

AUSTRALIAN

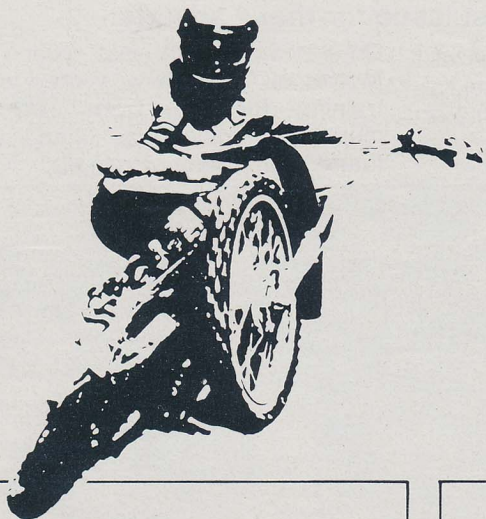
TRAIL & TRACK

JULY, 1981, \$1.20

Tests;
IT465 YAMAHA
RM465 SUZUKI
XL185 S HONDA
MONTY 248 TRIALS



Features;
UK 4-STROKE MX
VIC 125 MX ROUND
Mr MOTO-X, QLD ROUND



TRAIL & TRACK

Australia's top seller

JULY 1981, Number 94

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IT465 "H"



XL185SB



RM465 "X"



248 COTA

regulars

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Craig Scott
Average sales per issue for 6 months to July — 15,019
(Accountable via Gordon & Gotch documentation)

COTA248

THE NEW WHITE WONDER WHEELS?

Two 248's are currently being campaigned on the Victorian trials scene. John Chapman of Echuca got the first one as he walked in with the cash when the bloke who ordered it was on holiday and couldn't be contacted. The second was recently bought by Oakleigh's Mark Beechey who took the machine to creditable 10th and 4th places in rounds two and three of the Victorian Trials Title at his first attempt at trials.

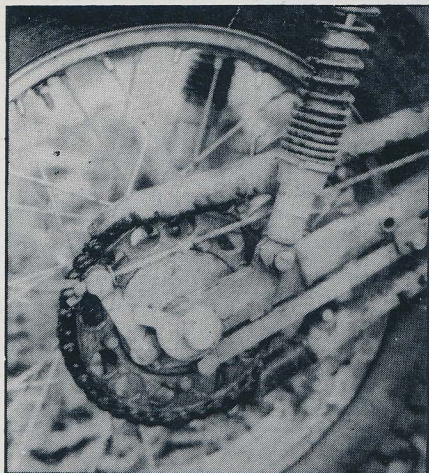
John scored two thirds in the same rounds. Both owners are naturally fairly happy with their latest trials hardware and so they should be.

Montesa have come a long way since their first attempt at making a viable trials iron. It too was a nominal 250; it was coloured a crappy brown, it had enormous 14 inch ground clearance but compared with the fire-breathing early Bultacos it was a very listless machine. Sammy Miller coined the phrase "Gasper" to describe its lamentable lack of power when you really needed it.

Today Montesa's 248 (really a 237cc machine built that way to sell in France where they delight in being out of step with the world) is the prettiest in its class yet to emanate from Barcelona. Many prefer the previous model's red and black decor but for my money the white, decaled, lightly gold anodised look is aesthetically most pleasing.

Running gear on the 248 is identical to Montesa's top of the fleet 349 which in the hands of current World Champ Ulf Karlson took out the title last year and looks fairly well poised as this year's series comes to a climax. Both wheelbase and rear end geometry have been radically altered on these latest White Wonder Wheels series. Both changes, brought about in the short time that Yrjo Vesterinen rode Montesa, have changed the handling characteristics dramatically. Vesterinen can be credited with influencing greatly this factor of trials machines generally.

He brought in handlebar braces to give more,

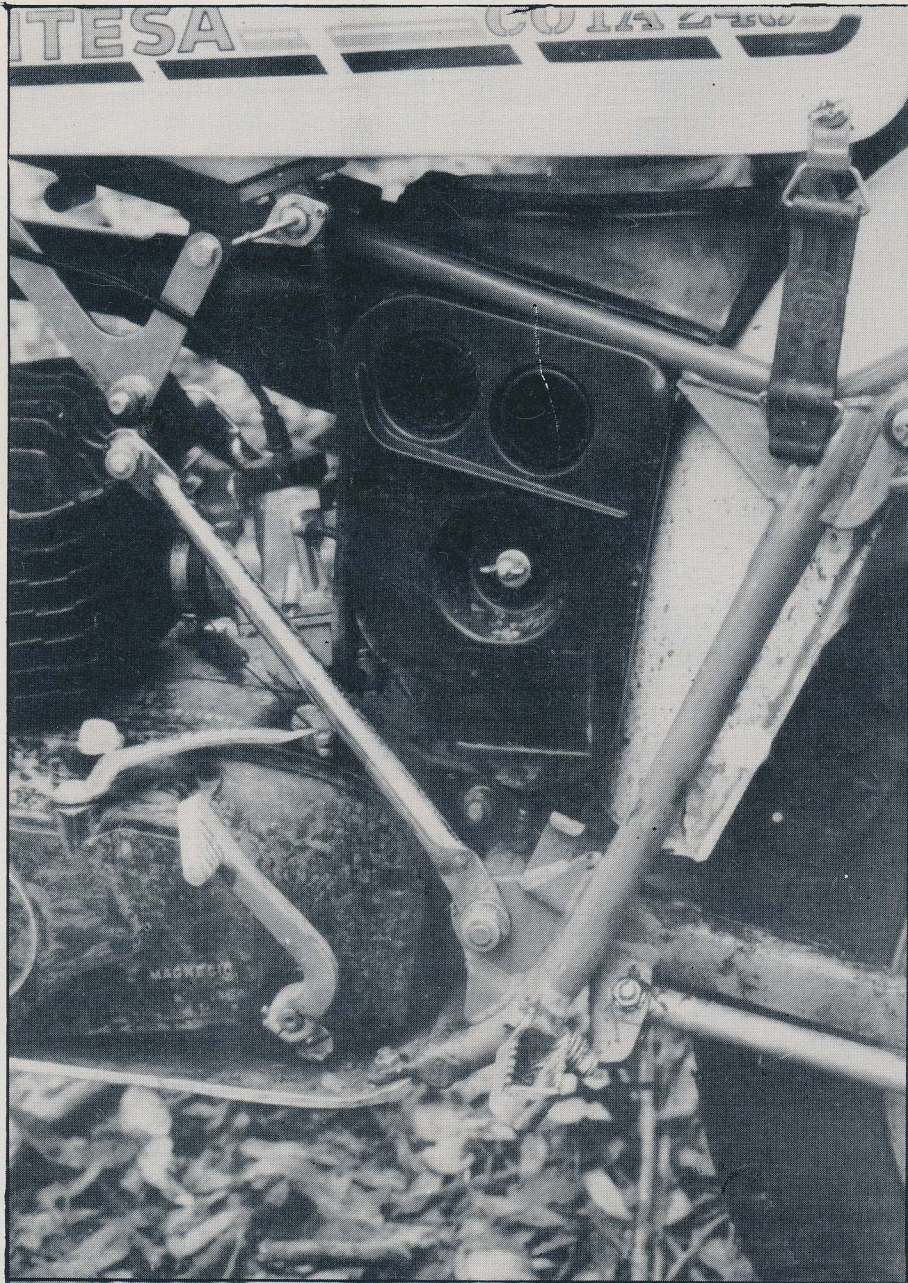


A neat rear-end.



Craig Scott

A lean, capable machine.



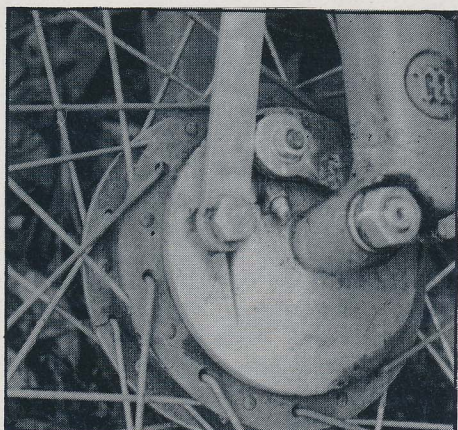
precise steering and he, with Montesa, have shortened the wheelbase back to fifty-one & half inches to make the tight-turn handling far better, whilst longer rear shock absorbers plus a drastically altered and strengthened swing-arm hinge have improved handling overall.

Greatest changes (apart from cosmetic) have been to the basic frame design. These have given the 248 and the 349 handling much more in tune with the needs of Australian Trialsmen. We never needed a fifty three and a quarter inch wheelbase; while this gives great stability for SSdT type events, it does nothing for the majority of trials.

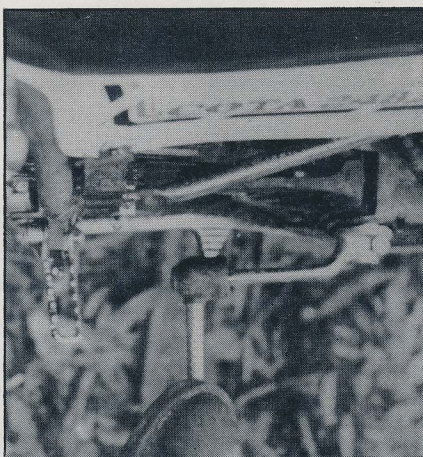
Detail modifications on both big Monts are clever and as usual with the Spanish overdue. Gone is the rear swingarm chain oiler replaced with a nifty breather oiler from the gearbox; simpler, better. It doesn't leak when you stop riding.



All that lovely white fibreglass.



Modify front brake lever immediately.



Shin-breaker kickstart.

Tank-seat unit fixing is cunningly recessed to clean up design, swing arm bushes are lubricated via a balance tube oiling arrangement which also looks well thought out and tucked in. Biggest complaint about both the big models is their gear selection which remains characteristically Montesa — i.e. notchy and ill defined. Not as bad as the old days when the Monty riders at section start were the ones circulating around making absolutely sure it was in before attempting a steep rock-strewn climb! Montesa could really do with a big rethink on their selector mechanism. While they were at it they should consider giving us primary kickstart which, despite factory opinion, is a boon to all trials riders.

Interestingly a recent photo of Ulf Karlson's factory machine showed a kickstart vastly different from that on current models. It was sinuously tucked around the right hand side of the barrel, well out of the way.

The kickstart on the 248 Cota, whilst enabling a fine hefty prod, sticks out too far and

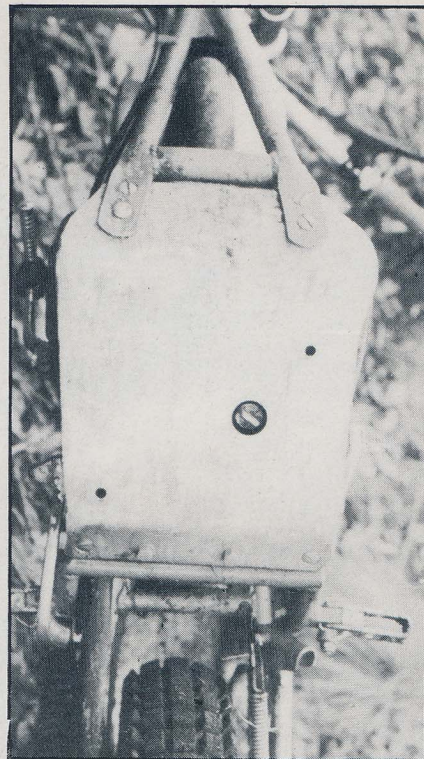
is directly responsible for many damaged Monty rider's right shins. Gear shift lever on the left should also be of the folding variety rather than the heavy but still easily bent type supplied. Whilst in the whinge department one must warn riders of the dangers of using the chain supplied with the machine. It is Spanish in origin, bears the name IRIS and should be replaced immediately with IZUMI heavy duty. British riders and Jim Sanderford quickly learnt this one.

Engine characteristics of the 248 are nothing to complain about however. It delivers ideal trials power, tractable, in no way vicious and to my mind is well suited to the majority of riders needs. In fact it would be a difficult decision if one had to choose between the 248 and the 200. The 248, sharing as it does all its running gear with the 349, is (though it doesn't feel it) a heavy 250, whilst the 200 is much more agile. With a big bore kit and reeds it would be nearly up to the 248 in power — a curly one!

As in all things concerning men and machines time will tell the story. The 248 fills a funny niche in the machinery available for weekends spent throwing well over \$2000 worth of bike at the rocks. The motor is well proven, the chassis feels better, some alterations are still needed to improve the bike but one inescapable fact remains. You **can** get the bits and Lyall O'Brien is at most Victoria trials which means you can have a whinge if things go terribly wrong. You can't say that of any other machine currently available.



Big rigid gearshifter easily bent.



Integral bashplate no side protection.

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**MONTESA 248
TRIALS**