

EVERY ELECTRIC MOTORCYCLE AND SCOOTER LISTED INSIDE!

# ELECTRIC Motorbikes

FROM THE MAKERS OF **MCN**

UK £6.49



01 >

**STILL GOT IT!**  
WHY THE SR/F IS THE  
BEST ZERO EVER



**URBAN  
CHIC!**

Full story of  
BMW's rad new  
commuter

# GO ELECTRIC!

**ALL YOU NEED TO KNOW ABOUT ELECTRIC MOTORCYCLES**

• 16 e-bikes tested • New electric Triumph  
**PLUS!** Will new 250mph e-bike start a revolution?



Racing in St Tropez

HAVING  
YOUR  
CAKE  
AND  
EATING  
DIRT

Words & Photography by  
**Fabio Affuso**





**Motocross racing in the middle of St Tropez city centre? You can only get away with that if you have a really quiet motorcycle...**

# Racing in St Tropez

**W**elcome to the first ever Urban Electric Motocross Championship, slap bang in the middle of swish Saint Tropez in the South of France. Vincent Prat, one of the founders of Wheels & Waves, joined up with Olivier Le Quellec and Swedish electric motorcycle brand Cake to create this brave new event called Elektrafuture.

The championship is divided in three groups: Swallows, Cuckoos and Eagles, with qualification rounds deciding who

goes through to the main event. I'm staying with the El Solitario crew (a ragtag bunch of motorcycle customisers) and, inevitably, a few of us are still recovering from last night's party. We make it to the track just in time for the last qualifying round in the afternoon.

I get on track to take pictures but soon it's my turn to jump in the saddle. This Cake is nothing like I've ridden before. Lighter than a trials bike – just 79kg including battery – the Cake has a high-tech aluminium frame and the throttle response of a riled Doberman. There are no gears and the power delivery is immediate – it looks and feels like a toy, which can be

deceiving, as I discover when I overdo it and crash after landing my first-ever double jump in qualification.

With a little practice and adjustment the ride can really be taken to the next level. For instance, the Cake has three riding modes: Explore, Excite and Excel. In Explore you get capped performance with three to four hours of battery life. At the other end of the scale, you get full-bore performance but only an hour of riding.



**It's a totally unlikely event with a totally improbable bike in the most implausible of places. If that doesn't show vision then what does?**

There are three engine braking modes: free wheel, two-stroke, and four-stroke. And the more engine braking you get. So with a bit of practice there are enough combinations to suit most riding styles.

The front suspension is upsidedown air sprung forks by Öhlin with 38mm stanchion tubes, while the rear is also Öhlins but with Cake internals and linkage. They feel good and responsive.

The wheels are 19in front and rear with aluminium forged rims and CNC-machined hubs, with both ends having a four piston caliper and 220mm discs.

This bike is fun, and gets better with every lap. I could get used to this. Perhaps not for road motocross, but endurance or trail riding – and even commuting.

Saturday is the official race day and although Friday night wasn't an early one, I make it to the track in good time to explore the event around with artists painting motorcycles and helmets, stalls with



**MUDFEST IT AIN'T**  
Being St Tropez, this is not your average mud-splattered MX meet. 1700 tons of dirt were used to make the course

## Racing in St Tropez

**RIGHT**  
Fabio (far left) and friends - including crews from El Solitario and Blitz Motorcycles

**RIGHT**  
The course was part supercross, part BMX. The professionals hit it hard

**BELOW**  
The Cake is light but strong - all the bikes survived the ordeal

**FAR RIGHT, BELOW**  
Organisers Vincent Prat and Olivier Le Quellec





**It's surreal that it all happens with almost no noise, but that's why the event got the go ahead – the city centre has never promoted a motorcycle race before**



Elektrafuture merchandise and mags, other electric bikes on display including a fun-looking mini bike by Cake called Osa.

Professional motocrossers have arrived from all over the world to try the bikes for the first time and compete one-on-one on the gnarly city track. They don't disappoint, pushing the bikes to the limit and beyond. It's surreal that it all happens with almost no noise, but that's why the event got the go ahead – the city centre has never promoted a motorcycle race before.

For the award ceremony Olivier and Vincent hand out beautiful trophies designed and produced by two design students from the School of Decorative Arts in Paris, created by hand from melted engine parts and assembled on an oak base to symbolise the transition between the old and new world.

Elektrafuture has been fun because of the cool friends, crazy bikes and surreal setting. But it's been a breath of fresh air too – something new and brave, a totally unlikely event with a totally improbable bike in the most implausible of places. If that doesn't show vision and tenacity to break old paradigms and forge new ways of living with motorcycles, then what does?

Some may cringe at the idea of motocross in such a setting, but the majority – including local authorities – welcomed this fresh vision, which involved dropping 1700 tonnes of soil onto the tarmac to create the track.

The Cake motorcycles did their part too. They survived the rugged track in the hands of both amateurs and professionals, and showed that motorcycles don't have to be a nuisance but can perfectly coexist with peaceful and green city living. Isn't that what motorcycling desperately needs more of right now?