

# Lexmoto Riviera 125

For the uninitiated, Lexmoto is a value for money brand that's established itself as a major player in the UK two-wheel market over the last few years. As part of Chinese Motorcycle Dealers (CMD), the largest dealer network of Chinese scooters, motorcycles and quads in the UK, Lexmoto exclusively deals in affordable 50cc and 125cc motorbikes and scooters – and with prices starting from as little as £850 for a basic 125cc, it's easy to see why Lexmoto machines are so popular.

The latest scooter to emerge from CMD is its retro-styled Lexmoto Riviera – and we got a chance to put one through its paces and test its viability as a daily commuter over the course of a month.

## First impressions

There's no doubt that the Riviera is a good-looking scooter. Okay, so it isn't going to win any design awards for originality with its classic Vespa-inspired styling – but that's not the point. It's made to a budget – so providing it's competent and credible out on the road, I reckon the Riviera could be a winner.

In short, the Riviera 125 is a fairly conventional retro-styled small-wheeled scooter. It's compact, lightweight (coming in at only 106kg), and easy to ride too, with a comfortable, if not especially spacious, riding position. Its seat stands at 790mm, and at 6ft 1in,

I had no problems getting my feet flat on the floor with room to spare. Equipment-wise, the Riviera comes with helmet-sized under-seat storage, easy-to-read analogue clocks, easy-to-use controls and blacked out alloy wheels.

## On the road

Of course, there's only so much performance and poke on tap from a little 125cc engine, irrespective of who manufactures it and how much it costs. As such, the air-cooled, four-stroke Riviera is hardly the most powerful scoot on the market, pumping out a fairly meagre 8bhp at 7500rpm – but it's got more than enough poke to get the jump on a line of traffic, with the power delivered linearly right through the rev range up to the redline. Out of town, it'll reach speeds in excess of 55mph – but you'll soon find traffic hot on your heels, particularly if there's a hill to tackle on your route. Either way, Lexmoto reckons it should be capable of returning in excess of 100mpg – which is pretty impressive.

Braking comes in the form of hydraulic discs at the front and rear. While they're not fantastic, they're more than up to job in and around town. However, it's worth noting that if you grab too much of a handful, the



rear is inclined to lock up. Nothing to worry about though, it teaches caution, forward planning and smooth application.

A 'budget' scooter can only be expected to deliver so much in terms of handling and performance. Regardless, its small, 12in diameter wheels, and relatively basic suspension (simple telescopic forks up front and a single shock absorber at the rear) help to deliver an easy and enjoyable ride. Sure, the spongy suspension is likely to bounce you around a bit on sketchy surfaces and it doesn't beg to be thrown into corners at speed – but that doesn't matter, it's an absolute doddle to ride around town.

## Should I buy one?

I know this ride report has been punctuated with numerous references to the Riviera's budget credentials, and while it may not be the slickest, most stylish or best equipped scooter on the market, all the basic ingredients are in all the right places.

If you're after a scooter for buzzing around town, or tackling the inner city commute, with ample storage and a modicum of protection from the weather, this is an affordable, easy-to-use package. You could do a lot worse than checking out the new Lexmoto Riviera.

Words: Ross  
Images: Gary Chapman

## SPECIFICATION

### Lexmoto Riviera 125

ENGINE: 125cc air-cooled single cylinder SOHC  
4-stroke  
SEAT HEIGHT: 790mm  
WEIGHT: 106kg  
FUEL TANK CAPACITY: 6.8 litres  
PRICE: £1699.99  
CONTACT: [www.lexmoto.co.uk](http://www.lexmoto.co.uk)  
O2W RATING:

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

