

MEET MONTY

BH MONTY T.19 AERO CYCLO TRIALS BIKE.

You've got to laugh. And that's exactly what most people did when they first cast a glim over Monty. Off-the-wall isn't in it. This thing could climb over any wall you care to mention. It may look like a scaffolder's first attempt at building a bike, but when the going gets tough, the tough get going. And when even the tough run out of poke, you'll find Monty still keeps hauling through. DC gritted his teeth and hung on for the ride.

WHAAAA..! Whaa-aa-t in the name of chrome molybdenum is that? It was the same every time one of the truly cred BMX riders saw the BH Monty T.19 Aero Cyclo Trials bike with its tiny chainring that makes your legs spin round at 1,000rpm. They freaked when they saw this weird little fat-tyred toy scooting around under Captain Currie.

What is Cyclo Trials? Well, did you ever see Kickstart on TV? It's the one where guys on specially adapted motorcycles ride over cars, logs, and buses, through streams and bogs, up trees and over rocks and generally demonstrate that there's no such word as unridable. Well Cyclo Trials is similar but with some added stunts and displays that just can't be done on the motorbike because it is too heavy.

To ride CycloTrials you need more balance than a monkey on a tightrope, more control than an IBM mainframe, an Honours Degree in getting super high bunny hops and the guts to handle mega drop-offs - off the side of cars, buses and cliffs.

The bike for all this has to be very, very light, agile, with a quick front end. And it has to be able to take the sort of pounding that would make a Chieftain tank beg for mercy. Take a bow, Monty!

Padro Pi is the guy responsible. He's the original designer of the Montesita back in 1980, which was the cycle side of Montesa the big Spanish motorcycle company known worldwide for their high quality



BH Monty that we haven't seen on any bike before. The wheels are Akront rims with Cursa Olympic loose ball hubs, both do their job well but watch out for the hubs since they throw out a lot of excess grease onto the body and that attracts dirt. Brakes and pedals are Olympic too and both worked as they should. No quick release on the brakes but they're anodised in a wicked purple colour to make up. At the other the brake levers are called Zimarron. Plastic, in a dog leg design and full size, they can be adjusted like mountainbike levers and the adjustment locked in with a nut protected by a natty plastic sleeve to keep the crud out of the cable. The pedals are like the old MKS BM7s except the alloy cage doesn't wrap all the way around. The grips are Goniell and are typical motorcycle trials grips.

The transmission and gearing on the Monty is the weirdest thing about it. At first sight it looks as though they've put a free-wheel sprocket on the crank arm. The Trialsin durallium cranks are 140mm and have a chainring fitted that's only 24 teeth. With a 19 tooth freewheel sprocket, that makes the gearing just over 25 inches, or almost one to one.

You need gearing like that to get the millimetre precise control to pull of the sort of moves the Monty is designed for. Imagine riding straight over a car. Or trying to get under a limbo pole only slightly higher than the bars — if you went steaming towards the limbo pole with 44-16 gearing on the bike you wouldn't get under it, but with the almost one-one gearing you can stop halfway through the manoeuvre and get set up and then still comfortably pedal through.

The bottom bracket is 11 high but there's a skid plate under the bottom bracket that's made of plastic with a brazed on bar holding it solidly to the frame.

Tyres are Pirelli 2.16s and are very similar to Trial Universal found on motorised trial bikes. Ride with very low pressures so they grip and take most of the shock out of the big drop offs you do on the Monty.

It all adds up to about 25lbs of bike, and a no compromise design aimed solely at performance. To check whether the package delivered, Monty was taken out to lunch by the extremely sceptical Captain Currey. The Captain is an out and out nutty freestyler with no time for anything that isn't a freestyle bike. So all right, he sneered a bit when he curled a prehensile Van round Monty's pedal, and started twiddling that teenybop gear.

In fact the milk curdled.

Dave had the bike for 3 months and spent most of his riding time in the rad woods above his house. When it came time for the shoot, he could ride up the trees and drop off almost anything. Captain still hadn't quite sussed out the super high bunny hopping but he could pull off quite acceptable hops onto large logs. Anytime he didn't quite get it right the skid plate would do its job and stop the bottom bracket getting wrecked.

Jumping for plain air is something the Monty isn't made for and for cruising around it's a pain due to the tiddly gear. But for going through the gnadger, and producing the sort of rough terrain handling that makes a goat goddy, Monty can hack it like you wouldn't believe. It certainly surprised DC, and since the lad is always getting into situations that surprise even himself that makes it Monty 9, the Captain 8, and tough territory nowhere.