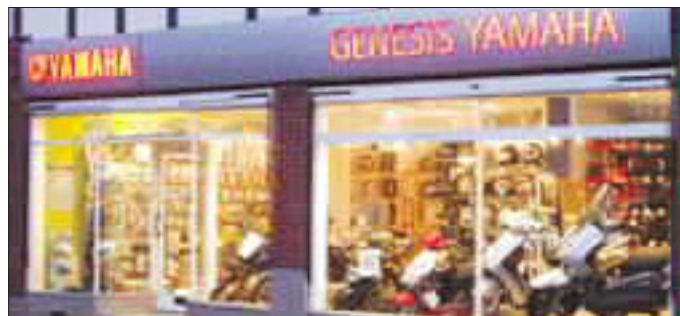


LEARNING TO DRIVE & RIDE

ST advertising feature

Safe but fun: Top bike training with Genesis



The Genesis Yamaha shop in New Haw.

GENESIS has been training motorcyclists since 1989. Recently however there have been some big changes and improvements.

In June 2007 Woking Yamaha took over the business bringing many years of experience from its own training company Rider Plan and its Yamaha bike dealership. The new business is called Genesis Yamaha and is based at the former Genesis shop in New Haw. The main aim is to provide the best possible training in a fun

and safe environment. Genesis Yamaha offers a full range of courses from the induction for the complete novice, through Compulsory Basic Training (CBT), 125cc and direct access (DAS) courses.

There's also advanced instruction for the more experienced rider.

Training is always done in small groups for more personal attention and this also helps to maintain an excellent pass rate.

If customers need to borrow

helmet and gloves for the training, there is kit available along with bike hire on all courses. Customers you can complete their training, pass their test and then buy the bike they really want. This saves buying a smaller capacity bike first and then having to trade up as soon as you pass your test.

As well as the full training facilities, the shop in New Haw now has new Yamaha 50cc and 125cc bikes for sale from the refurbished showroom.

Bigger bikes can also be supplied through Woking Yamaha.

There's also a comprehensive range of helmets, clothing and accessories in the shop, with discounts available to direct access customers. There are also discounts available on bike sales.

The legislation regarding training, bikes and licences is fairly complicated these days so for a chat about the options give Genesis Yamaha a call on 01932 352007 or visit its website www.genesisyamaha.co.uk.

Super scooter shoot-out at Haslemere Motorcycles

THE Yamaha XP500 T-Max and Suzuki's AN650 Burgman are in a super scooter shootout.

These two machines are both powered by twin-cylinder engines and share a motorcycle type design philosophy, where the engine is more mid-mounted than rear-mounted in traditional scooter fashion.

The idea is to give a more motorcycle-like front-rear weight distribution, which gives more motorcycle-like handling.

Suzuki's Burgman has the biggest motor (but it's also the heaviest). The Burgman's 638cc, fuel-injected dohc, four-stroke twin puts out a bit more steam than the Yamaha and delivers in a beautifully smooth fashion, with a surprising turn of speed.

Good around town, it's out on the open road where the Burgman is made for motoring, and it will sit happily at 70-plus all day long with enough power in reserve to instantly overtake or have some fun with.

Like the other super scooter, the Burgman is a twist-and-go scooter with a super user-friendly CVT (Continuously Variable Transmission) drive system. It has a trick up its sleeve in that the electronically-controlled transmission gives you the option to change gears manually, like the Tiptronic-style shifters found in many cars.

Pressing the yellow 'up' and 'down' buttons on the rather crowded left-hand switch gear gives a range of five pre-determined ratios including an over-drive. There's also a 'power' button that extends the ratio change point by 1000rpm for any given road speed, for an extra burst of performance.

The T-Max offers a 499cc, fuel-injected, dohc, parallel-twin, and with a comparatively lithe 209kg to haul around, quickly shows itself to be the rocket ship of the two.

Every twist of the throttle is accompanied by a delicious growl from the engine, and the freely available and plentiful power means it feels like it tops the Suzuki on acceleration.

We suspect again the Yamaha

shows its touring credentials by sitting pretty at legal speeds, with superb comfort, but it really wins us over on reaching a twisty bit. A combination of sporty performance and neat handling makes it not only the most sporty out of the two, but a worthy opponent for many motorcycles.

The T-Max's engine is actually a three-cylinder design. The two 'working' cylinders are parallel and horizontally configured, but there's also a third 'dummy' piston working at 180 degrees, which acts as a balancer to smooth out the parallel-twin's inherent vibration.

The Burgman is the bigger of the two and feels it out on the road, but it won't shy away from a decent set of bends. Steering is very light and easy thanks to those wide 'bars', and the stout, motorcycle-style forks, preload-adjustable dual rear shocks and 15-inch front/14-inch rear wheel sizes endow it with very predictable and capable handling characteristics. Its suspension is set up on the soft side, which perfectly suits its touring bent.

Like the T-Max, the Burgman has its engine mounted closer to the middle of the bike, with a motorcycle-style swing arm holding the rear wheel, and the handling reflects this.

When it comes to stopping, the twin 260mm front discs and single 250mm disc — all with twin-piston calipers — haul the Suzuki up consistently every time, with commendable levels of feel and power. With its mid-mounted engine, twin-cradle tube frame and rear swingarm, Yamaha's T-Max is the nearest thing to a traditional motorcycle.

Conventional 38mm telescopic forks and a single rear shock mounted horizontally under the engine and operating in tension allow the T-Max to answer all the questions asked by its rider.

The Yamaha was clearly the fastest of the maxis through any bendy bits, offering excellent composure and stability — especially under brakes and when cranked hard into corners. Speaking of brakes, the twin 267mm front discs with two-piston calipers worked a treat, while the single 267mm rear provided great back-up.

The Burgman uses its size well. Both the rider and pillion seats are wide, well-padded and amazingly comfortable for hours at a stretch, with plenty of room for

long legs in the footwell. There's an adjustable rider's backrest, an easy reach to the tiller-like 'bars' and a massive windscreen that offers excellent protection.

Underneath the huge seat is a similarly generous, carpet-lined cargo area that will easily take two full-face helmets, plus there are three separate storage compartments in the front bodywork section. There's even a parking brake. Instrument-wise, the Burgman is comprehensive to say the least, with a digital speedo, bar graph tacho, fuel and temp gauges, gear indicator, twin trips and a clock.

You can have a back-to-back demonstration at Haslemere Motorcycles, Call Mark or Mike on 01428 641305.



North Lane Garage has been refurbished.

North Lane is even better

CUSTOMERS of North Lane Garage will notice a difference following a recent change of management.

The business has been successfully running for more than a year now under John McNamee and Michael Davies, who each spent 10 years working alongside previous management.

The new team has completely refurbished the premises and in the customer waiting room there are now available newspapers plus tea and coffee-making facilities for customers to enjoy while they wait.

MOT testing and servicing is

still carried out by experienced, long established staff. They currently have a special discounted price of £35 on all private MoTs carried out on a Saturday.

In the car sales department, there are 40 used cars in stock at all times and North Lane Garage can source a car for you if necessary. All bookings are handled by Tracy Dudman, who also runs North Lane Garage's convenience store. Please call their friendly team of staff, who will endeavour to meet your requirements. Call 01252 327729 or 07768 175488, visit www.northlanegarage.co.uk.



Suzuki Burgman Executive.



The Yamaha T-Max.

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