

Introductory words by Robert Rasor, FIM AEWG Chairman



Considerable momentum seems to be building for the advancement of electric motorcycles into sporting events. Several significant events have occurred which have legitimized the use of emerging battery technologies in both “electric-cross” and road racing with more on the horizon. During its Brussels meeting, the AEWG recommended an immediate step for the FIM to organise a task force to review existing examples and establish initial technical regulations for electric competitions. The proposal will be reviewed by the FIM Management Council at its June meeting. The AEWG group is urging aggressive steps by the FIM to ensure it is properly positioned to govern sporting events utilising these rapidly emerging technologies and to accommodate them within its sphere of influence.

The AEWG will next meet in July to evaluate the success of the much anticipated TTXGP event which will occur on 12 June. The conduct of this event on the historic 37 mile “Mountain Course” on the Isle of Man will be a true test of battery technology and promises to be an interesting contest.

Bio ethanol: problem or solution?

In order to try to find an answer to this question, the AEWG had invited Mr Vierhout, the Secretary General of [eBio](#) (the industry association of bio ethanol producers at European level), to take part in the meeting held on 8 May 2009 in the LOGOS offices in Brussels.



First of all, Mr Vierhout informed the AEWG that eBio supports “[Team Inzane](#)”, the first team in the UK to compete with a high performance bike on E85 (a blend of 15% petrol with 85% bio ethanol distilled from sugar). He went on to present the objectives and perspectives for the bio ethanol industry in Europe. The debate which followed evolved around the delicate question of the definition of second generation Bio fuel and on the recent controversy about the competition of bio ethanol with foodstuffs.

It was also agreed that FIM could cooperate with the bio ethanol industry with regards to the elaboration of the technical rules and especially on the question of the visibility of ethanol flames in case of accident.

Source: LOGOS Public Affairs.

(Picture, from the left: Messrs Janssens, Manicardi, Chatterton-Ross, Vierhout, Rasor, Minken & Bulto)

BRUSSELS NEWS

Promotion of electric mobility

Major electricity suppliers have clearly decided to use their political and industrial weight to promote electric vehicles. In a conference organized on 28 April, [RWE](#) – a major German Electricity producer – outlined an objective of 2,4 million electric cars in the German car market by 2010; the German government's objective being 1 million. RWE called politicians to create a bonus system when buying an electric vehicle and to put forward incentives for producers to build electric vehicles and appropriate infrastructure.

This is in line with the strategy of [EURELECTRIC](#) - the association which represents the common interests of the electricity industry at the European level. EURELECTRIC has been very active in Brussels in the debate around the Renewable Energy Directive; not only has it intervened on the issues of renewable electricity, but also heavily lobbied for the promotion of electric vehicles.



While the original proposal of the Commission regarding the target of 10% renewable energy in transport for 2020 was mainly intended for biofuels, the final text as adopted by the European Parliament gave an important push to electric road vehicles. They were given a special bonus, which will encourage Member States to promote electric vehicles more than biofuels. EURELECTRIC recently produced a brochure promoting electric vehicles, available [here](#).

Source: LOGOS Public Affairs.

EU Commission & California speed up work on biofuels' impact



The European Commission is planning to bring forward legislative proposals to quantify the impact of indirect land use change when calculating emissions from biofuels. The idea is to calculate the amount of greenhouse gas emitted when using a new area to grow crops for biofuels.

In April, a Commission official told a conference in London that the EU executive was aiming to complete its proposals on indirect land use change by March 2010. The initial deadline set in the EU Renewable Energy Directive is December 2009. According to this Directive adopted by the European Parliament and the Council in December 2008, EU Member states shall reach a target of 10% renewable in the consumption of their transport sector (in essence this means biofuels or electric cars).



However, the latest reports show that Member States are expected not to meet the interim target of 5.75 % for 2010, lagging around 4%. In order to ensure that biofuels come from sustainable production methods, the Directive requires that they must result in a total reduction of greenhouse gases compared to petrol/diesel of at least 35%. The Commission is accelerating it works because EU governments must submit national renewable action plans by June 2010. It is keen to table its proposals on indirect land use change before member states' plans are finalised.

In the meantime, California has raised the bar on reducing greenhouse gas emissions from transport by approving the world's first law that takes into account the indirect changes in land use caused by the production of biofuels. California last month finalised its 'Low Carbon Fuel Standard' (LCFS), a law which promotes fuels on the basis of their ability to reduce greenhouse gas emissions. The US president Barack



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Obama says he wants to extend the principle of the LCFS to the whole of America – if this happens it could make high-carbon fuel extraction, such as oil from tar sands, less economically viable. (Source: [European Federation for Transport & environment](#))

Source: ENDS Europe and LOGOS Public Affairs.

ALTERNATIVE ENERGY EVENTS

Zero Electriccross success



On 4 and 5 April, about 50 motocross riders participated in the first 24 hour long endurance race on electric motorcycles. The 24 Hour Electriccross, was hosted by Zero Motorcycles, the creators of the Zero X motorcycle, an off-road electric bike, and the Zero S motorcycle. From 11 a.m. on Saturday to 11 a.m. on Sunday, 10 teams competed to see which could complete the most laps on one Zero X motorcycle. With a maximum of 3 batteries, the teams had to consider their speed, use of their braking systems, and how often to switch out and charge their batteries. Changing the batteries took between 30 and 60 seconds.

In total, more than 4000 miles were completed by the field of 10 teams. The winning team completed more than 1000 laps and 500 miles. "This event proved that electric technology can endure the same level of competition as its gas-powered counterparts. However, the power resources to compete are drastically different. The total cost to power all 10 motorcycles for 24 hours was approximately \$100," said Neal Saiki, inventor and founder, Zero Motorcycles.



The lack of noise is also an interesting feature in the light of the future of motorcycle racing. The race was allowed to continue for 24 hours in the immediate vicinity of a residential area.

In fact, when the racing Zero X bikes were put to the test on a decibel meter, they came in below the level of normal conversation. "Without a lot of noise and no pollution, it's really changing the way we do racing" concluded Neal Saiki. Zero Motorcycles is thinking about organising similar competitions in the near future with the possibility to open it to a wider audience and other manufacturers.

Source: [Zero Motorcycles](#), <http://www.hellforleathermagazine.com> and LOGOS Public Affairs.

The “Race goes green conference”

“The Race Goes Green” conference took place on 16 April in Long Beach, California. Over 200 business leaders from the international motorsports, automotive and aerospace communities gathered in Long Beach for the Motorsport Industry Association’s conference on energy efficiency. The conference brought together a wide variety of industry influencers to discuss how the business of racing can help develop and promote the use of new, energy efficient technologies.

The conference was mainly focused on cars. Supported by the Toyota Grand Prix of Long Beach, the Specialty Equipment Market Association (SEMA), and UK Trade and Investment, the conference featured other industry experts who discussed a wide range of issues from KERS (Kinetic Energy Recovery Systems) to virtual design and advanced tyre technology.

Speakers and panelists included representatives from Michelin, Toyota, the Indy Racing League, the American LeMans Series, Xtrac, Wirth Research, Flybrid Systems, Braille Batteries, and SEMA. TTXGP was also present at the meeting.

The organisers believe that motorsports is a well proven, intensive and high profile proving ground for the world’s leading mass-market car manufacturers, and will play a crucial role in developing, and promoting, green technologies.

Source: *The Motorsport Industry Association* www.the-mia.com.

NEWS FROM THE FEDERATIONS - EVER Monaco 2009

As part of the EVER show (Ecological Vehicles and Alternative Energies) in Monaco on 26-29 March 2009, the [Moto-club de Monaco](http://www.moto-club-de-monaco.com) organised a challenge for electric PTW. Thirteen vehicles from 8 brands competed on 2 aspects: autonomy and acceleration. 3 categories were defined: prototype, scooters and Electrically-assisted vehicles (electric bikes).



Most of the vehicles finished the autonomy race and the high acceleration capabilities of those vehicles were confirmed by the acceleration test. André Pollano, President of Moto-club of Monaco, told LOGOS that they plan to organise a similar event next year; he would like to invite motorcycles to participate in a competition.

Source: *André Pollano (President of the Moto-club de Monaco) and LOGOS Public Affairs.*

NEWS FROM THE INDUSTRY KTM sets plans for alternative motorcycles



Despite the difficult situation due to the current drop of its sales, KTM is still developing its alternative machine. However, the bike is announced for production in 2011 – one year later than previously planned. According to Autobloggreen, KTM is also working on a few interesting ventures with Indian motorcycle maker Bajaj, which could result in alternative-powered vehicles for off-road and urban use.

Source: *LOGOS Public Affairs.*



Zero Motorcycles unveils the Zero S



After months of teasing, Zero Motorcycles has finally lifted the veil from its all-electric supermoto for the streets and revealed a ride that looks well worth the wait. The Zero S shares some of the same styling cues as its off-road little brother, the Zero X, but with its highway-appropriate tyres and "projector beam" headlight, it seems ready to deliver some serious asphalt action.

With 31 horses and 62.5 lb ft of torque instantly available under your fingers, the clutchless one-speed "S" should take you up to its top 60 mph speed in no time. Its 4 kWh of battery can keep you going for up to 60 miles and they say that, with the integrated charger, you can plug it in and do it all over again in less than 4 hours.

A good piece of news made the future of this vehicle even brighter: as part of the sweeping changes being made through various pieces of [legislation](#) floating through the U.S. Senate and Congress, fully electric and plug-in hybrid vehicles will soon be eligible for tax credits, including those with two or three wheels. The Zero S will be eligible for a 10 percent tax credit under the new plan.

Source: [Zero Motorcycles](#) and [Autobloggreen](#).

MotoCzysc to participate in TTXGP to launch a new bike

MotoCzysc, the Portland, Oregon company did not intend to participate in the free-emission GP. But one of its employees asked to borrow the frame from the Boss's Yamaha YZF-R1 to compete in the upcoming TTXGP on 12 June 2009 on the Isle of Man. Rather than modify the R1 chassis, Michael Czysc decided it would be better to design a new racebike. The new E1PC, which will be raced by American rider Mark Miller, will be an engineering feat. It will weigh about 440 pounds, make 115 hp and be able to make a 37.7-mile lap around the Isle at a race pace: up to 150 mph.

The bike may also be the basis for a modular line of MotoCzysc motorcycles. The basic carbon-fiber frame is a light, narrow shell designed to easily hold removable drivetrain components housed in an aluminum "suitcase" designed for fast replacement. An entry-level model designed for commuters, priced at under \$20,000, would have a smaller battery and motor designed to deliver around-town or short highway-commute performance, while a more expensive sportbike could go faster and farther. A top-of-the-line superbike's "battery power could be the same as a Chevy Volt," and its performance could "rival a 600cc supersport," according to Czysc, with a top speed of 150 mph and enough juice for 30-40 minutes at full race pace. Such a machine may be priced in the low \$50,000 range, but owners of the commuter bike could conceivably rent the sportbike components only when they need them.

According to [Motorcycle Daily](#), "We've been hearing this kind of utopian description of futuristic motorcycles and cars for years, but these vehicles are now closer to reality. With billions of dollars being invested around the world in batteries and alternative fuels, it seems like an affordable battery with sufficient energy density (the amount of horsepower stored per pound, which presently for batteries is far less than gasoline) is just a matter of time. The simplicity and modular nature of electric-vehicle design could benefit motorcyclists in a number of ways."

Source: [Autobloggreen](#) and [Motorcycle Daily](#).



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List of participants to the TTXGP

24 motorcycles from 16 individual teams are going to compete in the upcoming TTXGP zero-emissions motorcycle race (supported by the FIM). Along teams from [Mission Motors](#), [Brammo](#) and [EVOdesign](#), [Motoczysz](#), other interesting entrants include [Barefoot Motors](#), [Electric Motorsport](#) and [KillaCycle Racing](#), all from the United States. Teams from the [United Kingdom](#), India, Austria, [Germany](#), Italy and even the Isle of Man itself will also take part in the event.



Source: [TTXGP](#); for pictures of participating motorcycle please go [here](#).

AGENDA

- Biofuels International Expo and Conference 2009, Amsterdam (The Netherlands), 27-28 May
- European Future Energy Forum 2009, Bilbao (Spain), 9-11 June
- TTXGP, 12th June, Isle of Man (UK)
- EU Green week, 26-29 June, Brussels
- First German Electric Vehicle Congress, Bonn (Germany), 26-27 June
- FIM AEWG meeting in Brussels, (Date to be confirmed)
- EU Mobility week, 16 to 22 September
- DMU's International Eco Enduro, Denmark, Mid-December



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