



LICENCE  
REQUIREMENTS  
**A1**

# Lexmoto Vienna 125

Understated Vespa-style 125 from Lexmoto – is it as sophisticated as it looks?

## SPEC:

### ENGINE

124cc, four-stroke, ohc, air-cooled single

### POWER

7.2bhp @ 7000rpm

### BRAKES

Front: disc  
Rear: drum

### TYRES

Front: 120/70 x 12  
Rear: 120/70 x 12

### SUSPENSION

Front: telescopic fork  
Rear: twin shocks

### SEAT HEIGHT

780mm

### WEIGHT

102kg

### FUEL CAPACITY

6 litres

### COLOURS

Silver, red

### CONTACT

www.lexmoto.co.uk

## PRICE

**£1100**  
(OTR)

If Lexmoto's Valencia is a touch OTT for you, then the Vienna might well fit the bill. Its latest scooter has neat and clean retro styling that's an object lesson in how to get this right.

### ENGINE

It might look sophisticated, but under the smooth bodywork there's a bog standard four-stroke 125 with a carburettor – fuel injection is still deemed too expensive at this end of the market. At 7bhp, it's way down on power compared with the pricier Japanese and European scoots.

### STYLING

This is the Vienna's best feature. It's clearly retro, without being over the top, makes minimal (but nice) use of chrome and really looks very cool – makes the flamboyant Valencia look like an octogenarian in a spandex leotard.

### EQUIPMENT

At this price, you don't get a lot of equipment, but the Vienna does have a decent underseat space (not quite big enough for my full-face helmet), small glovebox and centre/sidestands. LED indicators look cool but are hardly visible in sunshine. Star of the show is the digi/analogue dash with its big-format rev counter – that should clinch a few showroom sales.

### ON THE ROAD

The quiet four-stroke motor is beefy enough to give good in-town acceleration. Out of town, speed builds more slowly to an indicated 50; fighting a headwind, the Vienna couldn't manage more than 53mph, though it breached 60mph going back the other way – still, not the choice for fast dual-carriageways.

Of course, it all makes more sense in the city, the Vienna being easy to

ride and filter past queues of traffic. The seat is low-ish, the steering lock excellent and it's light enough to be a doddle to park. The non-adjustable rear shock is quite stiff, though the Vienna handles okay within the usual limits of a budget scooter, and it does have fine brakes.

Mixed riding delivered 98mpg, about average for an automatic 125.

**Words and images:**

**Pete Henshaw**

## WE SAY:

We love the styling. The Vienna might be unexceptional in the way it rides, but for an image of urban sophistication – and at a low price – it's bang on.

