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LICENCE

Lexmoto Tempest 125

A scrambler with serious street credibility and an above budget ability!

To me the Tempest is one of the better looking 125cc Scramblers on the market at the moment. It carries the obligatory high-level exhaust system, twin rear suspension, impressive ground clearance and semi-knobby tyres, which are clearly all fabulous traits for any off-roading that will be required – but let's face it, if, like myself, the closest most of these will get to off-roading will be that of highly skilled manoeuvrings around the potholes on the A roads on the commute to and from work! Still, these are fantastic traits for a bike nevertheless and it's good to know that when the grass verge is actually in better condition than the Tarmac, then at least the Tempest offers that option, although the last time I personally tried that approach it didn't end well – just ask Kawasaki UK!

Eye-pleasing styling

I love both of the colour schemes Lexmoto have chosen for the Tempest; this demonstrates to me that this manufacturer is listening to its customers and now putting in more effort on the look of the bike than purely just putting out another economical commuting 'tool'.

The styling of this starter scrambler is so respectful to the classics that it's by far one of the most eye-pleasing 125cc bikes I have ridden recently. The only negative, for me, is the rear

hugger/number plate mount – I'm not keen on that if I'm honest, but other than that, this is a cute little number for sure.

The instrument display I found quite hard to see in the dark to be fair, although it has all that's required and more. I just thought that the angle could maybe be improved a tad and maybe a little brighter please – and no, I did not have my tinted visor on!

With a price tag of £1,799.99, a two-year warranty and a boast from Lexmoto that all spare parts are entirely UK-based and priced as such, the Tempest is a very practical and cost-effective machine for a very wide market, from learners to commuters to weekend riders. I would certainly consider this efficient little bike for my daily commute, and that price tag is quite a few pennies lower than many of its counterparts.

And don't presume that just because this is 'yet another Chinese retro-esque copy' that it will not turn heads, because I can tell you for a fact that that is exactly what it does – and that is before you strike it up and reveal the sweet chorus that the exhaust is capable of.

On the road

So, as I have eluded to, I have not spent much time testing the Tempest's scrambling credentials,

more teasing it through town traffic and the hilly climbs of the Lincolnshire Wolds but, good grief, it was a very pleasant experience. The 125cc motor is not fast, but it's responsive, flawless and always started first time. I know these should be a given, but trust me, some of these 125cc engines and EFI systems don't always provide this basic luxury, so I always use that as a marker nowadays.

On the road the Tempest is sure-footed, and the wide, low handlebars make for a pleasing and comfortable riding position for sure; I could literally ride this bike for hours.

The long-stemmed mirrors give a totally unhindered view of the past, again not always a given on some bikes as you can find yourself constantly tinkering to find the best or 'least worst' viewing position, or is that just me?

The old school filler cap will test those like myself with the ability to lose items immediately without moving, as it's not fixed to the tank with those fancy modern 'hinge'



things; oh no, it's the unlock, remove, find somewhere to rest it whilst you fill up and then try and find it type – I love it!... this is really not an issue as I believe this little 125cc number will easily rack up 100 mpg if you're kind on the throttle and with a 13-litre tank capacity, that's not a lot of refuelling/fuel cap losing events!

The high-level exhaust system gives out a superb bark, certainly not that akin to a 125cc motor, so well done on that Lexmoto, as I'm easily impressed by such things (mainly due to the boy racer in me and the fact that I am relatively immature, but it does sound great, so it has to be noted as a

SPECIFICATION

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ENGINE:	Single cylinder air-cooled 4-stroke
BRAKES:	Hydraulic disc, front/rear
FRONT TYRE:	100/80-17
REAR TYRE:	120/70-17
FRONT SUSPENSION:	Telescopic forks
REAR SUSPENSION:	Twin shock absorber
SEAT HEIGHT:	780mm
WEIGHT:	126 kg
FUEL TANK CAPACITY:	13 Litres
PRICE:	£1799.99 (plus OTR)
COLOURS:	White or Black
CONTACT:	www.lexmoto.co.uk
O2W RATING:	★★★★★☆☆





positive for sure. I did not find the height of the exhaust to be an issue, but I know others criticise this on occasion, but to me it was no drama whatsoever and if the rider is encouraged to wear the correct gear so as not to be affected by the heat from said exhaust system then that is only a good thing, again a positive slant on discouraging the tracksuit-bottomed t-shirt gang in the summer!

The linked braking system of the hydraulic discs both front and back were more than acceptable for the power of the bike, especially taking into account that I had previously been testing a bigger bike. Usually there is a rapid recalibration I need to do in my head of the braking capabilities of a smaller bike when you jump off a bigger bike, but I do not even recall noticing the startling difference I normally find in that scenario.

I found that riding in the dark was not the bike's strong point because of the lights. I found myself not bothering to switch to full beam as it was set too high (it may have been an adjustment I could have made if I had the bike longer). I apologise to Lexmoto if that's the case, but I am inherently lazy, so I require the manufacturer to look after that stuff for me.

The five-speed gearbox is mostly smooth with very few aggravating searches for neutral, but remember that some of the most high-end bikes out there can suffer from that too, so I don't accept the 'what do you expect, its Chinese' comments any more, these bikes are much further along now and in my opinion deserve a little more respect today.

So, what would I do to improve this bike? Well, to be honest once I'd moved the number plate up into a more conventional position (I struggled to cope with it where it was) and forced the instrument panel to face me so I can see it better, and bolted some spotlights to the handlebar, I would be quite content with everything else as it is. All small fixes that are most likely only bothering me to be fair. Try it for yourself.



Summing up

To me the Tempest is yet another bike from the award-winning team at Lexmoto that is setting (not following) the pace that Chinese bikes are improving by. This is proven by the fact that Lexmoto is within the top 10 selling motorcycle manufacturers in 2018-19. This surely should now make the doubters start to take notice of these cost-effective, efficient and very credible machines.

Sure, I am fully aware of the old adage: 'You could get a good second-hand Japanese bike for that money!'...

Yeah, yeah... you can, but you can also now get a good brand new Chinese bike for that money, too - just saying!

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