



## Savic Motorcycles | C-Series Press Articles

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### **BikeSales: 12th June 2025**

*Savic C-Series Alpha 2025 Review*

### **Bosshunting: 13th June 2025**

*RIDDEN: The All-Electric, Aussie-Made, Savic C-Series Is Bloody Awesome*

### **Australian Financial Review: 16th June 2025**

*Why this new Australian electric motorbike is a game changer*

Article was also published in print in the Life & Leisure section on 20th June.

### **Australian Motorcycle News: 20th June 2025**

*Silent Thunder: Savic C-Series Road Test with Davo Johnson*

### **The Modes: 4th July 2025**

*Savic C-Series - A New Era in Australian Motorcycling*



Kellie Buckley • 12 Jun 2025 REVIEW

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## Savic C-Series Alpha 2025 Review

Australia's first electric road bike is finally here. We ride the long-awaited Savic C-Series Alpha to see how it stacks up in the real world

In a time when the recreational road bike sector supposedly isn't ready for electric-powered machinery, a persistent Dennis Savic has just started delivering production versions of his C-Series Alpha to very patient customers.

It's an outcome that the 34-year-old father of two has been dreaming about since he was just 14 years old. But automotive manufacturing doesn't come easy to anyone in this country, let alone someone like Dennis who had very little experience in the sector and who had to sell his WRX in the early 2010s to get the ball rolling on what was then nothing more than a self-funded dream.

Fast-forward a decade or more and that persistence is finally beginning to pay off. With 16 full-time staff, a 1200-square-metre facility in China and a custom-built powertrain designed in-house, Savic Motorcycles has gone from scrappy startup to viable manufacturer. The goal is to be producing 20 bikes per month by September. If all goes to plan, the business will be unit-profitable by the end of 2025 and fully profitable within 18 months.

All that off the back of the C-Series Alpha, which we rode on a drizzly day through Melbourne's inner suburbs.



Made in Melbourne

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## How much does the 2025 Savic C-Series Alpha cost?

Priced at \$29,990 plus on-road costs, the Savic C-Series Alpha is positioned squarely at the premium end of the emerging electric motorcycle market, but with a level of performance, finish and technology that convincingly justifies the figure. It's powered by Savic's own SM1 powertrain, a liquid-cooled, 3-phase AC motor delivering a peak 60kW (80hp) and more than 200Nm of torque. The battery is a 16.2kWh unit, housed in a cast-aluminium enclosure that also acts as a stressed member of the chassis.

The Alpha variant is the only model currently in production, following the decision to discontinue the lower-spec 20kW Delta and 40kW Omega variants originally planned. Despite the price increases since the concept phase, taking it from \$20k plus on-roads to almost \$30k, it accounted for more than 80 percent of pre-orders and so the decision was made to drop the two lower-spec models from the offering. And a full carbon-fibre bodywork upgrade is available for an additional \$3000.



Standard equipment includes Savic-branded suspension developed with Jed Metcher, dual Brembo monobloc brakes, a single-sided swingarm with carbon-fibre belt final drive and a seven-inch touchscreen dash. There's also cloud-based integration with IoT infrastructure, allowing for remote diagnostics and over-the-air software updates, as well as regenerative braking, cruise control, keyless start via mobile app and four preset (Sport, Normal, Eco and Rain) plus three custom ride modes, where torque, throttle sensitivity and regen tuning can be tailored.

When it comes to electric rivals, the C-Series Alpha could appeal to riders who might otherwise have looked at brands like Zero or the now-defunct Energica. The Zero SR/F offers slightly more power and quicker charging, and is priced at \$39,995 ride-away. Energica's EsseEsse9+ was more expensive again – priced north of \$45,000. By comparison, the \$29,990 Savic Alpha offers comparable real-world performance, more torque, and a uniquely Australian design that's assembled in West Melbourne. It's sold direct to customers, bypassing traditional dealerships, which is a key factor in keeping the price competitive.



## What do we like about the 2025 Savic C-Series Alpha?

At its core, the Savic C-Series Alpha is an electric motorcycle that delivers genuine performance. With more than 200Nm of torque on tap and a predictable and refined power delivery, it's super-fast off the line. Sport mode is where the full force is unlocked, but even in Normal mode, torque arrives smoothly and decisively, making it feel enormously responsive without being abrupt. Thanks to the now-ubiquitous Domino throttle tube, response is progressive, matching the regenerative braking behaviour in a way that feels cohesive. I was expecting more 'engine braking' from the regen system, especially in Eco mode, but Savic says this is to avoid upsetting the bike's handling if you back off mid-corner.

Suspension is basic on paper – non-adjustable front, preload-only rear – but it's superbly tuned for urban roads and general highway use. And I did spot some fully adjustable units on the lead rider's bike, so I suspect there's a higher-spec offering currently under evaluation.



Photo by Sarah Hatton

The ABS-equipped Brembo twin front brakes are strong and predictable, while the rear brake is underwhelming by comparison. My test bike had over 600km on the odo, so bedding in shouldn't have been the issue. It's likely a combination of modest hardware, the presence of regenerative braking resulting in less perceived need for a strong mechanical rear, and the battery's mass being carried so far forward. That said, the front does so much of the work that you only miss it when trying to steady the bike through turns.

The single-sided swingarm, developed in-house, and belt final drive help tie together the bike's minimalistic aesthetic and low-maintenance drivetrain, and the signature EV whine adds just enough soundtrack to avoid complete silence.



Photo by Sarah Hatton

The Alpha showed its weight early, particularly at low speeds and during tight manoeuvres, where the steering can feel heavy and its bulk becomes obvious, although a push-button reverse gear does take some of the strain out of parking and low-speed manoeuvring. At 280kg, it's significantly heavier than most ICE-powered naked bikes, and that mass is most noticeable when threading through traffic or changing direction at low speed.

But the more time you spend on it, the more you learn what forces to resist and which ones to let the bike manage on your behalf. It's not the kind of bike you throw around; instead, it rewards smooth, deliberate inputs. There's a momentum to the way it moves, especially through flowing bends where, once you let it, its mass becomes an asset rather than a hindrance. It's heavy, but it wears that weight honestly, and once you stop trying to wrestle it, the whole thing comes together in a way that feels composed, intuitive, and surprisingly well-suited to the kind of riding most people actually do. Savic claims a real-world range of 200km, which matched the mixed riding we covered on test.



Photo by Sarah Hatton

Charging is refreshingly straightforward. A 240V wall socket takes around seven hours to reach 80 percent, while a 15-amp outlet or Level 2 EV charger cuts that to under four. The battery carries a five-year warranty, with two years on everything else. Savic claims a 200,000km lifespan for the battery, with servicing intervals at 1000km (initial), 6000km (minor) and 12,000km (major), all managed through its direct-to-customer model.

Fit and finish are commendable, particularly for a low-volume, first-production machine.



## What don't we like about the 2025 Savic C-Series Alpha?

While rider ergonomics are mostly comfortable – especially given the level of energy density that is needed to be packaged into a performance-focused nakedbike – the seat is one of the less convincing aspects. It's narrow, which helps with reach, but it's thinly padded and unforgiving. After about an hour, it became the least comfortable part of the ride. There's no real reason it couldn't be slightly thicker or more supportive, given the seat height is currently a manageable 780mm.

The broad outer edges of the faux fuel tank also dig into the inner thighs. But I'm shorter than most, so it could be a comfort issue unique to my body shape.

The cruise control is a welcome feature, but the switchgear doesn't live up to the standard set elsewhere on the bike. It's rudimentary in appearance, mismatched in colour, and literally cable-tied to the left-hand 'bar. It's something that may change with later iterations, but for now it feels like an afterthought.



And while many riders won't expect built-in storage on a naked electric, the absence of even a small stash spot is noticeable. A tank cavity or under-seat compartment would make a difference for commuters or city riders. Savic says panniers are in development, which will help, but at present there's nowhere to stow even a phone or a pair of gloves.

None of these criticisms undermine the Alpha's strengths, but they are the kinds of small refinements that will matter more as production ramps up and Savic begins to compete with better-established global players.



## Should I buy the 2025 Savic C-Series Alpha?

The Savic C-Series Alpha is the outcome of a 20-year pursuit. Dennis Savic has gone from welding in a borrowed garage to delivering high-torque, road-ready EVs under his own brand name.

The Alpha delivers real-world performance, smart design and standout engineering. It's not particularly cheap, nor light, but it is surprisingly well sorted for a first-gen effort. It offers fast, refined, low-maintenance commuting with an authentic local story behind it.

Savic is a company built on belief: in good design, in electric power, and in doing hard things from scratch. If you want an electric motorcycle that isn't just rebadged tech from abroad, but something born from grit, local knowledge, and bloody-minded persistence, then the Alpha is absolutely worth a look. And maybe even a deposit.

## SPECS: 2025 Savic C-Series Alpha

### MOTOR

Type: SM1 3-Phase AC IPM motor

Battery: NMC lithium-ion 16.2kWh battery, 144 volts,

Charge time: 7h charge time (0-80%, wall socket), 4.5h (0-100%, Level 2)

### PERFORMANCE

Claimed maximum power: 60kW

Claimed maximum torque: More than 200Nm

Claimed range: 200km

### TRANSMISSION

Type: Single speed

Clutch: Not applicable

Final drive: Optibelt Delta Chain Timing Belt

### CHASSIS AND RUNNING GEAR

Frame: Cast steel, backbone-type with battery as a stressed member

Front suspension: 55mm USD telescopic forks, non-adjustable, 160mm travel

Rear suspension: Monoshock, preload adjustable, 49mm travel

Front brakes: Twin 320mm rotors, four-piston Brembo calipers

Rear brake: Single 260mm rotor, single-piston Brembo caliper

Wheels: Cast aluminium, three-spoke

Tyres: Pirelli Diablo Rosso III, 120/70ZR17 front, 180/55ZR17 rear

### DIMENSIONS AND CAPACITIES

Claimed weight: 280kg (including battery)

Seat height: 780mm

Ground clearance: 145mm

Wheelbase: 1440mm

Fuel capacity: Not applicable

### OTHER STUFF

Colours: Metallic silver or metallic black

Price: From \$29,990 (plus on-road costs)

Warranty: Two years (battery: five years)

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Written by  
**Kellie Buckley**

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# RIDDEN: THE ALL-ELECTRIC, AUSSIE-MADE, SAVIC C-SERIES IS BLOODY AWESOME

MOTORCYCLES — UPDATED ON 13 JUNE 2025 WORDS



JAMES WANT

It's been almost nine years since the last Ford left the Broadmeadows plant in Melbourne. That same year, former Ford engineer Dennis Savic founded his namesake brand, determined to continue manufacturing an Australian vehicle – this time swapping four wheels for two, and combustion for electrification.



Since 2016, he and his team have been developing the Savic C-Series Alpha, an Australian assembled, electric café racer, styled for nostalgia with a tech-driven heart. The C-Series Alpha presents a classic silhouette (with an alluring single-sided swing arm), but in place of a regular fuel combustion engine exists the SM1 powertrain boasting a 16.2kWh battery and PMAC motor delivering 200Nm+ of torque, with a 200km range, claiming a 3.5-second sprint to 100km/h. I rode it last month and it feels a hell of a lot quicker. Hit Sport mode, twist the throttle and you're propelled forward at an almost frightening pace, in near silence.



On first appearance the C-Series looks wide, but despite the size of the powertrain, the riding position is spot-on. The seat is narrow and tapered so you can sit close to the powertrain and manage the bike's 280kg weight with relative ease. Centre of gravity has clearly been a focus with a riding position that strikes a sweet balance between café racer aggression and cruiser comfort, assisting manoeuvrability and handling. Customisable handlebars allow owners to further fine tune their position for that iconic 'Ton-Up Boys' look, if your lower back allows for it.



Suspension comes tuned by ex-European Superstock 600 champion Jed Metcher, with Pirelli Diablo Rosso III rubber and Brembo brakes featuring bespoke Bosch ABS. It rides, stops, and reverses (thanks to an actual reverse gear) like a dream. The only weird part? No clutch leaves your left hand and foot constantly searching for something to do.



What about range anxiety? Forty minutes of riding with a handful of spirited accelerations and the C-Series battery barely depleted – just 2% gone – with 215km still showing on the display despite Savic's claimed 200km range. If you do drain the battery, it'll recharge from 0 to 100% in less than 6 hours or to 80% in 4, at a maximum rate of 3.3kW with a 15amp outlet. Each C-Series comes with a 10amp charging cable, making it convenient to charge through any standard power point at home, achieving a 0-80% charge in 7 hours.



The 7-inch anti-glare touchscreen handles security while managing four ride modes plus three custom profiles, cruise control, and live telemetry. Behind the scenes, Linux-based OS and AWS Edge computing handle over-the-air updates and predictive maintenance. The rider's mobile phone acts as a remote key with the Savic app but the bike can be started with a pin code if you find yourself with no battery.



At \$29,990, the C-Series Alpha delivers blistering pace and serious enjoyment, capable at commuting and handling serious week rides. It's also proof Australia can still build world-class machines with conviction and swagger. Whether this sparks a broader automotive renaissance remains to be seen. **But if this is where Aussie engineering is headed, I'm here for it.**



**WORDS BY**  
JAMES WANT

James is the co-founder of Luxity Media and managing editor of Boss Hunting and B.H. Magazine. He has more than twelve years experience writing, photographing, producing, and publishing both earned and paid content in the men's lifestyle space.

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## MOTORING

Tony Davis



I'm going to stick my neck out and say the Savic – pronounced *savich*, in the manner of the founder's Bosnian surname – is the most stylish motorcycle on the market.

Looking like an art deco-influenced prop from a 1930s sci-fi film, it's also fully electric and, most remarkably of all, Australian designed and assembled.

Melbourne-based Savic has been creating waves for the past few years, but failed to deliver product until an example of this C-Series cafe racer finally reached its first customer in late March. The problem was the usual one affecting new players: Dennis Savic and his small, young and super-enthusiastic crew displayed an elegant prototype in 2018 and made promises, then discovered the hard way just how many further steps were required to achieve series production.

"We were all very new to the industry," admits Sam Carter, Savic's marketing manager, "and there were a lot of things we learnt as we went." He says the hardest things were meeting the stringent ADRs [Australian Design Rules] and Savic's own performance and durability targets. "We wanted to make quite sure that when we sent these bikes out to customers, they would hold up well on the road."

This meant delays and design changes, yet fortunately the team has maintained the silhouette, detailing and distinctiveness of the prototype. If they'd done the engineering first, then the exterior design, Carter says, it would have looked far more conventional. "There's been a big collaborative effort between the engineering department and the design department ... to keep that original concept intact."

The Savic company developed the chassis and suspension in-house to cope with the weight of the battery, and claims extensive testing has been done on road, racetrack and the old Holden proving ground at Lang Lang, south-east of Melbourne.

The C-Series Alpha is \$29,990 plus



# Cool rider

Australian cafe racer finally hits the road.

on-road costs, though the "tank" and other bodywork can be finished in an exposed carbon-fibre weave for an extra \$3000.

So what's it like to ride? In short, fun. It's lively in Normal mode and in Sport threatens to pull your arms out of their sockets. Maximum power is a relatively modest 60 kW, but the torque (all 200 Nm of it) comes in instantly. Savic considers the C-Series Alpha the equivalent of a 1000cc petrol motorcycle in terms of acceleration

(0-100 km/h takes about 3.5 seconds) while its 180 km/h top speed is more in line with a 600cc.

The centre of gravity is higher than with most sports bikes, and that was a surprise in the first few corners. After that, I noticed it less, having adjusted body movements to suit. My test was on-road and city based, so I can't claim to have pushed it hard.

The belt drive further exacerbates the silence: you can chat casually to others



### Savic C-Series Alpha

**Price**  
from \$29,990  
(excluding on-road costs)

**Engine**  
single electric motor with 16.2 kWh battery pack

**Power/torque**  
60 kW/200 Nm

**Consumption**  
8.1 kWh/100 km (estimate)

**Range** 200 km (estimate)

at the lights (as long as they are also electrically propelled), and creep away from home early or late without waking anybody. The single forward gear makes it easy to operate, and easy to match the claimed acceleration times. Maximising the get-up-and-go from a conventional superbike takes quite a bit of expertise on the changes.

There's a trade-off, though. There remains something delightful about the tactility of changing gears on a petrol motorbike, the art of balancing clutch and throttle and, of course, the sound coming off the exposed engine and exhaust. The Savic's workings are well hidden and it merely whistles under acceleration.

On a couple of sharp corners I instinctively opened my left hand to squeeze the clutch lever and shuffle down through the cogs, and had to remind myself there was neither clutch nor gear lever. The adjustable regeneration provides some retardation, but isn't as controllable as a gearbox.

Clever touches include a reverse gear to help you to park in difficult spots, cruise control, touchscreen dash, phone app (and key), and a rear cowling that can be removed to reveal a pillion seat. The Savic attracts a lot of attention when moving, and you'll need to answer many questions from passersby when stationary.

The overall weight is 280 kilograms, which is certainly on the heavy side for a cafe racer. The gap between it and petrol bikes will hopefully reduce over the years as batteries improve, while the range of about 200 km could be extended. In the meantime, neither figure stops the Savic being a great weekend fun machine or a cheap to run (though dear to buy) commuter.

Carter says the plan is to create different styles of motorcycle around the same basic package. "That's been a huge focus with the platform we've built. It is easy to change both the ergonomics and the geometry."

In the meantime, it's just the C-series, and production is modest. The aim is to ramp up to 20 bikes a month by the end of the year, then expand internationally and produce at least 5000 motorcycles annually. That won't be easy, but there are many of us hoping it's the start of something big. **L&L**

# Dishing the dirt

Best beaujolais born of geological complexity.



## DRINKS

Max Allen



"This wine ticks all the boxes," says sommelier and educator Liinaa Berry. "It has great complexity, and it will age beautifully over a long time. It's the kind of wine you could happily sell to any burgundy or pinot noir lover."

I can see exactly what she's talking about. As I swirl, sniff and sip my glass, I'm entranced by the hints of undergrowth, the silky yet grippy tannins, the layers of flavour. Except it's not a red burgundy I'm tasting. Or even a pinot noir. It's a beaujolais, made from gamay grown in the granite-rich soils of Moulin-à-Vent.

Berry is leading a tasting of the 10 *crus* of Beaujolais, of which Moulin-à-Vent is one. In this region, "cru" refers to an area noted

for producing wine of distinctive quality and character. Beaujolais' 10 *crus* are all on higher ground in the north, in a country notable for its geological complexity: more than 300 soil profiles have been identified across these regions, mostly comprising combinations of pink granite, bluestone, schist and shale.

It's this complexity that accounts for the distinctive qualities of each *cru* – and why the wines from each are more complex and rewarding than the basic beaujolais grown on lower, flatter, chalkier, more clay-rich soils: those wines taste mostly of the grape – gamay – and the winemaking technique – carbonic maceration – than the place.

The famous fragrance of the wines of the Fleurie *cru*, for example, is due to the mica and quartz of the mostly pink granite soils – while the richer fruit and body of the wines in nearby Juliéna *cru* is due to the higher proportion of bluestone in the vineyards.



### Need to know

The names of the 10 *crus* of Beaujolais are rather beautiful, especially if pronounced with a proper French accent. They are, from north to south: Saint-Amour, Juliéna, Chénas, Moulin-à-Vent, Fleurie, Chiroubles, Morgon, Régnié, Côte de Brouilly, Brouilly. (There will be a test later.)

This is all catnip for sommeliers like Berry, of course – and wine lovers in general – who appreciate how a soil's unique profile can influence a wine's taste and personality. A wine such as the Moulin-à-Vent we have in our glasses.

"I need to tell you something about this *cru*," says Berry, warming to her theme. "What makes Moulin-à-Vent different from the rest is the high manganese content in the soils here. Manganese actually has a mild toxicity to the vines, and because of that, it restricts the size of the bunches and produces grapes with thicker skins. Hence, smaller yields, more concentrated fruit, more structure."

It's a different story in Morgon, says Berry. This is arguably the most famous of the *crus* thanks to the work of the so-called "gang of four" – Marcel Lapierre, Jean Foillard, Guy Breton, and Jean-Paul Thévenet – a group of winemaking friends who started producing "natural" beaujolais in the 1980s following the teachings of wine scientist Jules Chauvet: wild yeasts, semi-carbonic ferments, no (or very little) added sulphur dioxide. The wines were a revelation and helped endear the *cru* of Beaujolais to sommeliers even more.

"The thing that's cool about Morgon," says Berry, "is you find more metamorphic rocks. Three hundred million years ago, there was a volcanic intrusion, and over a very long time those volcanic rocks have been compressed and become schist. Not only that, but the schist has decomposed, and this decomposed schist is called *roche pourrie* – 'rotten rock'. Just as manganese is unique to Moulin-à-Vent, so *roche pourrie* is unique to Morgon."

To demonstrate, Berry pours two expressions of Morgon, one from Gang of Four member Jean-Paul Thévenet (now working with his son, Charly), and one from Korean-born Mee Godard, who bought small parcels of vines in the *cru* in 2013. They show two different but complementary sides of the *cru*: the Thévenet all joyful flowing fruit, the Godard more structured, solid and tannic. **L&L**

### Taste of place



**2023 Jean-Paul et Charly Thévenet Vieilles Vignes [Morgon]** \$95

A blend of three biodynamically farmed vineyards, some dating back to the 1920s, fermented with 100 per cent whole bunches and aged in old barrels, the only addition a little sulphur at bottling. Seductive and unforced, this wine is luscious, with joyful kirsch-soaked black cherries and bold tannin. Imported by fesq.com.au



**2023 Domaine Metrat et Fils La Belle Coudrière [Moulin-à-Vent]** \$45

Made from old vines planted on an east-facing slope in granite soils rich in manganese. Very complex Moulin-à-Vent, with an arresting aroma of wild bramble fruit, and structured character, tannins draped across the tongue in satisfying folds. A Beaujolais for cellaring: I've drunk 20-year-old Moulin-à-Vent that was still superb. Imported by vintageandvine.com



**DAVO JOHNSON** ROAD TESTS THE SAVIC

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# ROAD TEST SAVIC C-SERIES

TEST DAVID "DAVO" JOHNSON + PHOTOGRAPHY MARK BOXER



TT legend Davo Johnson already put the Savic C-Series through its paces on a racetrack. Now it's time to tackle the real world ...

# SILENT THUNDER



Sitting at the traffic lights in dead silence, I could hear people talking as they pointed at my motorcycle. Some were going “What is that?”, some were saying “Wow, is that an electric bike?”, some were just smiling at the chance to see something different on the road after spending all day at the Adelaide Motorsport Festival that had featured everything from F1 racers to drift cars.

To demonstrate that this wasn't some underpowered city bike, I gave it an extra tweak as I took off. On a bike with 200Nm of torque (some 50Nm more than a Suzuki Hayabusa) that goes from zero to 100km/h in around 3.5sec, it's not hard to get off the line like you mean it.

There's no doubt that the Savic C-Series looks distinctive and different. It will cause people to take a second look anywhere you ride it. They should do anyway, just to check out the

build quality and effort put into producing an Australian-designed and assembled motorcycle.

I'd spent the previous two days riding a C-Series around part of Adelaide's old F1 car circuit as part of the annual Motorsport Festival (see *AMCN* Vol 74 No 16). Fellow Isle of Man TT racer Brian McCormack was on another C-Series and we'd done the obligatory burnouts (we had to, as 30 drift cars had been around before us) and chased each other across the circuit in several 15-minute sessions.

I was impressed with the overall performance. However, there is a big difference between hammering around a racetrack on either full throttle or hard braking and riding around in the city or out in the hills.

Savic Motorcycles founder Dennis Savic was so keen for me to get the full picture that he made a C-Series available for me straight after my last track session. So now here I was, riding it home for a couple of days of real-world testing.

When *AMCN* last rode a Savic on the street (a pre-production version), the main complaints were its suspension that dived and wallowed under brakes, with the front cowl even hitting the ground under extreme braking, and the lack of acceleration compared to its rivals at the time (the LiveWire and Energica).

My sessions on the track proved that the Savic team has fully sorted the suspension and power output. As I reported in my Quick Spin article, the handling was excellent, despite the 280kg weight. Under extreme braking, the suspension took up travel quickly without any hint of it bottoming out. On a 10 per cent lean angle going into a corner, I reckon I was at 90 per cent braking effort, then 100 per cent as I pulled it upright into the apex.

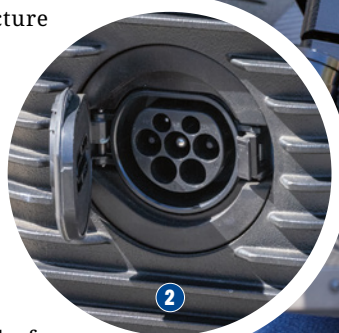
One issue I was keen to check out in street riding was the cooling system. On a 34°C day with a track temperature around 50°C, the C-Series went into a reduced-power mode to stop the inverter overheating. Would it do this in similar sunny weather on the road?

## PERFECT STREET CRUISER

The plan was to meet photographer mate Mark Boxer mid-morning during the week and head up to the Adelaide Hills for a few hours before spending some time in the city's trendy East End – which seemed like how a typical C-Series owner might spend a day.

Let's be clear: this bike is aimed at true riders, not posers, and as such has plenty of performance to match its stand-out styling.

Before I set off from home, I sat on the bike for a couple of minutes to make sure I knew how everything worked and how I was going to ride it. I ride, test and race a lot of different motorcycles, so this is something I always do. I suggest everyone should do this to get into the zone of riding.



1. The 7in touchscreen is easy to operate and connects to the cloud
2. The C-Series comes with a 10-amp charging cable. You can plug it into a public charge point or charge it up at home
3. Single rear shock has been developed especially for this model
4. Distinctive LED headlights compliment the C-Series' unique styling
5. Top-shelf Brembo brakes have a span-adjustable lever
6. Final drive is an Optibelt Delta belt with carbon cord that has an 8mm pitch and 36mm width



# THE C-SERIES IS THE PERFECT STREET CRUISER. IT HIDES ITS 280KG WEIGHT WELL



## POWER PACK

A liquid-cooled three-phase Permanent Magnet Synchronous motor charges a 16.2kWh Li-ion battery.

## CHARGING

Either a public charging point or anywhere you can charge a smartphone.

## REGEN BRAKING

One of the crucial systems that ensures a riding range of 200km-plus feeds braking efforts as power back into the battery.

## FRAME/SWINGARM

The cast alloy spine frame features a single-sided swingarm with an Optibelt carbon belt final drive. A pillion seat is an option.

## ACCELERATION

Forget horsepower, electric motorcycles rely on instant torque to match and even exceed ICE engine performance. The C-Series pumps out a massive 200Nm.

There's nothing particularly complicated about the C-Series, except that there is no clutch or gearbox, so you have to put that out of your mind.

Some sportsbikes/superbikes have so many gizmos to work out but not the C-Series. Its 7-inch digital dashboard with a touchscreen gives you all the vital information, such as battery charge and what ride mode you have set (Normal, Sport, Eco or Rain). The four riding modes can be customised and include a cruise control option.

The C-Series connects to the cloud via a 4G connection. This means you can receive alerts for maintenance and over-the-air electronic management updates. You can also track your bike's location when parked, monitor the progress of its charging and read a log of your ride statistics (don't show that to the cops though!). You enable keyless ignition via your smartphone.

Riding through the suburbs to Gorge Road, which would take us deep into the Hills, I found the C-Series to be the perfect street cruiser. Its upright riding position and weight distribution make it easy to ride in the lower city speed zones. It hides its 280kg weight well – similar to big cruisers like Harley-Davidson's Softail range.

It was comfortable and easy to ride but if I owned one I'd put clip-on 'bars and rear-set race footpegs to take more advantage of its sports performance. This would make it even more of a sports bike in the Hills.

I chose Gorge Road because it's one of South Australia's most famous "motorcycle roads". Dating back to 1920, it winds from the suburbs along part of the Torrens River with overhanging rock outcrops and up past one of the city's water reservoirs into orchards and small farms. It has a mix of road conditions, from hairpins with some





gravel on them, bumpy sections and then smooth, flowing sweepers near the reservoir – which was part of an elevation upgrade in the 1960s. It's best to ride this road during the week and outside commuting hours, when traffic is less busy.

At first it felt a bit weird not having to change gear but I soon worked it out after a few corners. You just wind the throttle on and off according to the conditions. The torque, which feels endless, pushes you on.

The C-Series actually felt pretty much like a conventional sports bike and its weight seemed to help with “engine braking” into the hairpins.

This so-called regenerative braking uses the electric motor to feed current back into the battery to help it recharge what you've used under acceleration. The process creates torque in the opposite direction of rear-wheel travel, which slows the bike. The level of retardation can be set on the touchscreen.

Front brakes are dual Brembo M4 radial-mounted Monoblocks with 320mm discs. They work as well as you'd expect. Savic has developed the ABS in conjunction with Bosch Australia.

Gorge Road's changing surfaces certainly put the C-Series to the test but, like on the racetrack, it soaked up all the dips and bumps with not a hint of suspension wallow or twitch in the steering.

Since 2022, the Savic team has worked with ex-racer Jed Metcher to develop the suspension from bought-in components to an in-house designed system that has involved over 100,000km of testing, mostly at the Lang Lang test track southeast of Melbourne. The result is an increase in ground clearance, compliance and handling

**1.** Davo's ridden and raced a huge cross-section of bikes over the years, as well as building several performance customs. He gives the C-Series the thumbs-up

**2.** Front brakes are dual Brembo M4 radial-mounted Monoblocks with 320mm discs. Savic worked with Bosch on the ABS system

**3.** Fan is part of cooling system

**4.** Proudly designed and assembled in Australia

**5.** Re-gen braking system puts power back into battery to extend the riding range



that hasn't compromised the seat height. The C-Series has evolved over seven years and six prototypes to get to where it is now.

### HEATING UP

One area of concern was the possibility of power being reduced as the day got hotter. This had happened on the racetrack but all was fine on the open road, even though I was riding the C-Series in full-power Sport mode. But I wasn't using full throttle like I did on the racetrack.

The C-Series motor and inverter is liquid-cooled by a single-loop system that pumps coolant through a radiator (like an electric car) with a fan extracting heat when the bike is stopped or being charged.

Back in the city I parked up for a break in Rundle Street's coffee strip. As I started to explain to Mark Boxer how well the C-Series handled despite its weight, I thought the best thing to do was a 360° turn across this fairly narrow road.

You can see how easy it was on the video at [amcn.com.au/video/](http://amcn.com.au/video/). A feet-up circle with no need to drag the rear brake like you might on a heavyweight cruiser. I think a lot of this has to do with the 1440mm wheelbase (which is similar to a Ducati Panigale V2). No doubt this was another factor in its ability to turn quickly and easily in the hairpins on Gorge Road.

Regarding battery usage, I rode the C-Series from 10am to 5pm with a few breaks along the way. The battery level dropped but not to a critical level. This particular bike didn't have the latest customer monitoring software so I don't think it's fair to make a judgment. I never used full throttle,

## THE COMP

How do the vital statistics of the C-Series compare with two ICE sportsbikes?



### Savic C-Series

Torque 200Nm  
Weight 280kg (kerb)  
Wheelbase 1440mm  
0-100km/h 3.5sec  
Price \$29,990 plus ORC



### Suzuki Hayabusa Gen III

Torque 150Nm  
Weight 264kg (kerb)  
Wheelbase 1480mm  
0-100km/h 3.2sec  
Price \$28,490 rideaway



### Ducati Panigale V2

Torque 93.3Nm  
Weight 179kg (wet/no fuel)  
Wheelbase 1465mm  
0-100km/h 3.2sec  
Price \$24,500 ride away

## STYLED MORE AS A TRACK-DAY BIKE, I'D CERTAINLY HAVE ONE IN MY SHED OF BIKES

as there's so much torque, and the re-gen system was helping top up the battery in the corners.

When I got home I used reverse gear to help manoeuvre the C-Series into my garage. A very handy feature. Next day, when the solar panels were powering my swimming pool filter pump, they were also putting charge back into the C-Series. It isn't compatible with a DC fast-charger, so the best way to describe the system is to say that anywhere you can charge your smartphone you can charge a C-Series. Savic claims four hours 0-80 per cent charging through a 15-amp outlet or at a public charging station. If you charge at home, expect it to take seven hours 0-80 per cent. The C-Series comes with a 10-amp charging cable.

So what's my verdict on the Savic C-Series? I like the styling and it's obviously built to a high standard and has had heaps of development put into it. I'll never be a full electric convert as I love my two-stroke and four-stroke engines too much. But, styled more as a track-day bike, I'd certainly have one in my shed of motorcycles.



## S P E C S

### MOTOR

Type SM1 3-phase AC IPM

Peak Power 60kW (80hp)

Peak Torque 200Nm

Cooling Liquid for motor, cold plates for inverter, charger and AC/DC converter

Transmission Clutchless direct drive with Reverse Mode for slow-speed manoeuvring and parking

Final Drive Optibelt Delta with carbon cord (8mm pitch, 36mm width)

### POWER SYSTEM

Battery Li-Ion

Maximum Capacity 16.2kWh

Charging Level 1 1.8kW/8A from wall

Charging Level 2 3.3kW/15A from wall or Level 2 public AC EV

Charge time 4 hrs to 80 per cent at 3.3kW, 7 hours to 80 per cent at 1.8kW (DC fast charge not compatible)

### PERFORMANCE

Top Speed 180km/h-plus

Acceleration 3.5sec 0-100km/h

Combined range (city and highway) 200km-plus

### ELECTRONICS

Regenerative braking Deceleration and braking (both customisable)

Rider aids ABS, regenerative braking

Ride modes Normal, Sport, Eco and Rain pre-programmed and three customisable options to adjust torque, regen and throttle mapping

Screen 7in touchscreen

Connectivity Built-in cloud connectivity allows for system updates and security location as well as keyless smart phone ignition activation

### CHASSIS

Frame Cast-aluminum backbone with 144V battery pack incorporated as structural member

Swingarm Cast-aluminum single-sided

Wheelbase 1440mm

Rake 24°

Trail 103.5mm

Lean angle 40°

### SUSPENSION

Front Savic-developed telescopic fork, 160mm travel

Rear Savic-developed monoshock, adjustable preload, 49mm travel

### WHEELS & BRAKES

Wheels Cast aluminium, three-spoke

Front 17 x 3.5in

Rear 17 x 5.5in

Tyres Pirelli Diablo Rosso III

Front R5 120/70ZR17

Rear R5 180/55ZR17

### BRAKES

Front Dual 4-piston Brembo M4 Monoblock, twin 320mm discs

Rear 2-piston Brembo, 260mm disc

### DIMENSIONS

Weight 280kg (Kerb)

Seat Height 780mm

### SERVICE AND WARRANTY

First service 1000km

Minor 6000km

Major 12,000km

Motorcycle warranty Two years (components other than Energy Storage System)

Battery warranty 5 years (Energy Storage System)

### BUSINESS END

Price from \$29,990 plus ORC

Colour Options Carbon Fibre, Atomic Silver, Dark Matter Black, or the owner's personal colour

Contact [savicmotorcycles.com](http://savicmotorcycles.com)

An Aussie designed and assembled motorcycle with the feel and appeal of a petrol sportsbike. Worth a test ride.



PROS  
AND  
CONS



It's electric, so get ready for cheap jibes from the cynics about range anxiety and a lack of emotion.

Savic C-Series

## *A New Era in Australian Motorcycling*

Motorcycles, The Modes



# Savic's C-Series and a New Era in Australian Motorcycling

3 JULY, 2025

Words by: JUSTIN JACKIE

**From a dream in a school notebook to a handcrafted electric café racer, the Savic C-Series rides the line between memory, ambition, and the future of Australian motorcycling.**

There's a particular kind of person who builds a motorcycle from scratch. And not the backyard-custom kind of scratch. We're talking Carl Sagan levels of scratch: "If you wish to make an apple pie from scratch, you must first invent the universe." And while Dennis Savic can't create the universe, he's done the next best thing: built a high-performance electric café racer with nothing but a dream, a workshop in West Melbourne, and a small team of true believers.

He told a teacher at 14 that he'd one day build an electric motorcycle. By his twenties, after a stint at Ford and with an MBA under his belt, he was plugging away in that Melbourne workshop, turning ambition into current.

What emerged is the Savic C-Series, a low-slung, high-voltage café racer that's fast, unapologetically Aussie, and almost cartoonishly ambitious. It's the first production motorcycle to be built commercially in Melbourne since the collapse of our domestic car industry. And despite its compact team and shoestring origins, it has already won design awards, blitzed a 170 km/h run at Phillip Island, and gained ADR certification in time to start delivering bikes to customers in early 2025.

Beneath its handcrafted fairing is a modular electric powertrain, the SM1 platform, developed entirely in-house. The numbers read like something out of a performance spec sheet rather than a startup press release: 60kW peak power, 200Nm of torque,

and a 0–100km/h dash in 3.5 seconds. That's what happens when you wrap a 16.2kWh battery around a three-phase PMAC motor, bolt on a single-sided swingarm, and feed power through a carbon Optibelt belt drive.

But Savic didn't just engineer a machine for the spec hunters. This thing has a story, one with just enough romanticism, risk and resolve to earn it a place on the shortlist of modern Australian design triumphs.

It's a reminder that world-class vehicles don't need giant budgets or legacy badges, just a few sharp minds, some stubborn optimism, and the willingness to start from a blank sheet.



There's no shortage of electric bikes trying to dress up battery tech as style. The C-Series doesn't need to. It's a looker, and not in the way most EVs are. Where many electric motorcycles lean into minimalism or sci-fi futurism, the Savic lands somewhere between 1960s café racer romanticism and hard-edged Australian engineering.

You get the classic cues: sculpted tank, exposed frame, clean tail, but everything's been reinterpreted through a sharper, more modern lens. The single-sided swingarm and tri-spoke wheels are standout features, not just visually but mechanically. Around the back, that Optibelt carbon belt drive hints at serious torque and near-zero maintenance. It's a "ride, don't wrench" setup, but it still looks like something a Thruxton owner would park in their living room.

Much of the credit here goes to lead designer Dave Hendroff, who somehow managed to integrate a 16.2kWh battery pack without bloating the silhouette. The result is a bike that looks custom, feels factory, and doesn't scream "eco commuter," which is likely the point.

On the tech side, Savic isn't playing catch-up. They're making moves. The 7-inch touchscreen dash is crisp, responsive, and fully customisable,

giving you control over everything from ride modes to regen levels to throttle mapping. It's backed by a Linux-based operating system and a robust IoT platform that links the bike to Savic HQ in real time. Over-the-air updates come standard, meaning your ride evolves with software, features and stats, long after it leaves the showroom.

There's even a smartphone app that handles keyless start, battery monitoring, GPS tracking, and future journey planning. It's all impressively integrated, especially for a company still small enough to know each of its first customers by name.

And while I'd still call some of the finish work "a prototype in transition," there's a clear design intent here. Something few startups can pull off. This isn't a rebranded parts-bin special. The C-Series has a look, a feel, and a tech ecosystem that's very much its own.



My time on the C-Series wasn't a long-term affair. More of a fling. A single loop from Alexandria to La Perouse, mostly city streets, a few motorway bursts, and just enough time to get a feel for what this electric bruiser is all about.

From the moment you twist the throttle, it's obvious this thing is built to impress. The torque hits hard, especially in sport mode. It's not the kind of acceleration that creeps up on you. It's the kind that does weird things to your brain. Off the lights, around gaps in traffic, merging at speed, it's addictively quick, in that way only electric bikes can be.

The riding position is sporty without being punishing. You're canted forward just enough to feel like you mean business, but not so much that your wrists start drafting resignation letters. That said, at 190 cm tall, I found the ergonomics a little cramped. Longer legs will start to notice the knee angle, especially if you're doing more than a casual loop. That said, most riders won't have this issue, and with alternate



seating and pillion options available, there's room to tweak the fit if needed.

The suspension, developed with former Superstock 600 champ Jed Metcher, definitely errs on the firmer side. On smooth roads, it feels taut and composed, but if you're thinking about using the C-Series as a daily commuter on rougher city streets, you might be in for a bit of a jolt. It's clearly been tuned for spirited riding over day-to-day plushness, and honestly, that's probably the right call for what this bike wants to be.

Handling in the urban environment was more nimble than I expected from something tipping the scales at 280 kg. That low-slung battery helps with stability, and the regen braking, which is fully customisable, makes it easier to manage speed with a bit of finesse. It's not floaty. It's not vague. It's not trying to be a scooter in disguise. You ride this thing like a proper bike, because that's what it is.

What surprised me most, though, was how dialled-in the riding experience already feels for such a young company. The throttle mapping is smooth, the regen tuning is usable straight away, and the touchscreen interface doesn't feel like an afterthought. It's not perfect. I did notice some material inconsistencies up close (a few panel fits, some minor finish variations), but nothing that breaks the spell.

It's probably too stiff for a cushy daily, and not quite aggressive enough for the red-blooded sports crowd. But if you're looking for something unique, electric, and seriously fun for weekend blasts, the C-Series fits a niche no one else in the Australian market is even attempting to fill.

So where does the Savic C-Series actually fit? It's not a commuter in the traditional sense. Too firm, too focused, and frankly too fun to waste on traffic jams. But it's also not a razor-sharp track weapon or a lean-back cruiser. Instead, it occupies a fascinating middle ground. A bike that lives for weekend rides, turns heads at the lights, and feels like a statement every time you swing a leg over it.

In a market full of either ultra-practical electric scooters or performance bikes that cost more than a used car, the Savic stands alone. It's for riders who want something visceral, something handcrafted, something that speaks not just to the future of motorcycling, but to the people shaping it.

Sure, it's early days. The production finish still has some inconsistencies, and its price point, just under \$30K before on-roads, might feel steep to some. But you're not just buying specs, you're buying into a story. A local story. One where a 14-year-old kid said he'd build an electric motorcycle one day, and then actually did it. Not in Silicon Valley, not in Berlin, but in a West Melbourne workshop, surrounded by engineers and dreamers who saw possibility in a blank sheet.

The C-Series might not be for everyone. But if it's for you, you'll know. Probably somewhere between your first twist of the throttle and your first sideways glance in a shop window. It's not just about going fast. It's about riding something that feels like the start of something bigger.

