch!



The lay down shock kit uses brackets which are jig welded into the rear frame downtube section. Do-it-yourself information comes with the kit plus all the necessary parts. S&W's Freon cell 13.5-inch shocks with 70-pound springs are used to give a big-bike feel to the handling. The rear wheel was laced to WM2 rims using stainless nine-gauge spokes, and a Cheng Shin 3.50x14 knobby was added for traction.



not to be confused with the annual Richmond Ramblers mini grand prix, consisting of berserko "adult" mini-racers, just prior to the San Francisco Trans-AMA. Brian has some obvious racing talent, but you can't help but notice how many other Myerscough-equipped YZ80 machines are breathing down his neck at these events. Also, we have to admire the speed these youngsters can reach on a bike with such small wheels. It's probably safe to say that if we were a little closer to the ground while riding a mini-racer as fast as this one can go we'd feel less anxious at speed. Jaak van Velthoven must get absolutely paranoid on a 125!

The most often heard comment after some of our racer friends returned from a spin around the pits was, "I think this thing can beat my race bike." Since we never had the opportunity to put it head to head against some of the other trash barrel tournament contestants, we don't know its potential in one of these most prestigious events, but it's probably safe to say that if you can hold on to it

you're going to be in front.

It seems that the only item left unchanged on the YZ80C by the Myerscough Machine people is the gas tank. Just about everything else is modified to some degree. It's as trick as any factory racer, with the difference being that you can have a duplicate for a price. They'll sell you a complete race bike equipped like this one for \$1297, or they've set up kits to modify the YZ80 you already own. The complete engine package goes for slightly less than \$300. The front end components go for about \$150 including a Cheng Shin tire, while the rear swingarm kit is about \$120. The laydown shock kit with S&W Freon long-travel shocks and new sprockets runs about \$132. The only thing left is the fenders and side panels, which are also available at a price. The total package is a virtual remake of the complete motorcycle. Every component seems to be of the highest quality, but like most things of this nature it doesn't come cheap. It is, if you say nothing else about it, very TRICK!