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DIBSTA



Bernie Schreiber



Michael Brown the latest 'Electric' convert

SCHREIBER SHIFTING YOUR MINDSET

In the last issue of *Trial Magazine*, the Schreiber section touched on future technology and electric trials machines. If you are a motorcycle manufacturer, it might be time to shift your mindset; whereas the first thought is to build great motorcycles, it should now be focused on building riders. When you concentrate on building riders, you think about offering products differently and how you can connect with people who are pulled in from so many different directions. Electric technology will play an important role in that personalised rider experience.

Article: Bernie Schreiber with John Hulme • Pictures: Denise Culetto and Trials Media

Many companies are thrilled to see the sales of electric propulsion rising for both mountain bikes and off-road motorcycles in 2020. The real boom is in startups within the e-moto space, pushing bikes with big tyres and long-travel full suspensions. You can see developments from the world of mountain bikes to motorcycles with EV tech already available, thanks to billions of dollars invested into research by the car industry. The main improvement is lighter weight — batteries are heavy, but electric motors are much lighter than petrol ones. Plus, there's the elimination of carrying fuel high in the chassis, which is precisely where you don't want weight in a two-wheeled vehicle. These bikes also don't pollute, and they're near-silent.

For lots of would-be buyers, who might think a motorcycle adventure would be cool, the turnoffs from the past — noise, a hot exhaust pipe and pollution — evaporate with this new breed. Electrifying motorcycles for off-road use makes a lot of sense. You eliminate the complexity of using a clutch for newcomers, making electric motorcycles simpler to ride with twist-throttle control, no gears and lightweight; the learning curve is easy and fast for all ages.

In the near future, I hope to see more original equipment manufacturers (OEM) engine suppliers that will allow new off-road startup brands to enter the market easily. It will allow a brand to develop a product that fits the riders' needs, just as the electric mountain bike industry has successfully done in just a few years. The sport of motorcycle trials needs more products developed for the average clubman rider, with more comfort, sizes and choices of usage.

It's important that the future trials manufacturers produce a product for the rider, not for a marketing department. But, at the end of the day, it is simply becoming hard for petrol motorcycles to compete with an electric future. Imagine where we'll be in a few years. There's a reason that everyone, from Harley Davidson and Triumph to the Big Four Japanese motorcycle manufacturers, is working on electric motorcycles. Electric motorcycles are the future.

Keep safe and well — Bernie.



Electric is the future



ELECTRIC MOTION EPURE ESCAPE

In an ever-changing world, electric-powered vehicles' evolution is a strong topic in the media, especially as the government supports moves to electric vehicles from diesel and petrol engines in the automotive sector as soon as 2030. Produced in France, Electric Motion is still the only motorcycle trials manufacturer to produce an adult model range. Its vision of the future of the trials and off-road motorcycle market is gathering pace at a very rapid rate. When testing dedicated trials models early in 2020, we were not surprised how the good they were. Our test rider, Michael Brown, was so impressed that he chose to compete on one in the ACU British Trials Championship! Taking things a little bit further, we enquired about the three Electric Motion Escape 'Crossover' models: the LITE, ESCAPE and the 'R'. The three models are similar in the adult range, with one using more high-end parts than the other, which is reflected in the price. Our test venue allowed us the opportunity for Michael to test the Electric Motion Escape on some tracks before returning and riding it on some trials hazards in the new Inch Perfect Trials Park.

Words: Trial Magazine with Michael Brown • Pictures: Trial Magazine



My experience with the Electric Motion off-road models continues to expand. I was more than happy to be invited to have a good ride around on the 2021 Escape.



I will be totally honest, the electric machines need a different technique to a fuel-powered machine but once you understand how they work they are a pleasure to ride.

The three-model Electric Motion Escape line-up encompasses the LITE, ESCAPE and 'R' models which are very similar.

The main difference is that the LITE has a smaller battery – same size as the Epure 1.9KwH – for smaller excursions or a training machine. Fitted with a PRB (Progressive Regenerative Brake), it uses an electric and progressive brake to charge the battery while in use. On top of that, the system delivers comfortable security on the challenging slopes while avoiding overheating the brakes or electric clutch. Depending on rider preference, changes can be made quickly and easily via a small accessible connector.

The ESCAPE has the same electric clutch/regenerating brake but with the larger battery (2.7KwH) with a range of 61km. The RACE model does not offer this option and comes with just the mechanical clutch.

For this 'Quick Spin' we will focus on the ESCAPE. The new cockpit gives you all the information you need at a quick glance. It's easy-to-read (and follow) map control with remaining battery life is displayed in % for even more riding comfort. The tried-and-tested three engine-mapping systems used across the models are controlled through a set of LED lights: red for the most power, blue in the middle and green providing the least power output. An easily accessible handlebar-mounted switch allows you to change these settings whilst on the move.



It's got 'Crossover' written all over it.

POWER

For the all-important, all-round power, the engine flywheel is coupled with a set of different balancing weights. It allows several inertia settings to deliver a good range of available power. The power needed for some of the more extreme forms of riding out on the track and trail comes from the engine flywheel.

On this Escape model, it provides a better feeling with the engine's inertia. It aims to improve the machine's overall control and sensitivity to throttle openings at very low engine revolutions, enabling the rider to gain more power and reaction time at mid- and

high-power when needed; ideal for trail riding.

The all-important battery range is improved further on the Escape with a larger capacity. It can run for between four to five hours (approximately 38 miles) on one charge, although it depends on the rider's throttle actions and engine power settings.

If you fancy a much-needed recharge with a lunch break during your ride, you can also recharge the battery accessed by an easy-to-use connection on the side of the machine. From empty, a full charge will take just over three hours or 60% in as little as 40 minutes. That gives you enough time to take in the soup, sandwich, coffee and the all-important cake.



After a good ride around I arrived at the Inch Perfect Trials Park.

COMFORT

Yes, the long seat unit is as comfortable as it looks, and is narrow enough for some trials action when needed. The adjustable suspension allows you to choose your own ride, making it easier to compromise comfort and use to suit each individual. The front TECH branded forks is a significant difference between the ESCAPE and RACE models. Though both offer excellent action, the LITE and ESCAPE have the steel sliders fitted; the RACE is anodised aluminium. These look more appealing, and both work very well.

Both models share the same well-proven and reliable R 16 V adjustable rear shock absorber. The whole Electric Motion EPURE range uses

a lightweight tubular frame. It is constructed using the best available 1mm thick 15CDV6 steel and weighs less than 5kg. Giving more than enough protection to the battery and the associated electrics, a sturdy aluminium sump shield is fitted. Finishing off the flowing lines is another piece of sturdy-looking kit in the aluminium swinging-arm. As a package, the quality of components is very good in all areas, and the associated aesthetics complement the whole machine.

LET'S RIDE

Michael: "My experience with the Electric Motion off-road models continues to expand, and I was more than happy to be invited to have

a good ride around on the 2021 Escape.

"I class this model more as a 'crossover' model than a trial or trail-type machine. It's so easy to ride and use. It's really comfortable, which is always a bonus. For me, the 'whizz' noise, as opposed to the two-stroke exhaust notes, has to be a massive bonus. It allows you to ride with no noise interruption to anyone else. It's often met with surprise and friendly responses with walkers, horse riders and mountain-bike riders. They actually stop and ask you what is it you are riding! When I explain that it is the latest all-electric off-road motorcycle, the usual reaction is a smile complemented with "What a brilliant idea!" answer. It has to be a good sign to offer, which helps to secure the future of off-road riding. As you have very little noise from the machine you have to be a little more alert, as obviously the noise element is so low.

"Both models brake very well even when riding at a higher speed, but once again you have to be alert, and I always ride with one foot over the rear brake lever and one hand on the front brake; it's always better to be safe than sorry."

CROSSOVER TIME

"After a good ride around, I arrived at the Inch Perfect Trials Park, making my grand entrance under the road in the river through a new tunnel! It really was a 'crossover' moment as you go from open tracks to a multitude of man-made and natural trials hazards.

"Soon I heard the echo of John Hulme from Trial Magazine to 'try this, try that' — I am sure he will one day kill me in a huge crash! In truth, I always have a smile on my face when we are testing, The electric machines always bring out a good time to be had by all.

"I extensively tested the Electric Motion trials models earlier in the year, and this Escape model was just as at home on some of the less challenging hazards. I will be totally honest, and yes, the electric machines need a different technique to a fuel-powered machine, but once you understand how they work, they are a pleasure to ride. I would suggest to anyone who has never ridden one, go and book a test ride and maybe you will be as impressed with the performance as I was."

**ELECTRIC MOTION
ESCAPE LITE: £6,899**



For anyone who has never ridden one, go and book a test ride, and maybe you will be as impressed with the performance as I was! The long seat unit is as comfortable as it looks, and is narrow enough for some trials action when needed.



The ESCAPE has the larger battery (2.7kWh) with a range of 61km.

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THE FUTURE IS HERE

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