

FIRST RIDE



Lexmoto Urban 125

On Lexmoto's website it states: 'The Lexmoto Urban provides the perfect companion for challenging city commutes'. Now with many miles under the belt and more than just one driver trying to give me an introduction to the Tarmac, I feel all confrontational!



The world may be unhappy with me and feel that I need to be punished, but due to my ride, I'm still here and the statement that Lexmoto has put on its website is not that far from what I have experienced.

Shapely curves

Running on 16in front and 14in rear wheels and having substantial ground clearance for an auto 125cc city scooter, the Urban's style is striking to say the least. The tribal inspired design on the panel stickers also help to further place this scooter in a visual bracket that it would be happy to inhabit all on its own. The angular front lines from the indicators run down through the grill-type detail and follow on to the beak-like mudguard. This shape also sweeps perfectly into the curved rear bodywork that houses the fuel tank and underseat storage.

The seat is one of the areas of this scooter that doesn't match its price and I'm glad to say that it's the opposite of what you'd expect. The comfort level is what you'd expect to find on a mainstream name brand (I'm not saying Lexmoto isn't a known brand, but you'll have an idea

of the ones I mean) that costs quite a few hundred (if not thousands) of pounds more. It's not the most spacious of underseat areas, with enough room for an open face helmet, or for transporting a good-sized shopping bag – and yes, it stays dry when it rains. I had the unfortunate experience of being out on a run and not really expecting to get caught but I did and even though I was more than a little moist, the contents of the storage were bone dry. It sounds a daft thing to tell you, but a wet bread loaf or soaked iPhone are not happy things to find.

The clock display is clear and spaced nicely and it also includes a fuel level gauge that means no matter what your destination, you're not going to get caught out, or worry that you may not make it to the next service station.

The addition of a bag hook is also something that plants this as a real commuter, or even just as a city runaround. Simple, but thoughtful.

A wheel worry...

The larger wheels at first worried me as to whether this would ride like the other scooters I've reviewed in the



SPECIFICATION	
Lexmoto Urban 125	
ENGINE: Air-cooled 125cc four-stroke	
MAX POWER: 6.5kw @ 7500rpm	
DRIVE TYPE: Belt	
START TYPE: Electric / kick-start	
BRAKES: Hydraulic discs front and rear	
FRONT TYRE: 100/80 x 16	
REAR TYRE: 120/70 x 14	
FRONT SUSPENSION: Telescopic forks	
REAR SUSPENSION: Single shock absorber	
SEAT HEIGHT: 790mm	
RUNNING WEIGHT: 111kg	
FUEL TANK CAPACITY: 6.8 litres	
RRP: £1499.99	
CONTACT: www.lexmoto.co.uk	
O2W RATING:	★★★★★



past. Would that mean I could give you a realistic analysis or breakdown and considered opinion as to this particular machine's credentials? With a large 16in wheel up front the Urban delivered smooth handling and the 14in rear wheel gave good acceleration. Quoting from the website Lexmoto says: "At the heart of the Urban is a reliable and sprightly 6.5kW motor which is among the best in the Lexmoto range of twist and go automatics whilst still delivering great fuel economy. Euro 4 compliant, this bike complies with the Euro-4 emissions regulations as certified by EU member states." No issues there.

The clutch engages and the drive is delivered smoothly and without and flat spots or jerky motion. For the size of the engine, the pick-up away from the lights is not going to leave you holding anyone up. Not a market ploy, but a statement of truth for Lexmoto and a refreshing thing to be able to report. No hype.

The suspension was a little firmer than I was expecting. It didn't affect the handling in town - in fact it kept the Urban feeling tight and spirited. It was offset thankfully on the longer road rides by the wheel size. If it was this firm on a smaller-wheeled machine, I think it may have been of some concern.

Riding high

The seat height is 790mm, so you're sat just a little higher than you may be used to than if you jumped onto the Urban from say a 12in-wheeled scooter. This is a real positive as it places you just that little bit higher in the flow of traffic. It's not a massive amount, but enough to make you feel just a little more visible and have just a fraction more visibility.

It's on the open road that the bigger wheels really come into their own! It's brilliant around town and handles the twists and turns with great ease. As for my earlier statement about the wheels coming into their own out of town, well, if you have a commute that takes you more than five miles on a main road. then this is for you. With the state of the roads at the moment it's so easy to be bounced around on a small 10 or 12in-wheeled scoots, but the 16in front and 14in rear wheels

really help to smooth out the obvious imperfections and lumps on our current infrastructure. As a member of the men in their Forties club, the last thing you want to be doing is having an uncomfortable ride for any length of time, or if you mention that to your doctor, its gonna mean a visit to the prostate exam room and that needs to be avoided (unless you do have an issue that you are putting-off going to see them about and then I would advise biting the bullet and going - better safe than sorry).

Hear no evil, see no evil

Now in my first few lines I said that Mr and Mrs Magoo (drivers who just don't see everything and rarely look both ways twice) were happy to give me an up-close and personal face-to-face with Madam Tarmac, and as for myself, it's something that I'm really am not interested in at all.

The Urban comes fitted with a 'Combined Braking' system that distributes the braking between both front and rear wheels, reducing braking distance and the tendency to skid, without having the cost of ABS. It's not a flawless system - it's still dependent on you, the rider, being sensible enough to judge your riding distances and speed. Pulling hard on the brakes you could still lock-up on a wet or loose surface, but it's a step in a direction. This is no gimmick. Working the way it did for me, you'd do well to search for this on your next purchase if you cannot afford the kind of ride that sports ABS.

Coming in two colour choices of silver or black, add this to the shortlist.

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