

## COMMUTER TORQUE TEST – CAGIVA MITO SP 525

TEST BY ALEX PICKETT PHOTOS BY CHRIS PICKETT

RIDING GEAR: OGK helmet,  
Ixon jacket, Spyke gloves

**THIS BIKE IS SO MUCH FUN,  
IT'S ALMOST LIKE A  
VIDEO GAME.**



# Speed racer



THERE are not too many bikes which will set the pulse of a learner rider racing as quickly as a Cagiva Mito.

And that's before they even get it off the stand. Looking for all like a true racetrack refugee, the Mito offers a level of street cred for younger riders that other bikes will struggle to match. This is even more highlighted by the bold SP 525 on the fairing, a reference to the glory days when Cagiva's two-stroke GP racer was plying its trade on the world's race tracks in the hands of Mamola, Lawson, Kocinski and even Australia's own Mat Mladin. The Mito first came out in the early '90s and has been the recipient of a number of changes in styling and to keep it up to date mechanically. One thing has remained unchanged though; its race breeding.

Does that mean it's better than every other learner approved motorcycle? No, but it will look good doing what it does.

## Out of the crate

When the Cagiva Mito SP525 turned up to work we all thought, "how good does this look?". When we started the Mito it rattled then fired into life with its very distinctive two-stroke sound.

Powering the Mito is a 125cc single-cylinder two-stroke engine with a bore of 56mm and a short stroke of 50.6mm. It's liquid-cooled, has reed valve fuel induction and there's an electronically controlled power valve to control exhaust port timing. A six speed transmission is used with a wet clutch to get the power to the ground in true racer fashion.

An alloy double cradle chassis is used to house the compact engine and of course take the rest of the rolling stock, like the Marzocchi forks, Sachs shock, single 320mm disc with four-piston Brembo caliper on the front and the 17-inch rims with a skinny 110/70ZR17 front tyre and 150/60ZR17 rear.

The fuel tank holds 14 litres with two-stroke oil stored in a handy reservoir under the fuel tank which hinges up easily.

The little Mito only weighs in at 129kg (dry), and the seat height is a scant 760mm so little people can enjoy a Mito too.

## The ride

125cc sports bikes are the tiniest full-sized motorcycles. Everything feels like it's in miniature, except the performance. Punch the revs up high and this bike scoots along at a speed which belies its cubic capacity.

The riding position is very aggressive, but if you think it's uncomfortable, you're too old! Even so, this is a machine designed for the twisties, not the freeways, and many a young rider has used a Mito to learn the art of sports riding, then

shove it up the inside of older, more conservative riders.

There is plenty of power from the little 125cc engine to get you out of sticky situations and up front there is plenty of stopping power from the four piston Brembo brakes. Another thing that attracts you to it is that it looks absolutely horn with its racer-inspired looks and bright white paint job with red and black decals.

There are many positive things about this bike. Its light weight makes negotiating peak hour traffic easier, and the power band makes for fun take-offs from pole position at the lights. For such a light little bike it handles very well, and even though the Marzocchi forks offer no adjustment, they also cope reasonably well through the bumps. At the back the Sachs shock has only pre-load adjustment but it copes well with the bumps too.

There's so much to like on the Mito. Of course there's always downsides to every bike we test, and in this case it was the lack of space for lanky riders, my knees kept banging the top of the tank recess. And if you want to carry something with you, make sure it will fit in a backpack.

## Verdict time

Cutting-edge costs, and at \$8995 the Mito 'aint cheap. However, this is a serious European sportsbike, offering high performance, awesome styling and quality ancillaries, so the price can

be justified. It's not ideal as a commuter, but to a teenager, consideration like comfort and luggage capacity should be very secondary.

Luckily this country didn't adopt the ludicrous 125cc laws many European countries enacted, so the class has never been popular here, but that doesn't stop the Mito being an awesome ride.

The peaky nature of the power delivery makes the Mito a lot more difficult to conquer than nearly every other LAMS machine available, today, too, but that simply adds to the challenge.

For anyone who finds most sportsbikes physically too big, a youngster – or for those with a young soul – and wants a sharp corner-carver, the Mito's for you. ■



Steering damper to keep the Mito in line.



Racer style pegs.



Marzocchi forks give a feel of exclusiveness on the little Mito.



Ring dinger pipe.

