



Press release

Bolzano, August 3rd, 2011

Day 2 of the e-miglia 2011: Grossglockner – Bolzano E-summiteers or relaxed in tortoise mode

- Rally for electric vehicles from August 1st - 5th, 2011
- Highest challenge: Grossglockner High Alpine Road on August 3rd starting at 8:30 am
- The protagonists: C-Zero, Electric RaceAbout, eMini, E-M3, eRuf, i-Miev, iON, Jetcar, Mega Van, Nissan Leaf, Raleigh Dover, Smart, Stromos, Tesla, Think, Tazzari, Twike
- Constancy rally through four alpine countries: D-AUT-I-CH
- Equal-zero emission: 800 km from Munich, over the Grossglockner and Bolzano to St. Moritz

Half-full full throttle

Wednesday, August 3rd in Mittersill, 7 am. The view from the window is very promising. Dark blue sky, clear mountains, not one cloud. The day's schedule: 267 km e-miglia route via the Grossglockner High Alpine Road, that's 1700 meters difference in altitude and back down again to Bolzano. Until now the e-mobiles are still plugged in. The hub of the world, no, the cable of the charging station. 31 teams are on their way to the Parc Ferme full of hope. But then ... 13 got hit.

7:45 am the Rally Manager Richard Schalber announces a new briefing: "The local power supply system with our provisional power lines couldn't withstand the drain of the current peaks. This led to an outage during the night and 13 vehicles couldn't be re-charged according to the regulations, so that they have only reached part of their charging capacity even after the specified charging time. For fairness reasons, the rally management has decided not to call any assessment stages, but to count today as a transfer stage." Silence, amazement, incomprehension, horror.

The royal stage is being omitted? NO. Most of the vehicles still embark on the planned route towards the Grossglockner. "We'll manage to get up there and down we'll always be able to go." It's up to the participants to choose the route to Bolzano and utilize other charging possibilities on the way, if necessary.

The special stage at the foot of the Grossglockner High Alpine Road is kicked-off. 12.7 km uphill have to be driven in 15 minutes, destination is the Edelweiss Spitze at 2571 meters. No easy task, since this picture-book day is attracting a lot of visitors, who get in the way of the rally pilots. Ralf Schollenberger, Team Allianz Autowelt: "I had to really put the throttle to the metal to keep within the specified time. Even though it won't be counted, I just had to know for myself." Sportive ambition also drove the Team Jetcar. Their vehicle approached the mountain with 89% of their capacity, but since its total range is 250 km it was doable. The Jetcar is fast, but even the inventor and co-pilot Christian Wenger-Rosenau says: "With today's traffic - we sometimes had a bus ahead of us - the given time could only be complied with by stepping on it. Our time was good and we're really pleased with our current 4th place. This way we can at least hold on to that until tomorrow."





On the Edelweisspitze it was clear, the day was a winner. The view from the peak across the peaks, the feeling of having done it and the great mood, let everyone quickly forget the morning scare.

Tortoise mode until Heinsfels

Downhill and to the next charging column it's 84 km, not too shabby. The Peugeot iON only had 11 km left in its battery pack and it wasn't the only one at the limit. The Swiss Hosch in the IMiev only managed to reach the charging station "with God's help". Downhill the batteries were able to be re-charged, so that they were almost on full, but it didn't always go downhill. The last kilometers to the much desired P-Charge dragged on. With the last reserves, right before zero and a speed of around 30 kmh – the so called tortoise mode - almost everyone made it to the charging break. Re-charge however much is possible was the motto for man and machine, as well as a break to digest the experiences.

Whoever had had enough, continued their way to Bolzano, where a thunderstorm surprised the electrically operated troop at around 6 pm. This was particularly hard for Michal Buse on the Raleigh Dover, the e-bike. Buse passed the leg with flying colors, leaving various well trained racing cyclists in the dust on his way uphill and collecting money for the victims in Japan for each accomplished kilometer. He has the respect of every e-migliaisti.

The results: same as the day before

1. Tim Ruhoff, Team Energiebau/NextGM, Tesla - the titleholder
2. Kurt Sigl, Team Bundesverband eMobilität, Tesla
3. Michael Huhn, Sonnenpflücker Racingteam, Citroen C-Zero
4. Lars Krüger, Team Jetcar, Jetcar
5. Fuzzy Walter Kofler, Team Autotest Motorsport, Think City

The facts of the 2nd daily stage of the e-miglia

Total 267 km, uphill 94 km with 4130 meters difference in altitude

Upcoming: Bolzano – St. Moritz on August 4th, the 3rd day of the e-miglia 2011.

More information, the entire list of results and extensive TV, as well as image material at: www.e-miglia.com

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The e-miglia is the first international e-rally for electric vehicles exclusively. She originated in 2010 with the goal to demonstrate to the world the efficiency and attractiveness of e-mobility in an exciting as well as emotional environment. The e-miglia is an initiative of the Rebel Group and the Schalber Event GmbH.

In 2010 e-miglia meant: at least 560 km through three Alpine countries on four days across many passes and in any weather. A task no e-mobile had to perform in a sportive competition until then. The second e-miglia, from August 1st through the 5th, 2011, will make even more demands on the participants. In addition, the e-miglia offers a future-oriented platform for companies and service providers from all segments of e-mobility to portray themselves positively and powerfully, so that consumption interest and buying incentive are created within the general public. The e-miglia combines the look of classic rallies with the technology of the future.

The concept of the e-miglia was first presented at the trade show in Friedrichshafen in 2009 as part of the electric-avenue Expo, which celebrated its premiere there as the world's first independent expo for sustainable mobility. She combines all aspects, branches of trade and industry sectors of electric mobility into an integrated concept and is the first purely electric vehicle trade show. The expo is an initiative and registered trademark of the Rebel Media Group.

