

**FIRST  
RIDE**



# Generic TR125 SM

LICENCE  
REQUIREMENTS  
**A1**

## WE SAY:

Great looking learner legal 125, it's quick, good fun and rides well too



You've got to love a Supermotard. Aggressive good looks, coupled with a tyre smoking, gravel spinning engine and with extra fun thrown into the mix, what's not to like?

**O**kay, an A1 class 125cc Supermotard might not be quite as good at smoking the back tyre as the big boys, but you still get a great-looking bike that's great fun to ride.

The Generic TR125 SM is liquid-cooled, runs a 14.75bhp fuel injected twin overhead cam engine and comes in at an attractive price point; it also has a two-year warranty.

As with most bikes of this nature you'll notice the seat height as soon as you swing a leg up and over it to mount the bike, it's 900mm, so short or nervous learners need not apply. Having said that, I'm 5ft 10in and could still touch the floor, so it's not out of reach for the average rider.

Once you're perched on the characteristically hard and narrow SM seat you instantly feel like being bad, this sort of bike makes

you want to hoon around town, so I suppose we'd better head into the city and see if it's any good...

The fuel-injected engine bursts into life and you notice how crisply it revs; that's thanks to the fuel injection. The engine and the rest of the bike were developed in the Generic R&D department in Austria and it shows in all areas. Production and final assembly of the bikes is in China (like most



things these days) but it's got more than a hint of European feel about it and the overall quality is top notch.

Snick it effortlessly into first gear and there's hardly even a clunk, it just drops in silently. It's got a six-speed gearbox and the bike picks up speed quite rapidly and revs well, in fact it thrives on revs so give it plenty and you'll enjoy riding it more than if you simply pootle about. It may only be a learner legal 125, but it's a great engine and is especially suited to town use where you can muscle your way through the traffic with ease, stick those elbows out, get your weight over the front and launch it as if you're starting a race, great fun.

Even on faster roads the bike doesn't seem outgunned and you can sit quite comfortably at around 65mph; you'll see 70 on the nifty digital clock as well without too much effort. That dash also includes a fuel gauge, rev counter, trip function and time, it's a good-looking display, but the brake hose obscures it a bit and the font is quite small, so it's not very easy to

read at a glance. Supermotards are more about attitude than practicality though so who cares?

Super motards are designed to be able to cope both on- and off-road, so the Generic has plenty of suspension travel up front and it'll dive quite a bit under heavy braking. To be honest the brakes could be slightly more powerful, but they do stop you if needs be – like when a car unexpectedly reversed out of a drive and straight across two lanes of a dual carriageway right in front of me. The suspension is good and the Mag sport tyres seemed grippy enough, so no major issues there and I stopped before the driver had even seen me. I mentioned the gearbox earlier, it's nice and precise the majority of the time, but I did have a problem selecting first on a few occasions, I'd imagine that was a minor issue with our newly built test bike, though rather than a problem with the model itself because everything else about the engine felt very well sorted.

Buying a Supermotard needs a bit of consideration; if you're

wanting something you can ride to the seaside at the weekend and want to get there in comfort then you're better off buying a scooter, the seat is hard and will hurt after a while. There's no storage space on one of these, so it's not always going to be practical and you'll live your life wearing a rucksack. On the other hand if you're not too fussed about having a sore backside, want to have something that gets you noticed on the road (and can be taken on the dirt if you fancy it), the Generic TR125 SM is a great, well-built, fairly quick and enjoyable bike.

While taking the photos I was constantly badgered by teenagers (and older people), even the traffic wardens were interested in it, despite it being parked up on the pavement. For £2499 you're getting quite a lot of bike for your money – fuel injection and liquid cooling don't come cheap, but they do make one hell of a difference to the ride. Surf over to [www.wearmoto.co.uk](http://www.wearmoto.co.uk) and have a look at the Generic range.

Words and Images: Igg

## SPEC:

<b>ENGINE:</b>	124.4cc, 4-stroke, fuel injected, liquid-cooled
<b>POWER</b>	14.75bhp @ 9000rpm
<b>SUSPENSION</b>	Hydraulic front forks Rear monoshock
<b>WHEELS</b>	Front 100/80 x 17 Rear 130/80 x 17
<b>BRAKES</b>	Front and rear wavy discs
<b>SEAT HEIGHT</b>	900mm
<b>TANK CAPACITY</b>	7.5 litres
<b>WEIGHT</b>	146kg
<b>COLOURS</b>	White
<b>CONTACT</b>	<a href="http://www.wearmoto.co.uk">www.wearmoto.co.uk</a>

**PRICE**  
**£2499**

PROS	CONS
Great engine	Weak front brake
Styling	Mirrors vibrate