



NOT IF... BUT WHEN?

How long will it be before we witness a full-on trials assault of the electric powered trials motorcycles? In the Youth classes Ian Smith and his Oset range has led the way before being joined by Spanish brand Mecatechno. The EM – Electric Motion – trials machine has been around for the last few years and Trial Magazine has witnessed them in WTC action, albeit on the 125 Cup course. The Splatshop boys, Chris and Tim Pearson, had imported the first two machines into the UK and we thought it was time to see if the future of the adult electric trials machine is as bright as it looks. TM editor John Hulme was joined by the experienced Richard Timperley to have a 'Quick Spin' on the machine.

WORDS: JOHN HULME, RICHARD TIMPERLEY AND TIM PEARSON • PICTURES: YOOMEY

JOHN HULME: "As with any thing first impressions mean so much and the EM looks, shall we say, different, maybe like a toy? The 'toy' element soon disappears when you ride the machine though, as it offers plenty of power and the feel of a trials 'real' motorcycle. As with anything new it takes quite a while to get accustomed to a machine's performance. The fact that you have no gears to worry about seems quite odd but the more you ride it the more confident you become. The power settings can be changed and are all usable but I preferred it set to the highest of the four power settings. The easiest way I would describe riding the EM is like riding a four-stroke trials machine in the way that it appears to perform at its best if you leave the clutch lever alone. It's a very linear power delivery and you have to believe in its ability to power you through the hazards. Once you do this you can then concentrate on holding your line and, yes, after a short period of time I was 'cleaning' hazards I could not manage at the start of the ride. As I stopped for a break and sat on the machine, it's natural on petrol aspirated trials machines to make sure you do not burn your legs on the hot exhaust but this problem is eradicated, and yes when you decide to move off again you do go for the kick-start pedal! The suspension package works well and the overall quality of the components appears good. Driving home after the test I reflected on where the electric machine will be in trials in the next few years and I think they will soon become a mainstay of the trials market; it's not a case of if but when, believe me."



WHAT'S THE STORY?

This first full-size production electric trials machine is manufactured in Castries in the South of France. Electric Motion is run by Philippe Aresten who is the ex-Scorpa boss and he employs his lead mechanic Didier Richaud, who is also ex-Scorpa, to develop the product.

They claim it is the easiest machine to ride there is, and perfect for getting beginners started even from the position of not being able to ride a push bike. With the three main mapping settings it can be adjusted to suit the rider's ability. When in the Trials map it is claimed to be powerful enough to compete at a world round! The handlebar-mounted mapping switch lets you change the Trials map between wet and dry mode. The Wet mode (map 1) offers a very soft power delivery and is incredibly good at getting the machine around slippery corners where most beginners fail with throttle control. When in Dry mode (map 2) it gives you full power for dry sections, and modes are easily adjustable mid-section if needed. One battery charge is claimed to be enough to finish most club trials, the battery is easy to change but due to the cost of a spare battery most riders will just part recharge the battery when having their lunch break. Forty minutes charging will charge the battery to 80%. When the rider doesn't touch the throttle the motor doesn't use any power. As the EM 5.7 will last for 60-160 minutes of continuous use; this could easily be four hours of normal riding.

SOME OF THE BENEFITS OF THE EM 5.7 ELECTRIC COMPARED TO A PETROL POWERED MOTORCYCLE

At the flick of a switch the power is that of a conventional 125, 250 or 300 moto trials bike • In muddy conditions, at the flick of a handlebar switch, the power can be reduced • Zero Pollution • No fire risk if riding off-road in high fire season • No kick starting, just turn on the power and go • No gear changing to worry about • No need to use a clutch • Zero engine noise • Virtually no maintenance • Back yard/Garden friendly • When going downhill the recharge button allows the battery to be replenished.



RICHARD TIMPERLEY: "I have already ridden the EM on quite a few occasions as I am related to the Pearson family. My usual trials machines have all been two-stroke but I think it's wrong to compare this EM to anything else available on the current market. I honestly believe it is ready for competition and it will be interesting to see one perform in maybe a British Championship round as I feel it has enough power now that the rules have gone to 'No-Stop'; I would quite happily attempt a majority of hazards on the EM. John had me attempting some river hazards and steep banks and I think he was quite shocked at what I would attempt on it. Yes the technique does need some getting used to but once you feel confident you can take the machine up some pretty impressive rockery. Trying to find the all-important grip requires a very delicate throttle hand but it also encourages you to work at this, which in turn will certainly make you into a better trials rider. The suspension complements the overall package well and as with any machine you own you would fine-tune in this area to suit individual requirements. For the newcomer to the sport as with the smaller electric machines it has to be the way forward. There is nothing to burn yourself on in the event of a fall and the no-noise factor means you can ride it in virtually any situation. I would strongly encourage anyone who has not ridden an electric powered trials machine to try one. Nine times out of ten when people do test them they usually come back with a smile on their face announcing how much fun they are, so all I would say is have a go on one and form your own opinion, I think you will be secretly very impressed".



TIM PEARSON: "When we first came across the Electric Motion from Philippe Aresten and his team I wanted to try one out for myself. With the advancements in battery and motor technology I knew an adult electric trials machine was very possible but I didn't expect it to be as good as it is. I have been riding and competing on the EM for the last few weeks, every week it takes me by surprise as I get up larger steps and banks — it takes a while to get used to the fact you don't need to scream the machine and dump or feather the clutch. With the huge amounts of low-down torque that the electric motor gives you just have to trust it will keep on pulling. At my first competition on the EM I managed to get first position, which is something that I have not managed in a few years! I have just done a trial at the infamous Bracken Rocks near Matlock coming sixth on the Expert route. I wasn't expecting the EM to get up the larger steps at this trial but I was very impressed as it easily pulled me to the top of every big step in the trial."

"My favourite part about the EM machines is how easy it is to ride for a complete beginner. As it is rev-and-go, there are no gears, you don't need to use the clutch, and you can turn the power down to 'Novice' mode. I have even managed to get my mother and my girlfriend Laura to go out for a ride and not only enjoy it, but they want to have a play again, and have even said about wanting to do a beginners trial, something that would have never happened on a petrol fuelled machine!"

"We are very happy to be the importer of the EM into the UK; the machines are available now, if you have any questions or would like a test ride please get in touch."

SPECIFICATIONS

EM 5.7

Powertrain:	Brushless DC Electric Motor
Power:	5KW nominal (approx. 10KW peak)
Torque:	16M nominal (approx. 20 Nm peak)
Mapping:	Four available: Novice, Trek, Wet Trial, Dry Trial
Power Source:	48 volt 25ah
Time Range:	60-160 minutes
Battery:	Lithium Polymer
Charging Time:	40mins for 80%, 110mins for a full charge (10 amp Charger)
Charge Cycles:	1000 guaranteed cycles
Primary Drive:	Toothed Belt
Secondary Drive:	Chain
Maximum Speed:	34 mph
Frame:	Chromo Steel perimeter
Suspension:	Front: R16V Hydraulic; Rear: R16V adjustable shock
Brakes:	Front: AJP 4 piston hydraulic; Rear: AJP 2 piston hydraulic
Rims:	Morad 1,6" x 21" & 2,15" x 18" Tubeless
Tyres:	Michelin X-light
Weight:	70 kg Wet

AVAILABLE TO ORDER NOW:
EM 5.7 RRP: £5,695; EM 5.7 SPORT: £6,295
Price includes VAT. Price correct at time of print.

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