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MCN EXCLUSIVE

# Ecosse Spirit ES1 unveiled at Laguna

## F1-inspired British superbike makes its debut at the US MotoGP

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**T**HE revolutionary Ecosse Spirit ES1 superbike made its first ever public appearance at the American GP last weekend.

Revealed as the centrepiece of the Red Bull Energy Centre in the MotoGP paddock, the full-scale wind tunnel model of the ES1 proved

exactly how serious Ecosse Spirit is about turning its vision into a reality.

With aerodynamics that are twice as efficient as a current superbike, and far less weight – computer simulations predict the finished bike will tip the scales at just 120kg – it promises to offer a massive performance advantage over conventional machines. With a predicted

210bhp from its 1000cc four-cylinder engine, the Spirit is expected to be capable of up to 240mph – around 40mph more than a similarly powerful conventional bike would be capable of thanks to its ultra-slippery aerodynamic characteristics.

First revealed in MCN in June, the Ecosse Spirit ES1 project is the brainchild of F1 engineers Dick Glover

and Andy le Fleming, who have gained backing from Don Atchison, owner of the American Ecosse firm, which makes the exclusive Heretic naked V-twin.

The wind tunnel model has been built by Bard Eker's EkerDesign firm in Norway. Eker, who is part owner of the Koenigsegg supercar firm, is also backing the ES1 for success.

Coming from the fast-moving background of F1, the machine has gone from CAD/CAM designs to a full-scale model in around a month, and Ecosse Spirit has equally ambitious targets to take it to full running prototype form by early next year, with plans to deliver the first production run of 10 bikes to their wealthy new owners

around the end of 2008.

It hopes that by building ten very exclusive bikes to order, it will be able to finance a lower-spec model based around the same aerodynamic principles to form a larger scale production run.

The aerodynamic concept revolves around a new riding position, which places the rider lower than on a conventional bike, with the footpegs and the rider's legs placed much closer together than on a normal machine to lower them without reducing cornering clearance.

This requires a radical new system to drive the rear wheel, as a conventional chain would get in the way. You can see Glover describing the system on video at [www.motorcyclenews.com](http://www.motorcyclenews.com)



Digital dash shows the ES1's predicted top speed – 240mph

'The Ecosse Spirit has gone from CAD/CAM designs to model stage in under a month'

Slippery aerodynamics will let the ES1 make the most of its 210bhp

