

AUSTRALIAN

TRAIL & TRACK

MARCH, 1981 — \$1.20

TESTS: Honda 125MX Pro-Link

YZ465 "H"

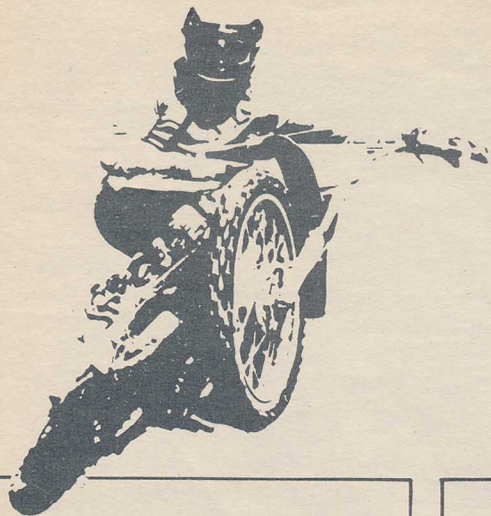
YZ100 "H"

'81 KXL250 Kawa

TRIALS TEST

— Monty 125





TRAIL & TRACK

March 1981, No. 90

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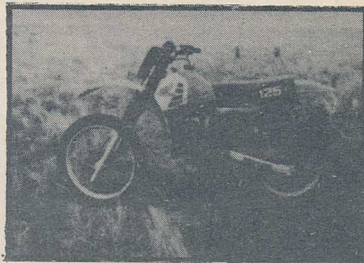
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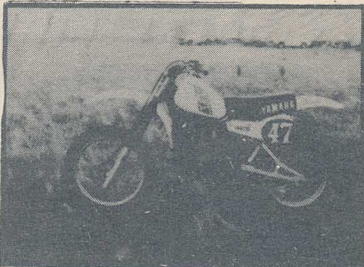
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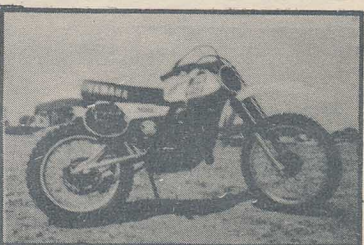
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Average sales per issue for 6 months to July — 15,019
(Accountable via Gordon & Gotch documentation)



MONTESA 125 Cota

Trails Test: MONTY 123 COTA

A Bogwheel for the Boys — or — A Serious Piece of Trials Hardware?

In a continent such as our with only a fraction of its competition-minded motor cyclists aware of the joy of a hard won 'clean' it seems impertinent of Montesa and Lyall O'Brien to expect us to take seriously

the recently arrived Cota 123. We do not have the massive schoolboy trial numbers that Britain has (9000 under 16's ride trials there each weekend).

Aussie trialsmen are buying the very successful Cota 349 model which

carried Alf Karlson to last year's World Title and Yrjo Vesterinen to the first win by a foreign rider in the SSDT, but who will buy the other end of the updated Montesa range; a 123.7 cc with 14.1 compression ratio.

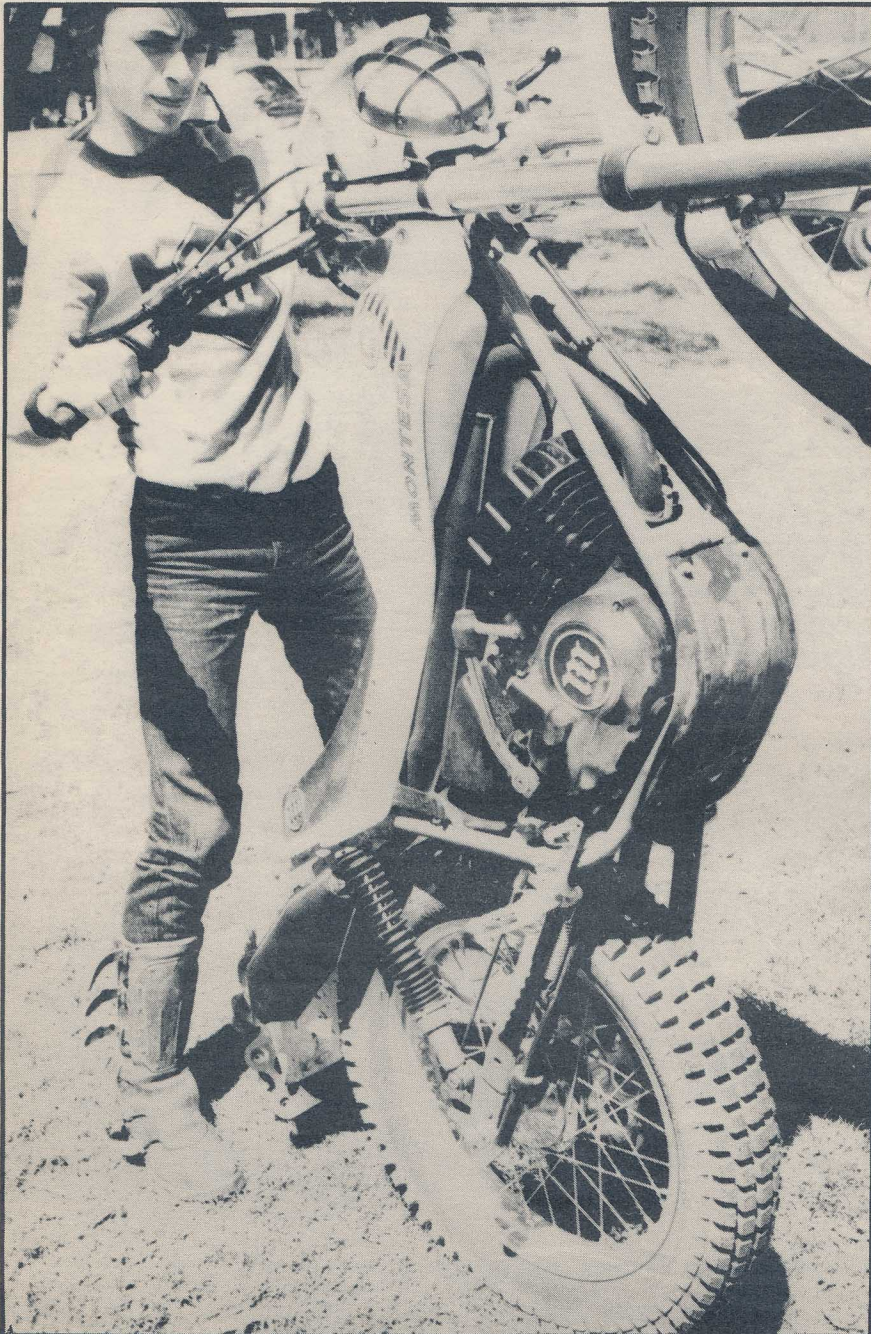
In a recent giggle trial during which the model was ridden to a most convincing win in B Grade by Victorian Junior Champ Paul Dorrity, those who sampled the 123's capabilities after the event were pleasantly surprised at the very real potential this machine has. It's a "real" trial's bike, it has grunt.

Sammy Miller, the trials game's foremost successful innovator, has been saying for some time that a light-weight rider on a good small capacity machine was the next trend in wrestling through a section. Nigel Birkett and Geoff Parker in England are proving Sam correct with consistent wins on machines under 200cc against top factory sponsored competition on nothing less than 349cc. The Cota 123 may begin a similar trend here.

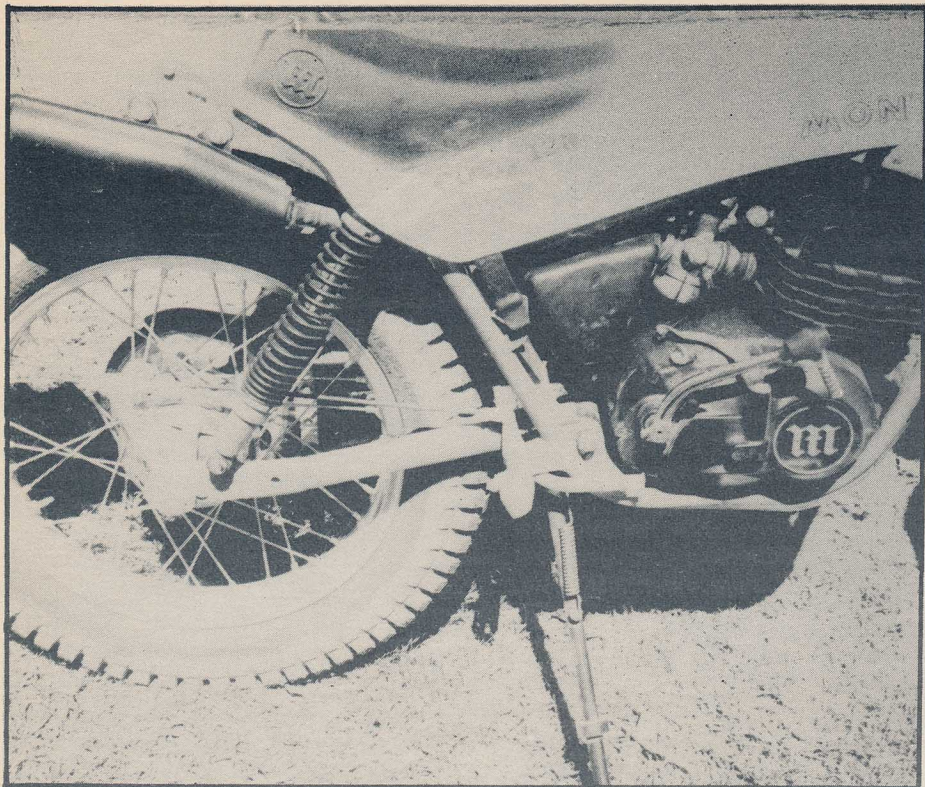
Light weight 83kg (183 lb) helps enormously in the trials game. Heaving heavyweight machinery through mud and over rocks becomes less like pleasure the further the event goes. The Cota 124 has light steering without being flighty due both to its weight and its wheelbase of 1305mm (51½ inches).

Steering locks feels somewhat limited by the new tank shape which has pushed the width further forward giving a narrower and lower seat. At 770mm (2' 6¾") only the shortest legged junior will have trouble getting his feet down for solid footing.

Its in the frame and suspension that the greatest visible changes have taken place. The frame, now duplex and very like the highly successful FANTIC, carries the standardised 35mm narrowed, non-air, front forks common to the entire 1981 range. Travel is 180mm (7¼") and handles the rockery with precision.



Look Lyall — a static wheelie.



Clutch and rear brake lever both up-out of the way — equals safe.

Rear end also has telescopics common the whole range with travel of 130mm (5 1/8"). A possible improvement to the frame would be an integral bashplate a'la 349; the one fitted looks rather light to handle much rock-bashing. The very vital foot-pet support looks massive and will be able to take the enormous shock loads that trials impose, but time will tell. The earlier Monty lightweights were not good at this particularly frame point. Both front and back wheels are common to the entire range and shod with the latest super-grippy Pirelli CR tyres.

Once you get over the very pretty looks of the 123 and get down to the harsh realities of riding it is obvious that Barcelona has done a great deal of homework on their '81 range. Power from the 123.7cc high compression motor is not peaky, unusable and untrailslike. No torque figures are available but the astounding low down pulling power is a shock to the system. It's indecent that such a power plot can produce such uncharacteristic performance. Coupled with the usual Monty steel plate clutch, gear primary drive and 6 speed box, plus that wonderful aid to riders stalled

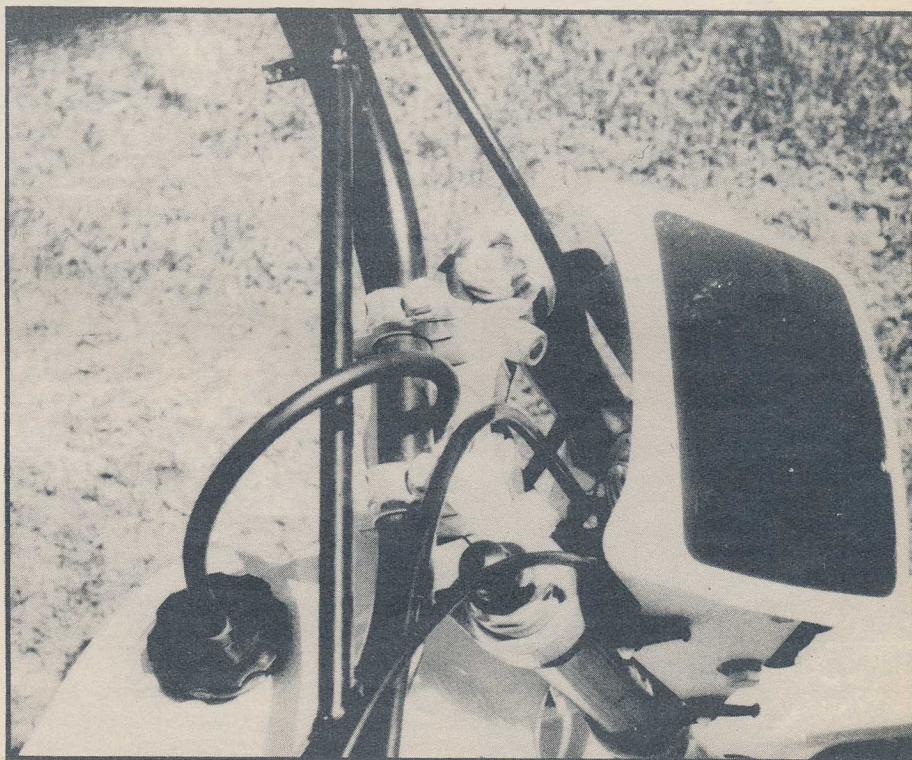
in section — primary kickstart — the whole power delivery system should be experienced by any trialsman who previously thought anything under

250cc was beneath his consideration.

Veteran riders with decades of experience are already looking at the new Montesa lightweights to ease the pain of 4-5 hours of gruelling trials. Sam Daymond has a 200 on order. It will be interesting in '81 to see how many of the lightweights hit the scene and what impression they make on the results sheets.

Nearly all cycle and motor parts are common to the 123 and 200 and many are interchangeable with the 248 and 349. All bear witness to a big design rethink in the only Spanish factory to keep going without massive government aid. Overall the 123 looks tougher, handles better and, compared to our unfortunate British trialsmen, represents good value per dollar. Despite very high freight rates between Spain and Melbourne (\$1 50 per machine) we still manage to get our Monty's for cheaper than the British burdened as they are with strengthening sterling.

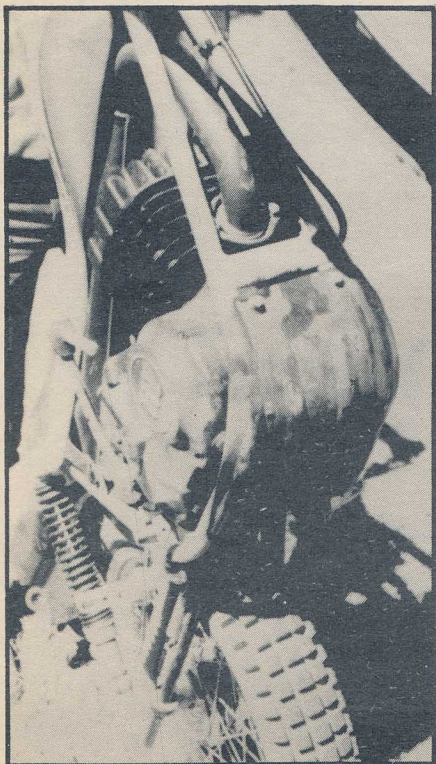
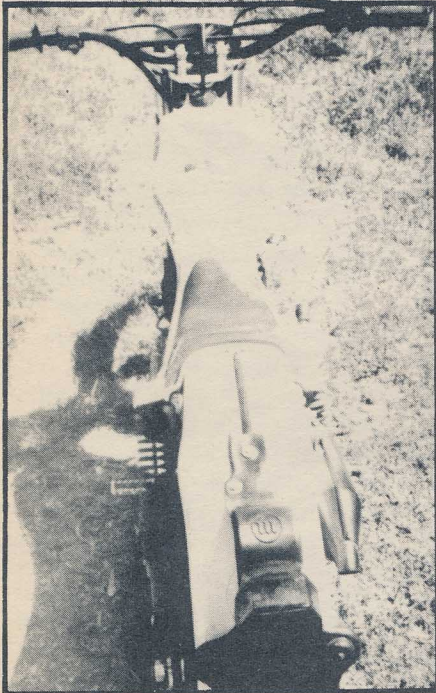
	Price in Australia \$	Price in UK \$AUS
123 Cota	1795	2150
200 Cota	1895	2350
248 Cota	2150	2450
349 Cota	2350	2550



Front forks no longer air assisted. SSDT disapproved them in '80.

I suspect that the high British demand for the 200 has something to do with its tremendous price. We will be having a detailed look at it when the next shipment arrives, providing we can fight off the onslaught of eager buyers for the machine which sold 200 in a day in trials — conscious England.

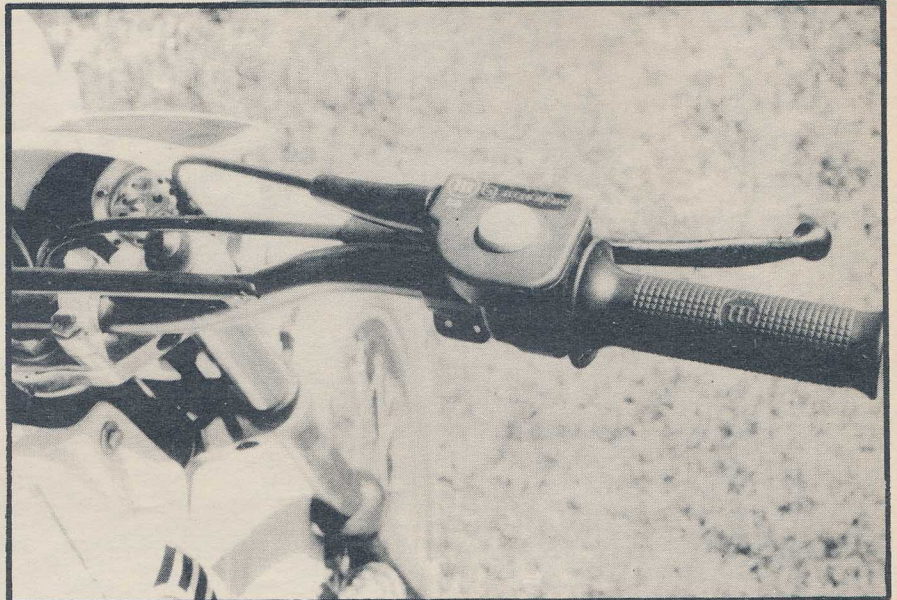
Paul Dorrity will be campaigning the



123 for Lyall O'Brien during '81. An initial cash prize of \$50 is offered for the first 125 Montesa home in above grade at the Easter Glenmaggie Two Day Trial. The lads will be fettling up their old 125's trying to catch up with the latest White-Power models. They will be hard machines to match. They

are their on own, being the only 125 currently available.

If Montesa can make detail changes as required as often as they are doing on their best-selling 349 the Old Tin Shed in West Geelong where all Montesa's begin their Australian career will be in for a good year!



(Above). Side pull throttle, no tangles with twigs, modified on '81 models as not to pull nipple off.

(Left). '81 model tank shape — narrow, lower (1½") seat STILL f'glass on this model.

(Lower left). Luvly frame. Skimpy bashplate, clutch cable needs re-routing to avoid being caught on steering lock.



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