

DAVE THORPE: The World Champ's Column! ^{WATTS}

DIRT BIKE RIDER

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**Supercross
Hits Town!**



HURRICANE ALERT
Hannah Eyes Europe!

TRIALS TESTS: Montesa 304, Yamaha 330

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Kickstart trickery

COVER: It all happened at Belle Vue Stadium in Manchester; Supercross made its biggest impact in Britain to date

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THOROUGHLY MODERN MONT

Martin Lampkin tested the new monoshock Montesa Cota 304, liked it so much he used it to compete in the Allan Jeffries too. A wet James Moorhouse took the pictures



OUR test on the Montesa 304 didn't start too well — at least for photographer James Moorhouse. Importer Jim Sandiford, John Pearson and myself were stuck in the back of Jim's van for half an hour sheltering from torrential rain — while James, who had walked on ahead, was stuck out on the moor with only a large rock for protection.

Anyway, once out on the bike things improved tremendously — and James soon dried out!

As I've said many times in the past, first impressions count for a lot. And my first impressions of the Montesa 304 were that it's an easy to ride, very agile, modern bike.

All Montesa has to do now is convince the buying public that once again they've come up with the goods.

I know that Diego Bosis and Andreu Codina are doing well in the World Championship, but the make has well and truly dropped off in this country. However, this is the bike that could help bring them back into the limelight. If they don't do it with this one then I'll be surprised if they ever will.

It's thoroughly modern with good, attractive styling. They seem to have slimmed it down all the way through and have done a very good job.

I was very impressed with the way it steered, handled and gripped. It's right for the clubman — but there's no reason why it shouldn't win major events too.

The gearbox is vastly improved over previous Montesas. I've never been a great fan of their boxes but this caused no problems at all. With the engine being relatively small I did find it necessary to change gear once or twice in sections but I never missed a cog all day.

Like most other modern bikes the clutch is also first rate. There is no snatching, it is progressive and overall ideal for modern sections where the clutch is needed a lot.

As with most current bikes, the Mont is kitted out with a disc front brake. This is as good as any although it probably didn't quite have the feel of the Garelli fitted with Dunlopads we tested a couple of issues back.

Suspension at both ends is excellent. Montesa spent a lot of time developing a good rising-rate system and it has certainly been worth the wait. It's a good set-up that compares favourably with the best current systems like the Yamaha and Honda.

The 242cc two-stroke engine is probably punchy enough for most riders although I personally will no doubt prefer the extra torque of the 330 which is due out later this year.

The engine coped well with all conditions although I did find it important not to get the power on too early when tackling hill climbs. Give it too much going in and it would peak out

DBR Trials Test



THOROUGHLY MODERN MONT

then level off. It is best to get it peaking just as it goes through the starts cards then there's something left when you need it.

All in all it's an excellent bike. Montesa has not been the most fashionable of names in the trials world during the past two or three years but this machine does offer a genuine alternative to the popular Yamahas and Fantics.

As always, Jim Sandiford offers a good, reliable back-up — nowadays from his giant motorcycle superstore in Bury, Lancs.

He reports that the 304 is selling well, which is no surprise really considering the price at £1599 is more than £200 under its major opposition.

And it's a good bike. Very modern, excellent suspension, good bottom end power and very, very manoeuvrable.

Anyway, I was so impressed that I got the urge to put the Montesa through my favourite one-day trial, the Allan Jefferies.

Jim Sandiford was only too pleased to loan me the bike, knowing that I wasn't likely to make it my eighth Jefferies win but would nonetheless be putting in a reasonable effort.



I picked the bike up from Jim a couple of days before the trial, hoping to get in some much needed practise. As it was I rode like a big fairy so I gave up in disgust and went for a couple of pints of ale and hoped for the best on the day.

The atmosphere at the start was as good as ever. Secretary Tony Jefferies — son of the great rider the trial is named

after — was cool, calm and collected while brother Nick had the difficult job of setting out the sections to try and suit everyone.

There were four sections which I thought were really terrible — that's how many I fived!

Actually the fives were down to my riding and really unnecessary. As my



THOROUGHLY MODERN MONT

sponsor for the day commented: "You're looking rusty lad."

I had to agree for the first half of the trial. Things were happening all too quickly on the tight, often one-line sections. The bike was quite capable, it was just me not performing too well.

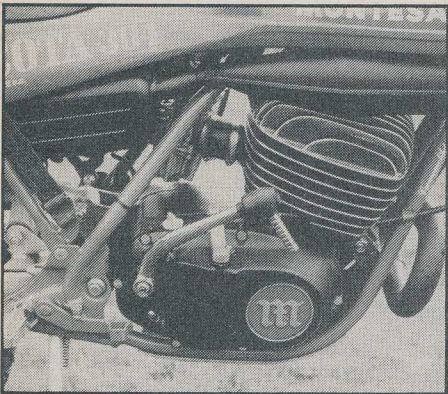
Then I had a super crash on a not particularly difficult waterfall. The bike was okay but my pride was dented. I didn't need former rider Gordon Adsett's comment: "I've seen you get up there on a Bultaco in the past."

It was true actually, and probably what I needed to wake me up because I had a very good ride for the rest of the trial only marred by a puncture at Moor End.

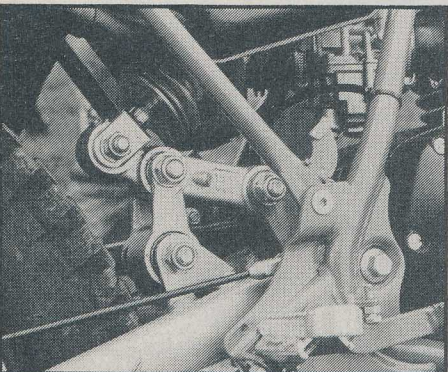
Maybe one of the reasons why I returned to some sort of form was that I followed Steve Saunders, Tony Scarlett and our John for a few groups. Watching them through can lift you.

And make no mistake, Steve in particular is riding in a class of his own at the moment, showing the true confidence of a future World Champion.

He left the opposition standing and highlighted what I mentioned earlier about the difficulty in marking out sections to suit all riders. Steve was on six while the last championship point scorer was around the 40 mark. I lost around 50 which wasn't a total disgrace — but not a true reflection of the Montesa 304 which was quite capable of winning the event.



Developed from the old 242's engine, the single cylinder two-stroke features a number of improvements, including revised porting.



Sturdy suspension linkage has a Yamaha look about it. No grease nipples though.



Redesigned frame has completely detachable rear subframe for good suspension access. Top and bottom chain guards are used for extra protection. Montesa's first disc front brake is effective.

TECHFAX

IT WAS a long time coming but Montesa's Cota 304 has at last brought the Spanish factory back on the pace after being off it for a while.

Montesa took a long look at the opposition's single shock rear suspension and eventually produced a sturdy, effective progressive linkage system that has more than a hint of Yamaha about it.

Unlike the Yam though the linkage is not bolted straight to the back of the crankcases, using instead a detachable mount. Actual shock is a Corte Cosso with adjustable preload.

A set of Betor forks with a claimed

much improved sliding system do the business up front.

Frame is a double cradle unit and, in contrast to most modern bikes, the engine isn't a stressed member. There's a tough alloy bashplate underneath and the rear frame section is completely detachable for good access when working on the suspension.

Front disc is a 110mm Grimeca with a handlebar mounted hydraulic reservoir.

Although the 304 features a number of technical advances for Montesa, they haven't disregarded their traditional top and bottom row chain guard system which does help prolong chain life.

Developed from the old 242 motor, the 237.5cc two stroke features a number of improvements over its predecessor. Porting has been revised, there's a Ginsil coated cylinder bore for longer life and the clutch has a new friction material to cope with the heavier demands of modern riding styles.

SPECIFICATIONS

Price (inc VAT)	£1599
Engine	2-str single cyl
Capacity	242cc
Bore & stroke	83.4 x 64mm
Carburation	Amal carb
Ignition	Motoplatt with points
Transmission	six speed
Clutch	multi plate oil bath

DIMENSIONS

Weight	86 kg
Wheelbase	1340mm
Ground clearance	355mm
Seat height	775mm
Fuel capacity	4.1 litres

SPARE PARTS (inc VAT)

Air filter	5.64
Piston kit	56.86
Rings only	6.33 each
Base gasket61p
Front sprocket	6.24
Rear sprocket	8.50
Front fender	10.89
Rear fender	14.98
Throttle cable	2.84
Clutch cable	3.57

CYCLE PARTS

Tyres:	
Front	275 x 21
Rear	400 x 18
Brakes:	
Front	Brembo disc 185mm dia, hydraulically operated
Rear	110mm dia drum
Suspension:	
Front	Marzocchi
Rear	Progressive Monoshock

Machine supplied by: James Sandiford (Motor Cycles) Ltd., 38 Walmersley Road, Bury, Lancs, BL9 6DP. Tel: 061-764 8204.