

UM Renegade Sport S 125

Ample ability, big-bike feel and cruiser charm.

With the 125cc market full of retro café racers, tourers and sports bikes it is quite refreshing to see a small bike hold up the cruiser flag.

Just looking at the Renegade gave me a buzz of excitement, it had been a while since I had ridden a bike with a cruiser stance, feet forward and arms spread. I like it – might be an age thing but no apologies for that, I like cruisers. That's it, I've said it now, so there!

Appearance

The Renegade does not look like a small bike at all and exudes that sense of Americana. It even carries a US stamped stars and stripes badge on its front mudguard. Any wannabe rock star (with only a provisional licence) would feel proud to ride this

choppereque muscle bike while singing Mötley Crüe songs to themselves into their helmets, cruising down Sunset Strip... or Skegness seafront! It even comes bedecked in bright Dukes of Hazzard 'General Lee' orange.

The exhaust, as agricultural as it looks, does actually give out a decent sound for a small engine. UM declares that it has a world first in the form of its 360° LED lighting system which illuminates the side of the bike as well as the front and back to improve rider safety. The part digital, part analogue instrument panel is pleasing even though it is KM biased and there is no clock.

Again, with this bike I am slightly bemused that they go to the expense of a factory-fitted centrestand but

then skimp on quality on some components and the finish of the paintwork, especially as the one I rode has paintwork drips on the tank.

The colour coordinated front light cowl is a nice distinguishing feature which sets the bike off and serves the overall style of it well.

On the road

The 360° LED lighting system has yet to convince me as although the bike is supposed to light up a full 360°, the side lights did not work on the bike I was testing. So that is more of a 180° system, which has been around for a while now, plus the headlight on full beam is actually angled better for a distress beacon, shining very high into the sky. In fact on one night-time journey of 15 miles I had no fewer than five lorries flash me in protestation of the angle of my lights, and that was on dipped! So an obvious adjustment is required.

The bike is rigged up well for a pillion with a comfy seat, back rest and grab bars.



Zippering along the road, I soon discovered that the five-speed gearbox is one of the smoothest and most reliable units I have ever encountered, on any motorcycle, let alone a 125cc.

This bike has no idea that it is a small bike, and apart from the obvious power restraints it does not feel as though you are riding a small bike, and to be fair, it will sit comfortably at 65mph without issue and with its 18 litre fuel tank, it will do that for quite a while. The bike does get some vibration at speed but it is nothing too serious unless you have plans to ride for hundreds of miles in one go.

Its low seat height works great for those like myself that are fairly low to the ground themselves, but I think that the riding position would work with a low seat for those who are somewhat taller too.

Market contender

The UM Renegade Sport S might not be an obvious choice for the younger new learner rider wanting something cool to ride around town on with mates but for the more mature commuter looking for comfort, style and economy this bike will be in the top five for sure.

Words: Dave Bell
Images: Gary Chapman



“Bring out your inner Rocker – you know you want to”.

SPECIFICATION

UM Renegade Sport S 125cc EFI

ENGINE: 125cc single cylinder, water-cooled 4-stroke

BRAKES: Disc front & rear

WHEELS: 17in front, 15in rear

WEIGHT: 153kg

TANK CAPACITY: 18 litres

PRICE: £2749.99 including VAT & OTR charges

CONTACT: www.ummotorcycles.co.uk

O2W RATING:

★★★★★★★★