



**FIRST RIDE**

**SPEC:**

**ENGINE**  
125cc, four-stroke, air-cooled single

**POWER**  
8bhp @ 7500rpm  
6.5lb-ft @ 5000rpm

**BRAKES**  
Front disc  
Rear drum

**TYRES**  
Front 130/60-13  
Rear 130/60-13

**SUSPENSION**  
Front telescopic fork  
Twin rear shocks

**SEAT HEIGHT**  
820mm

**WEIGHT**  
113kg

**TANK CAPACITY**  
6.5 litres

**COLOURS**  
Blue/grey, red/grey

**CONTACT**  
www.lexmoto.co.uk

**PRICE**

**£880**

**LICENCE REQUIREMENTS**  
**A1**

# Lexmoto Gladiator 125

A 125cc scooter for the price of a 50? Is it too good to be true?

**S**ome scooters quietly go on selling steadily year in, year out, and the Lexmoto Gladiator is one of those. And it has one big advantage – price. At £880, it's the cheapest 125cc scooter, and costs less than a lot of 50s to boot.

**ENGINE**

For this money, you won't be getting some high-tech, liquid-cooled fuel-injected marvel from Japan or Europe. The Gladiator uses a simple two-valve air-cooled four stroke motor which claims 8bhp. Performance is fine, but it lacks the sophistication of a the most modern liquid-cooled engines or the economy of a fuel injected motor.

**EQUIPMENT**

You get the usual underseat space (though it's not big enough to store a full-face

helmet) and a small but useful glovebox, plus provision for a topbox (from only £20 extra). A screen is extra, at £35, but a rev counter and fuel gauge are part of the standard package.

**ON THE ROAD**

Twist and go 125 scooters have one big advantage over equivalent geared bikes – they're usually quicker off the mark; the Gladiator is no exception at the lights. It reaches an indicated 70mph, so should be able to hold its own on dual carriageways.

But if small-wheeled scooters like this one have a disadvantage, it's in the handling. Hopping onto the Gladiator from one of its motorcycle cousins, I was struck by how bouncy and skittish it felt over bumps, especially in the middle of a corner. It's no worse than many and, for this money you'd expect the suspension to be efficient rather

than plush, but if that bothers you, try a big-wheel scooter or bike.

In town, the CVT transmission worked seamlessly and the Gladiator was easy and undemanding to ride, small enough to slip through gaps and filter through to the front of queues. The seat is a little high at 820mm, but was okay for me (30in leg) and the bodywork protects your legs and feet from the weather pretty well. And a quick fuel consumption test revealed 98mpg.

**Words & images: Pete Henshaw**

**WE SAY:**

Faithful stalwart among 125cc scooters, not as stylish as some, but at the price, there's nothing to touch it.

