

# 1993 Bricklin EV Warrior

The Solution to Pollution

text and photos by owner BOB STEIN



A state-of-the-art factory that symbolizes hope for all of mankind is under attack by the murderous Mandroids of the evil Doctor Plague! Quick! It's time to call out the EV Warriors, a super-hero team lead by Cyclotron! What's that? No super powers? Not to worry, for you can join as a trusty sidekick riding an exciting new EV Warrior electric bike!

That's the plotline of *The EV Warriors*, a one-off comic book published in the mid-1990s to promote an already-faltering electric vehicle project of automotive entrepreneur Malcom Bricklin. The actual "villain" that prompted development of the electric bike was the Zero-Emissions Vehicles (ZEV) regulation passed by California in 1990. This regulation required a certain percentage of passenger vehicles produced to be zero-emission by the end of the century. While many in the automobile industry panicked, Bricklin saw an opportunity.

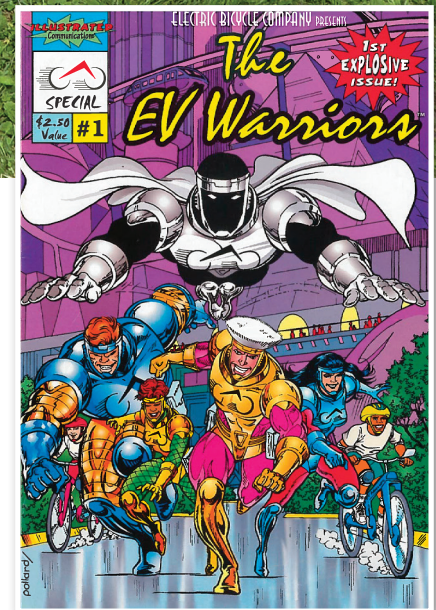
Malcolm Bricklin (of Bricklin SV-1, Subaru, and Yugo fame) teamed up with Malcolm Currie, former chairman and CEO of Hughes Aircraft, GM Delco and former undersecretary of Defense for Research and Engineering. They formed the Electric Bicycle Company and came out with the EV Warrior in 1993. The rider could pedal unaided or activate electric drive with a thumb switch on the handlebars that took the bike up to 20mph. The EV Warrior featured LED brake/taillights and headlights, a CatsEye cycling computer, and power meter, with a remote security system, hydraulic disc brakes, and turn signals offered as options. The idea was for dealerships to offer the EV Warrior in showrooms alongside their normal vehicles, technically meeting the stringent zero emissions requirements.

Initially using an aluminum frame built by Zimmark Corporation, the EV Warrior's electric drive used opposed 12-24-volt electric motors powered by two 12-volt sealed batteries housed in a box that straddled the rear wheel. This made the 65-pound vehicle very top heavy and prone to fall over, which often damaged the plastic rear cover and taillight. More difficult was the suggested retail price of

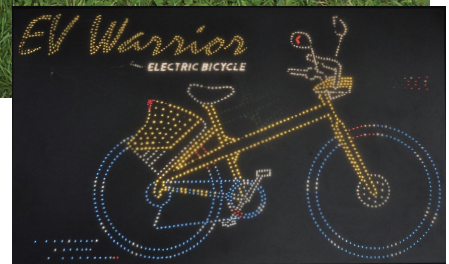
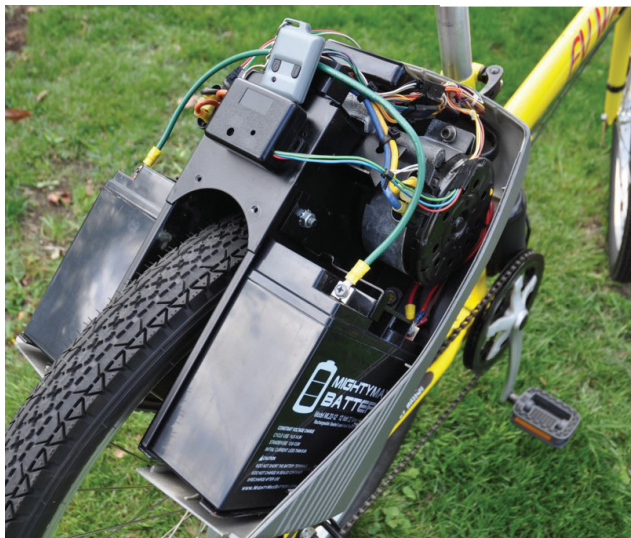
\$1,399 to \$1,899 when you could buy a new Hyundai Excel for \$4,995. As you might expect, an electric bicycle was a hard sell at that price and the company filed for bankruptcy in 1997.

This particular EV Warrior is one of the first, a Premiere Collector Edition in bright yellow. It was originally won by someone participating in a promotional giveaway, who promptly stuck it in his attic. The Warrior was then purchased by a now-deceased friend to display with his son's Bricklin SV-1 car. I bought the bike in 2016 from the estate. The EV Warrior had never been used — there was still flashing on the tires and I unwrapped the factory tie from the charger cable. However, years of storage had taken their toll. The case cover and LED taillight were both broken, the seat was torn, decals were damaged, and the original batteries had long since given up the fight against Doctor Plague.

New batteries were easy to obtain and brought the EV Warrior almost back to life. Almost ... because while all of the lights and computers worked, the motors would not come on. Research identified







the culprit as an optional remote security module that I neatly bypassed with a loop of wire. After that, the bike proved to be a pleasure to ride. Since it was not an antique yet, I used it at several car meets where I was performing a number of duties. In the meantime, I gathered literature, parts, pictures, and even a fiber-optic dealer display sign. In 2018, when the age of the bike made it eligible for AACA judging, I was ready to restore it. The most obvious issue was the rear cover and taillight. Good luck brought me to the website of Staton Incorporated in Oklahoma City. They were clearing out what must have been quite a stock of EV Warrior parts for pennies on the dollar, and I stocked up on NOS covers, reflectors, motors, mirrors, stickers, and everything else they had, all in EV Warrior factory bags. An NOS taillight and seat came from eBay. The tires barely showed wear but were degraded due to age hardening. A bike-shop friend helped me locate the correct square-pattern tread and order them.

That left the decals. Painting the purple and green covers to match my bright yellow EV Warrior would require removal of the factory logos. The frame decal on one side, stating "Premiere Collector Edition," was also in need of being replaced. After photographing and carefully measuring the factory stickers, I got to work using the Photoshop image program and sent the results off to StickerYou.com.

The recreated decals arrived less than a week before the bike's first show at Hershey.

The EV Warrior earned its AACA Junior award and went on to receive a Senior at the Charlotte Nationals. The bike was nominated for a National Award in 2018 and received a Grand Nationals First and another nomination for a National Award at Gettysburg in 2020.

This very odd and rare vehicle has a lot going for it. It is easy to store and transport, has no fuel or oil to leak out, was relatively inexpensive to buy and restore, and is probably the only one in all of AACA. While I may not be chasing down Doctor Plague with a superhero team, I still get a kick out of riding it. 