



INTRODUCTION:

I have held a huge interest in all things TT since 1967, which co-incided with my Biking passion and Electrical Fitter, Electrical CAD and Electrical/Fire Safety roles. So, any technology that has the 'potential' to marry Motorcycles, RACING Motorcycles, Electrical and Electronics, I'm there!!! Mind you the extreme interest to me is Electrical Safety, but more on that later.....

MY POSITION ON GREEN GROUPS & ALTERNATE FUEL VEHICLES:

I am NOT a Greenie and do not consider the ICE as a major contributor to 'climate change', rather, I believe we are experiencing natural cyclic weather patterns and our need for power/mechanisation has added to, but NOT created, climate change. There is a problem however to our own health, inhibited by belching exhaust fumes, poorly maintained leaded/unleaded/diesel noisy ICE's, reliance on sometimes chaotic fuel availability/pricing to name but a few. Ultimately current engine technologies with seemingly endless minor improvements cannot hide the fact that we need to move on.

I am very down on Hybrid Cars, I believe they WERE a good idea, however they contain outdated technology with conventional ICE's in the power train. Designers/Manufacturers should not be persisting with them, rather perfecting and mass producing ZEV (Zero Emission Vehicles) of various persuasions. ZEV's are already on the road with Honda leading the way, the Hydrogen (gaseous) Fuel Cell FCX Clarity for example has already been released to 'very limited' selected Owners/Government in both California and Tokyo, BMW are pursuing Hydrogen (liquefied), with inherent liquefied H2 cooling issues, powering somewhat conventional reciprocating engines. Numerous Companies are pursuing Electric Cars, so what about Motorcycles? Vectrix, Enertia and Zero for example are already out there 'selling' Electric Motorcycles, with Honda, Yamaha and KTM targeting ZEV? Motorcycle releases in 2010.

If there was ever a case for pursuing 'quieter' forms of Motorcycle Competition it is now, Aussie racetracks like Amaroo Park (gone), Surfers Paradise Raceway (gone), Lakeside (closed), Castlereagh (closed) and Oran Park (nearly gone) were and/or are under pressure both from physical location vs. urban sprawl and due to ever more demanding noise abatement legislation. On the Island my B&B Hosts, whilst 'interested' in the TT certainly indicated their dismay as to TT Race bike noise levels. Mind you I love the noise, but then again, I'm nearly deaf!!

RACING ALTERNATE FUEL MOTORCYCLES:

I have only witnessed first hand the '07 and '08 TT's, but with respect, variety is waning and not just at the TT. Effectively all machinery, solo and sidecar, competing at the TT and most other race tracks throughout the world rely on UJM4 engine configurations, I have already drawn attention to this issue in the 'Does the Sound of a Bike Matter' postings, further, this variety thing is important. I sorely miss the days of 'competitive' singles, twins, triples etc etc doing battle and of course the 2St vs. 4St. battles. I even miss a somewhat chaotic race event often held at Australian Meets, a 'run what you brung' race, Riders entered whatever they had in the paddock, it was tremendously exciting, why 'variety'!! Having said that the ongoing huge involvement of Ducati in WSBK and MOTOGP and the gorgeous sound of the Triumph Triples in WSS Vs UJM4's, tremendous stuff. No, I do not have an answer to 'variety' using Alternate Fuel Motorcycles, yet!

Alternate fuel motorcycles are already racing, in 'Electric Power Drag Racing' the KILLACYCLE leads the world with a battery powered motorcycle achieving 0-100kmh in under one second and a best ET, in Oct. '08 of 7.89sec/168mph, then there's the KILLACYCLE LSR being developed now for Land Speed Record runs. On the 'Dirt', Zero Motorcycles are out there selling what appears to be a competitive ZeroX Off Roader albeit in comparison to 125/ICE class machinery, KTM are developing an Enduro Motorcycle. The trend is obvious, quieter, cleaner machinery that can hopefully CO-EXIST in reasonably close proximity to urban areas INDEFINITELY.

A BOOST TO THE TT PROGRAM:

I am absolutely convinced the TTXGP will be beneficial to the TT, it will bring publicity to the unique TTXGP Race in Non Motorcycling Publications, and it already has. Most importantly however, much needed publicity to the TT, maybe Motorcycle Publications will bring their overall TT reports/pictures toward the front of Mags again, reference where US and Australian Mags currently publish results/pictures of the TT each year, always a snippet down the back, appalling.

THE KILLACYCLE, hopefully this Team/Machine is able to make the TT this year. How about demo runs on the Prom, Glencrutchery, and most importantly a run or two at the Ramsey Sprint!! The Team/Machine has already been in 'Iceland' why not the TT, hopefully something can be arranged, I wonder if anyone has even bothered to ask them.

VETTER, hopefully Craig Vetter can make it to the TT, Craig long ago developed Touring Fairings/ Panniers etc that looked right, but much more importantly in this context, Fairings to maximise mpg results for ICE Motorcycles, the VETTER RIFLE with 300mpg results is outstanding. Clearly good looking, purposeful Fairing Technology is possible.

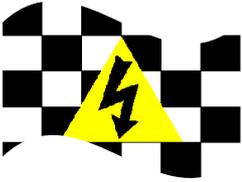
From a Technology viewpoint the TTXGP is attracting involvement from UK University Teams, Closet Manufacturers and Major Motorcycle Factories, this is great and I do hope the opportunity to showcase both the Race Machinery and related technologies 'under the one roof' is not lost, an Exhibition of Alternate Fuel Vehicles and Components if you will. Examples here could include Vectrix and Zero offering test rides of their production bikes, further the actual technology of Battery and Hydrogen Power Components could be shown. Maybe Honda could show their FCX Clarity and the Home Energy Station, a true vision of the future, amalgamating various household energy requirements in one overall enclosure and generating hydrogen!

PREDICTION OF THE OUTRIGHT WINNER & BIKE CONFIGURATION:

I am confident the Honda Factory will not miss the opportunity to compete in the 1st TTXGP, because they are commemorating their fiftieth year of TT racing and they will want to be seen competing and winning in the racing category leading to their imminent release of related technology Road Bikes.

Regardless of time constraints for entry I predict Honda will enter a very competitive Bike, probably along the lines of a current MotoGP machine, with reduced frontal area and maximising fairing coverage incorporating FCX Clarity (Fuel Cell) 'miniaturised' technology using Hydrogen Gas. Further, they will take great care to ensure the Motorcycle 'looks like' a Racing Motorcycle, maybe when viewed from afar, a bit of Guzzi V8 enclosure and current suspension, wheels and brakes. Sadly the inhibiting factor to a very competitive Lap Time will probably be due to the unavailability of current TT leading riders due to Senior TT commitments, unbelievable!

WHAT'S WRONG WITH THE TTXGP?



There remain huge questions unanswered about the TTXGP which are well documented elsewhere, no doubt the vast majority will be ironed out and/or circumvented to allow the inaugural event to proceed, suffice to say two particular items concern me greatly and they are intrinsically linked.

The first item is the concept of running the TTXGP on the same day as the Senior TT. I believe this to be a bad decision on many grounds. There is no need to guarantee 'the Senior Crowd', the TTXGP will certainly attract the curious, those willing to open their minds to developing new technologies and those intrigued by new ideas, like me!

Further the Senior TT demands the full attention of all concerned from Riders, Mechanics and in particular Marshall's and Medical Personnel and that leads me to the second item.

If we accept that the vast majority of TTXGP Entrants will utilise Battery power as their ZEV power source then we are entering effectively uncharted 'Electrical Risk Assessment' territory with a Racing Motorcycle. I will comment separately with my opinions, suffice to say I have now researched published Crash Test Data on Hybrid Cars, (as related to their Battery Stacks), recovery of persons from crashed Hybrid Cars (as related to exposed higher voltages), the TTXGP Technical Rules (Version 15) and in particular the commendable list of IEC### Standards included therein, notwithstanding the fact that the Standards obviously never took into account the potential for extreme crash damage that could be generated by a crashed Racing Motorcycle at the TT.

----- www.deejay51.com (2009) -----