

CYCLE TORQUE TEST – MOTOVERT RX

RIDING GEAR:
Spyke leathers, Axo RC6 boots, Fox V3 helmet.



They say great things come in small packages and Motovert's street legal pit bike certainly fits into this category.

Small Fry



■ TEST BY PAUL JAMIESON PHOTOS BY JENNA JAMIESON

OFTEN the sight of a motorcycle can bring a smile to the face, but it's rare for that grin to become a mischievous smirk.

After making a big indent in the 'pit bike' dirt market here in Oz, MotoVert has turned its attention to the road, and now one of Australia's best-selling mini bikes can be road registered.

Just looking at the Motovert RX makes you feel like your breaking the law or doing something wrong, but it also brings on a flood of thoughts just what is capable aboard this little beauty.

From commuting around town to scooting through the local skate park or trail riding on the weekends the RX is the ultimate fun weapon.

Packed full of top quality parts and features such as Marzocchi USD forks, electric start, air/oil cooled 125cc engine, Pro Taper Handlebars, Dnm shock and Pro

Grip grips just to mention a few, the RX is in a league of its own.

Once we had thrown a leg over the RX it became apparent that there truly were endless possibilities on where you could go on it, so after quick deliberation we thought what better way to test a mini supermoto then in some supermoto action.

While the RX is not the fastest mini-bike we've even seen, due to it being more restricted than a protester at the APEC summit (to comply with ADR requirements), the 125cc still produced enough pulling power to get the back wheel spinning and the rear end sliding. The second generation, pro oil-coolers that have now been bolted to the Motoverts worked a treat and added a extra bit of sparkle. Even under big load and high revs she stayed cool.

If there is one essential element in supermoto, it's the ability to

back it into a corner with full confidence in your brakes.

The RX has the complete package when it came to braking. While we could have been forgiven for calling them a fraction touchy at first, they wore in perfectly and produced the perfect balance, with minimal effort.

The rear copped a hiding in our track session and they retained their feel and pressure, even though they were only pulling up an 85kg bike + rider.

The combination of the tall Pro Taper bars and adjustable one-piece bar mounts made turning a breeze, and forced you into an aggressive riding style. Felling very un-cramped made things nice when it came to putting a little distance between the bike and terraferma.

I must say I did have a little trouble getting the confidence to hang off the thing and put faith in

the road tyres, as I and most would have never experienced it on a mini-bike.

But when I did it was awesome, they gripped extremely well in both the upright and semi-prone positions and took to all surfaces, including grass reasonably well. Although if you were going to be hitting the local trails more so than the daily commute we would probably suggest getting some dual purpose wheel/tyre set-ups.

But for the quick transfer across the park, the roadies do the job no hassle.

As I mentioned before, the stock muffler on the RX is very restricted and chokes it up quite substantially, robbing the bike a fair bit. But in turn, it is very pleasant on the ears and makes it a lot easier to be aware of what's going on around you.

For those who need the extra horses there are options to solve this, so speak to your local Motovert outlet.

Regardless the pipe and silencer combo looked rather flash and surprisingly didn't get ridiculously hot and melt nylons or leathers, and even after extended periods of some serious heat they didn't develop heat stains of any kind.

From the confines of the track, it was time to venture into the big, wide world.

Ok, so you do feel like a bit of a goose on a tiny bike, cars seem a lot bigger than you remember and even though there's a yellow

plate on the back of the bike you still feel the need to look over your shoulder and down all the side streets for the imminent blast of a siren. The only thing that didn't change was that mischievous smile and the more heads you turn, the worse it gets.

Upon approach to my first set of lights, it was pleasant to note that even though I had climbed aboard without familiarising myself with the controls properly, everything was in the right place for thumb control and were easy to get to.

The digital dash/display was a fantastic feature and unlike a lot of bigger, more expensive bikes, the LCD speedo was spot on and didn't fluctuate rapidly.

Warning and indication lights were well illuminated and gave you all the info you could ever need on the road or in the bush.

From the road to the track and everything in between, the Motovert RX is simply fun. It's something different from the standard run of the mill and to be honest, it can bring out the mischievous side in everybody.

It's also a great investment those who have kids who ride and want something to play with the kids on, as well as getting out and about. Another path that comes to mind is the Motovert could go well in the city as a courier bike.

You can get some Motovert action for \$3000 + ORC with 12 months warranty. ■

