



The ZZ's riding position and seat provide a big bike feel



Supermoto-styling is spot-on and the whole package feels solid and well built

motor is actually quite perky. I can't help but keep the throttle pinned and my foot out supermoto-style through tight corners. The twin-piston front brake caliper and wavy disc do a good enough job of stopping – it's a much better setup than most similarly-priced bikes – though the back brake locks up too abruptly. Whizzing through busy streets and sliding around country lanes shows how flickable and light this little tyke really is. On the road its 124kg disappear, especially at roundabouts. The upside down forks and single shock at the rear perform well enough and do what is expected of them. To top it all off the mirrors don't vibrate out of their sockets and swivel as I ride along.

One of the biggest concerns when buying a cheap 125 is reliability, especially as the ZZ and the other two models are brand spanking new and the firm's first motorcycles since rebranding five years ago. But SFM offers a full two-year parts and labour warranty on all models.

The ZZ package has been put together well. It is built to a price and there will always be niggles like the missing fuel gauge, flip-up sidestand and fuel cap that comes off in your hand. But these are easy to live with when you consider what else you get for the money.

NEXT WEEK



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FASTEST...
MONKEY BIKE!

THE FACTS



SFM ZZ125/ZX125 £1999

The ZX is the enduro model from SFM. Almost identical to the ZZ, the ZX is distinguished by a longer front mudguard, knobby tyres, different graphics and the choke is on the handlebar not the carb.

Engine: Air-cooled, single-cylinder, four-stroke, 124cc, carburetted, 5-speed

Power: 11.5bhp

Torque: 7.01ftlb @ 8000rpm

Suspension: USD forks, front. Monoshock rear

Brakes: 240mm wave disc, twin-piston caliper, front. 210mm wave disc, single piston caliper, rear

Contact: www.sfmbikes.co.uk

RATING



Carburetted single is licensed by Suzuki and based on the proven DR125



SFM Roadster, £1599

Good value for money and it shares the same motor as its siblings. Not as glam as the ZZ and ZX but it will make a solid commuter. It's even easier to ride and completely unthreatening, weighing in at 112kg with a 780mm seat height.

Suspension: Telescopic hydraulic forks, front. Twin hydraulic shock absorbers, rear

Brakes: 240mm disc, twin-piston caliper, front. 130mm drum, rear

Seat height: 780mm

Weight: 112kg

Fuel tank: 17 litres

Contact: www.sfmbikes.co.uk

RATING



Top speed from the 125 is 60mph but in lower gears it's perky around town

TOP 5 TRAILIES



1

Yamaha DT125RE From £1400 (used)

The definitive do-everything trailie, as delightfully light, zippy and agile on the road as off it. Two-stroke motor in a moderate tune, making it useable.



2

Husqvarna TE125 £3740

Four-stroke, learner-and-road-legal trailie introduced in 2010 looks like a pure racer, and will run rings round most 125cc dirt pretenders.



3

Honda XR125L From £1000 (used)

Part-commuter with less height and aggression than many rivals. It won't fly round a motocross track, but it's sturdy and has been ridden round the world.



4

Aprilia RX125 From £2000 (used)

Two-stroke trailie with looks from the superb RXV450. Wheezy when restricted, but potential for 22bhp.



5

Kawasaki KMX125 From £600 (used)

One for the dads as well as the lads. Hardy, cheap and capable. The stock 12bhp can be doubled with tuning.

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