

FIRST RIDE



Lexmoto Arizona 125

A low price custom-style 125 motorcycle with all the basics for commuting.

SPEC:

ENGINE

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

BRAKES

Front: disc
Rear: drum

TYRES

Front: 2.75 x 18
Rear: 3.50 x 16

SUSPENSION

Front: telescopic fork
Rear: twin shocks

SEAT HEIGHT

760mm

WEIGHT

126kg

TANK CAPACITY

Unknown

CONTACT

www.lexmoto.co.uk

PRICE

£1050

LICENCE REQUIREMENTS
A1

The Arizona is the cheapest custom-style 125 on the market at £1050. Add registration and 12 months road tax, and you could be on the road for less than £1200, plus insurance. But is it any good?

ENGINE

With two-strokes almost totally gone from our roads, there are just two types of Chinese 125 motors available – pushrod or overhead cam. The Arizona uses the former, and Lexmoto claims a modest 9bhp, way down on the higher tech Euro/Japanese 125s

STYLING

All right, it's not exactly Born to be Wild, but recognisably custom cruiser styling, in a mild sort of way. The slightly raked-out forks, high-rise bars and lots of chrome detailing all look the part. You either like this look, or you don't.

EQUIPMENT

At the price, you wouldn't expect the Arizona to be laden with goodies – and it isn't. Alloy wheels are part of the package, as is a small luggage rack and a centrestand, but that's it. But extras don't cost that much, including a screen (\$35) and topbox (20 quid for a small one).

ON THE ROAD

The Arizona has the relaxed riding position you'd expect, but the effect is spoiled by a hard seat – still, the perch is a nice low 760mm, so even the short legged can get both feet flat on the ground. Lexmoto may not claim much power for this 125, but it goes quite well with the little 125 revving willingly with few vibes. I can't tell you what it revs to, as there's no rev counter, but the bike did hold an indicated 60-65mph on a short stretch of M5.

The gearchange is a little stiff, but only needs short travel and has its

own quirky graphic indicator on the tank panel, which would be very handy if it wasn't so far out of your sightline. But never mind, because the brakes are good – who needs a rear disc, when drums are this adequate? As befits the custom styling, the rear tyre is a fat little 3.50-16 Chinese Kenda of archaic tread pattern, but works very well. In fact, the Arizona feels very stable and sure-footed on the twisty stuff, and the softish suspension helps overcome the hard seat.

Words & images: Pete Henshaw

WE SAY:

If you like custom styling, this is the cheapest way to buy it. Don't expect Honda quality, but the Arizona should be cheap to run.

