



WORDS JIM MOORE

Family tree

Family tree

Back in the '80s and '90s, Cagiva had their sights set on the mainstream. But as this stream of brilliant sport singles proves, they could never quite tame their quirky side



ALLETTA ORO S2

(1986-1987)

124.5cc liquid-cooled, reed-valve, two-stroke single, 23.6bhp@9500rpm, 123kg, 89mph

Colours: white/red, black/white/red, white/blue/red

Minor update of the S1 that, along with graphics and colour changes, differs from the earlier model by gaining an electric starter, a low-fuel light in place of the original fuel gauge, firmer suspension and jetting changes. These minor tweaks resulted in a marginally higher top speed and a touch more gusto over the standing quarter mile.



ALLETTA ORO S1

(1985)

124.5cc liquid-cooled, reed-valve, two-stroke single, 23.6bhp@9500rpm, 123kg, 87mph

Colours: black/red/white

One of the original trick Italian 125s. The pre-powervalve motor was less advanced than the Aprilia AS-R's, but the S1's chassis was state-of-the-art, with a box-section steel cradle frame, rising-rate Marzocchi rear suspension and triple floating disc brakes with twin-piston Brembo calipers. For power, the S1's motor was a class leader.



FRECCIA C9R

(1987)

124.5cc liquid-cooled, reed-valve, two-stroke single with CTS powervalve, 27bhp@10,500rpm, 123kg, 97mph

Colours: white/red/yellow, white/blue/yellow, red/black

All-new bike with a steel beam frame, Marzocchi suspension, single floating 260mm front Brembo brake, twin exhaust pipes exiting from the tail piece and a screenless fairing. The motor shares its 50 x 50.6mm bore and stroke with the Alletta, but the CTS powervalve motor is new. The C9 formed the basis for the Morini Dart.



FRECCIA C10R

(1988)

124.5cc liquid-cooled, reed-valve, two-stroke single with CTS powervalve, 27bhp@10,500rpm, 128kg, 101mph

Colours: yellow, red/black, black/red/yellow/blue

The Freccia's first update has a Ducati Paso-style fairing, integrated mirrors/indicators and a mini screen, a conventionally mounted exhaust, improved cylinder cooling, a lighter aluminium powervalve and jetting changes. Dry weight up by 5kg. Cagiva also made a limited-edition C10R Anniversary to mark 10 years of the firm.



FRECCIA C12R SP LUCKY EXPLORER

(1990)

124.5cc liquid-cooled, reed-valve, two-stroke single with CTS powervalve, 30bhp@11,000rpm, 125kg, 105.2mph

Colours: Lucky Explorer white/red/black

Limited edition Sports Production variant of the Freccia. Identical chassis to the base C12, but the engine is heavily reworked. The cylinder porting is more extreme, the powervalve is bigger and the crank and conrod stronger, but most significant is the 37mm Dell'Orto carb - the largest ever fitted on a production 125.



FRECCIA C12R

(1989-1992)

124.5cc liquid-cooled, reed-valve, two-stroke single with CTS powervalve, 27bhp@10,500rpm, 125kg, 101.2mph

Colours: black/graphite/black, red/white, white/blue/orange

Looks identical to the C10R, but there are notable differences. Features the updates from the C10 Anniversary, and has a smaller front mudguard and mini screen, and clearer numerals on the instruments. Most important, however, is the seven-speed gearbox, porting and jetting updates. A C12 Final Edition was built in Taiwan in '92.



MITO SCARENATA

(1990)

124.5cc liquid-cooled, reed-valve, two-stroke single with CTS powervalve, 33.5bhp@10,500rpm, 114kg, 90mph

Colours: red

Rare unfaired variant of the Mito 1, distinguished by front indicators mounted each side of the front lights, and round 'bar-mounted mirrors. Rather than being an intentional 'naked', the Scarenata came about due to production issues with the fairing, and Cagiva offered a retro fit of the plastics to early Scarenata owners.



MITO 1

(1990-1991)

124.5cc liquid-cooled, reed-valve, two-stroke single with CTS powervalve, 33.5bhp@10,500rpm, 117kg, 97mph

Colours: red, black, turquoise, Denim white/blue

Styled like Cagiva's 1989 500GP bike, the Mito's engine was borrowed from the Freccia C12 but the aluminium beam frame chassis was all new. Hollow three-spoke Grimeca wheels, a massive 320mm floating Brembo disc and chunky 38mm preload adjustable forks all feature. Limited edition Denim replica launched in '91.



PLANET

(1998-1999)

124.5cc liquid-cooled, reed-valve, two-stroke single with CTS powervalve, 24bhp@9500rpm, 125kg, 89mph

Colours: red/black, black, yellow

Naked, street-styled variant of the Mito, with more than a visual nod to the bigger Cagiva Raptor models. The silencer has a bulbous cover, and the tank and seat unit are more fluid and voluptuous than those of the starkly angular Mito. Looks great, but runs out of steam above 80mph due to the barn door aerodynamics.



MITO EVO SP

(1998-1999)

124.5cc liquid-cooled, reed-valve, two-stroke single with CTS powervalve, 34bhp@12,000rpm, 129kg, 98mph

Colours: red, yellow

Last hurrah for the SP Mito, incorporating the race kit that was optional on the earlier Evo. The kit includes a bigger radiator, different pipe, stronger crank, race ignition, lighter six-spoke Marchesini wheels, fully adjustable shock and race kit fork internals. Externally the Evo SP wears white number boards and a carbon-look front mudguard. Rare and wonderful.



SUPERCITY

(1992-1999)

124.5cc liquid-cooled, reed-valve, two-stroke single with CTS powervalve, 33.5bhp@10,500rpm, 125kg, 88mph

Colours: black/green, red, teal blue, silver/orange

Lucky Explorer white/red/black

A funky hybrid of Mito power and supermoto attitude that looks most bonkers in original black and turquoise. The seven-speed Mito motor gives plenty of zip, while the similarly sourced 320mm front disc and chunky 41mm upside-down forks encourage monster stoppies. Underbraced swingarm and stacked silencers are more for show, but it's hard to deny that the Super City looks ace.



MITO EVO

(1994-1996)

124.5cc liquid-cooled, reed-valve, two-stroke single with CTS powervalve, 34bhp@12,000rpm, 129kg, 98mph

Colours: red, yellow, black, silver/red/black, red/white/black Lucky Explorer

The mini 916 Mito Evo is perhaps the most beautiful 125 ever built. Not only does it mimic the styling of Ducati's finest superbike, much of the spec and detailing is to the same standard too - like the steering damper mounted between the top yoke and tank, the twin projector headlamps and CEV clocks. Mechanical differences include a new balancer shaft, updated exhaust and airbox. Post-'96 bikes are restricted to a disappointing 15bhp.



MITO LAWSON 2

(1993)

124.5cc liquid-cooled, reed-valve, two-stroke single with CTS powervalve, 33.5bhp@10,500rpm, 117kg, 103mph

Colours: red

The Lawson 2 features all of the updates given to the standard second generation Mito, including upside forks. Additional changes include a carbon fibre front mudguard and silencer, plus a redesigned expansion chamber and a carbon fibre bellypan, with drilled venting on both the lowers and two slots just above the headlamps. The yellow number boards of the Lawson 1 were dropped to mimic the 500GP bike, although the number stayed on the rear panels. A John Kocinski model, with the American's race number 3, was launched in late '93.



MITO 2

(1992-1994)

124.5cc liquid-cooled, reed-valve, two-stroke single with CTS powervalve, 33.5bhp@10,500rpm, 117kg, 103mph

Colours: red, Lucky Explorer white/red/black, Rothmans, blue/red Evoluzione

The Mito was updated in 1992 with 40mm upside-down Marzocchi forks, although without the preload adjustment of the previous model, and a four-pot brake caliper up front. Graphics changes and a change to gold wheels. Other significant tweaks include a recalibration of the powervalve to open at 8100rpm instead of 7250rpm, a new aluminium silencer, detail changes to the clocks and carburettor jetting updates. Rather than produce a separate SP Racing model as they did in 1991, the stock 1992 bike is built to SP spec.



MITO LAWSON 1

(1992)

124.5cc liquid-cooled, reed-valve, two-stroke single with CTS powervalve, 33.5bhp@10,500rpm, 117kg, 98mph

Colours: red/yellow

Built to cash-in on Eddie Lawson's arrival in Cagiva's 500GP squad for 1991, though the exact number made is unknown. Basic spec matches that of the SP Racing model that came in Lucky Explorer colours. Other specifics include a carbon fibre silencer, white-faced tachometer, carbon fibre reeds and a straight cut primary gear.