



ISLE OF MAN TT RACES FUELLED BY MONSTER ENERGY

MAY 25 - JUNE 7 2013

31st May 2013

MotoCzysz Unveils '013 E1pc Bikes Aiming For a Fourth Victory in the Isle of Man TT Races

31st May, 2013 – Team MotoCzysz Racing pulled the covers off in front of an enthusiastic crowd in the TT race paddock displaying their all new 2013 E1pc prototypes for the first time.

As tradition dictates, MotoCzysz unveiled their latest spec eGrand Prix machines during the start of the Isle of Man festivities. With three consecutive TT wins, the team was determined to design and manufacture an even stronger package, intent on bagging a fourth.

“Since last year’s win,” said Ray Crepeau, General Manager for MotoCzysz “a new strategy has been in the works. Our team has been quietly preparing bikes, targeting an average lap speed of 110 mph.”

Returning MotoCzysz riders and TT Zero winners, Michael Rutter and Mark Miller are focused on crushing last year’s lap times and setting new electric class records.

“We are missing Michael Czysz this year for sure,” said Rutter. “But the new bikes look very, very fast and I can’t wait to see what they’ll do!” Miller was equally impressed with the new equipment. “Once again, I am truly in awe,” said Miller. “For the past four years the MotoCzysz crew has consistently raised the bar, and this year is no exception. I can’t wait to climb on and tackle the mountain course! It’s going to be a bit different without Michael Czysz here but from the looks of things the Team have sorted the bikes and its now my turn to go to work.”

The design of the 2013 MotoCzysz E1pc focuses on adding more energy at IOM and more power at short circuits. Team MotoCzysz has accomplished an astounding 20% boost in energy without any increase to the vehicle weight.

MotoCzysz founder and CEO, Michael Czysz, recently revealed a bit of team strategy:

“2013 is as much about bike handling as it is about energy onboard. Adding range is simple, you add more batteries; but to achieve that without adding weight was an engineering feat.” More important still is bike handling and dynamics, where Team MotoCzysz has made huge strides. “The 2013 EIPC handling rivals any bike on the mountain, allowing Michael and Mark to easily carve the twisty mountain course faster than ever.”

With years of experience under their belts as well as winning the last three IOM TT Zero events, Team MotoCzysz has been systematically developing, testing, and solving problems through innovative ideas. “MotoCzysz will continue to bring new prototypes to IOM, the ultimate real world test,” stated Czysz.

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Notes to editors:

2013 E1pc Specs

Chassis

Frame	Twin Spar Carbon Frame
Wheelbase	1435mm (56.4in)
Rake	22.5°
Trail	Adjustable from 87.5mm-100mm (3.5-4in)
Head Angle	22.5°
Front wheel travel	127mm (5in)
Front wheel	Marchesini 10-spoke magnesium 3.50 x 17
Front Tire	Pirelli Diablo Superbike 120/70 R17
Rear wheel travel	127mm (5in)
Rear wheel	Marchesini 10-spoke Magnesium 6.00 x 17
Rear tire	Pirelli Diablo Superbike 190/55 R17
Front brake	2 x 320mm full-floating discs, radially mounted Brembo Monobloc calipers 4-piston, 2-pad
Rear brake	220mm disc, 2-piston caliper
Dry weight	238kg (525lbs)
Seat height	800mm (31.5in)

Batteries

Cells	Dow Kokam Lithium Polymer
Energy	16.0kWh
Voltage	330V+
Motor	
Type	Proprietary Liquid Cooled, Permanent Magnet, Brushless DC (IPM)
Power	150+kW / 200+hp
Torque	220Nm
Motor Controller	150kW Liquid Cooled
Transmission	Single Speed Gear Drive

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