

## Pit Bike Feature — Motovert Pro TEST BY PAUL JAMIESON, PICS BY CHRIS PICKETT

**RIDING GEAR:**  
Shark Rockie  
SX1 helmet,  
X Brand eye  
wear, Jetpilot C6  
pant and jersey.



# PIT PERFECTION

**HAS THE PURSUIT FOR PIT BIKE PERFECTION ENDED AT THE HANDS OF MOTOVERT?**

IN THE world of mini bike companies, it seems to be a case of 'where did they come from? Where did they go?' Such is not the case with Motovert.

Released at the height of the Fast 50 craze, Motovert were popular straight away, even though they were up against the likes of Thumpstar and Pitboss.

But Motovert soon stood above the pack and when most of the seemingly mainstay mini bike companies started fading, Motovert started clicking gears and roosting into a new era of motocross styled pit bikes.

Sure enough, take a look around the pits and paddocks of today's Fast 50 scene and it is a sea of Motoverts and it's easy to see why.

The 2008 Motovert Pro is the ultimate, off the showroom floor, ready to race mini weapon, which probably explains why the race tracks are full of the them.

### On the stand

The Motovert Pro looks every bit as good as a factory, \$15,000 weapon. Anodised rims and hubs, Pro Taper brand 'bars, Pro Grip hand grips, adjustable levers, anodised shorty muffler, polished alloy swingarm, alloy clutch cover, the list goes on.

It stands rather tall, which in hindsight is probably a good move considering most of its jockeys will be slightly larger men as opposed to kids.

But it does convey an image that it is actually in fact a mid-size bike, not a mini bike.

No matter what angle you look at it from, it's stunning.

### Engine

After ogling for a little while, it was time to kick it the guts; unfortunately it kicked me in the guts. What a sound this sexy little thing punched out, by no means was the expelled air offensive though, just a clean, sharp bark that echoed through your body right up to your subsequently acquired stupid grin.

The major standout point of the '08 Motovert Pro is the engine. Motovert has taken a giant leap as far as production mini bikes are concerned and opted for an all-new Daytona, Japan built 125cc SOHC four-

stroke donk that was tight, noiseless and plenty of grunt.

From idle the Pro was on the pipe and cracked and never bogged, even with the smallest blip in higher gears. And if that gear were too short, a quick flick of the clutch and she was alive again and ready to crack.

While it may have been powerful, it was pretty versatile also. After I had thrown whatever I could at the thing, on the ragged edge of staying on. We threw junior CT test rider Alex on the Pro and he was confidently able to ride the bike to his utmost ability and still managed to be very quick.

Mapping of the CDI was very well curved for the majority, but the new Daytona engine also has a racing outer rotor kit for adjustable, pre-set timings.

A Mikuni 25mm carburetor takes care of the feeding the fluid duties and had a very balanced feel straight off the shop floor.

A trick looking alloy, 11 core oil cooler keeps everything running cool, as it should, and helps reduce extreme, heat induced, drunken monkey dances mid-corner.

### Ergos

As mentioned before the Pro sits pretty tall, combine that with a good clearance between the 'bars and the pegs (which is aided hugely by the high bend Pro Taper 'bars) and you have yourself one open, flat work area to plot your attack on your mate ahead.

The Motovert feels slightly thicker than some bikes through the midsection, but this definitely helps when it comes to getting to your feet and railing berms, as it is easy to aid the steering with your legs. The whole general feel of the bike was racy and sturdy and would suit just about any shape or size rider comfortably.

### Suspension

Quality bits are again plentiful when it comes to suspending the Pro, 35mm Marzocchi Shiver forks with fully adjustable compression and rebound keeps the front end to the dirt while a Elka shock with remote reservoir and adjustable compression



and rebound does all the work in the rear.

All sounds good hey, but is it noticeably better than basic systems I hear you ask? Absolutely. Regardless of rider knowledge or capabilities, suspension is always the first thing you will notice and the Motovert is no exception. It works under you, not against you and soaks up every hit and bump without the slightest spike or stiction point throughout the stroke.

In corners the Motovert tracked well and invited big boosts in confidence time after time, while hitting jumps was a lot easier than most as the compression and rebound were very predictable, even in stock trim.

### What did we think?

Over the past couple of years, with a few exceptions, it has been hard to fault any of the Motovert range, but the 2008 Pro model has really come into a class of its own. With the introduction of the Daytona Japan engine and the accompanying trick, factory inspired race bits, you could be forgiven if you think that Motovert has reached what most have chased since the inception of the mini-four war, the ultimate, ready to race bike that has everything for the full-blown racer to the entry level beginner and everyone in between. ■



## OSET ELECTRIC TRIALS MINI-BIKES

**NO OIL! NO PETROL!  
NO HEAT! NO NOISE!**

OSET Electric Trials Mini-bikes are now available in Australia! These powerful, competition-ready mini-bikes, designed in America, are in hot demand worldwide because of their high performance, super-reliability and "Go Anywhere" nature.

### ELECTRIC MEANS FAST AND QUIET

Because they're electric, you get instant torque and straight-line acceleration up to 27kph. These bikes can match it with the best petrol-powered bikes in their class.

But unlike petrol-powered bikes, these electric bikes are virtually silent! Perfect for riding in the suburbs. Check out the videos on [www.osetbikes.com.au](http://www.osetbikes.com.au) - they really are quiet.

### SAFETY IS A PRIORITY

An OSET bike's performance is matched by quality brakes and suspension, a parental speed control (so junior riders can't accelerate beyond their skill level) no petrol spillage and no hot exhaust to burn your child's skin. It's no wonder OSET bikes are in such demand.

2 models are available, the OSET Spider 12.5 and Spider 16. They're designed for 3-10 year-olds.

More info is available by sending in the form below or by visiting our website. You can also send us an email at [sales@osetbikes.com.au](mailto:sales@osetbikes.com.au)

Phone:  
Brendon : 0413 522 811  
Kal : 0403 260 779



[www.osetbikes.com.au](http://www.osetbikes.com.au)

**PLEASE SEND ME MORE  
INFORMATION ON OSET BIKES**

Your name \_\_\_\_\_  
Your phone \_\_\_\_\_  
Your email \_\_\_\_\_

Fill this form to 07 3444 3907 or mail it to  
PO BOX 3223 South Brisbane Qld 4101

**GET IN NOW FOR  
NEW YEAR**