

## ENER-RUN III Road Rally Powers Through Michigan

Ethanol Power Competes Well With Other Alternative Fuels

Sioux City, Iowa, police officer Mark Wyant and his ethanol-powered FXRP Pursuit-Glide 1340 Harley Davidson (aargh, aargh, aargh!) were in Michigan recently as part of ENER-RUN III, an alternative fueled vehicle, 3,800-mile road rally.

The road rally is intended to prove that alternatively fueled vehicles can work in everyday situations, and allow people an up-close look at the vehicles, according to event organizer Les Adam of Hardy, Ark.

"We're taking these systems right out to the people, so they can feel and touch these things and be convinced that these alternative fuels could be a viable thing for them," Adam said. "We have to go where they're going, at the speeds they're going, under the same conditions they're driving in. You can't do that by running a vehicle around a test rack with 300 engineers standing by if something goes wrong!"

ENER-RUN III was Adam's third trip in a converted kit car known as a Sterling, that was running 100 percent pure ethanol alco-

Event organizer Les Adam in his 100 percent ethanol-powered Sterling.



hol. The car, says Adam, performs quite well on ethanol, and is capable of speeds of up to 150 mph.

Other vehicles in the rally included a diesel-powered CJ-5 Jeep, a three-wheeler known as a FREEWAY running on a gas and hy-

drogen peroxide blend, and a propane powered Volkswagen.

The rally is a true road test, with competition held for best mileage, lowest operational cost per mile, lowest total costs, and actual repair hours, if any, required. Adam expected the competition in the rally to come down between the three-wheeled FREEWAY and the ethanol-powered Harley Davidson.

The Harley Davidson was donated by the Iowa Department of Natural Resources (IDNR) to the Sioux City police department with the stipulation that the department allow the bikes to be equipped to burn ethanol and be run in the ENER-RUN III rally to demonstrate ethanol's effectiveness in smaller engines as well as automotive engines.

According to officer Wyant, the modifications required to burn E-85 (an 85 percent ethanol and 15 percent gasoline blend) were minimum and dealt primarily with carburetion. The main jet and flow jet were both replaced with larger ones, and the nozzle was bored slightly larger to allow for the needed increase in fuel flow.

"Cars can be equipped with a fuel flow sensor and electronic fuel injection to burn both regular gas or E-85, since they have oxygen sensing devices, and can make the adjustment of the air fuel mix automatically," Wyant explained. "A motorcycle, however, must be manually adjusted, meaning it can only burn E-85, or it must be retro-fitted with the regular jets and nozzles to burn gas."

According to Wyant, the E-85 blend has performed well in the motorcycle with mileage actually improving. The fuel blend's octane level has also improved by 20 points, says Wyant, from 87 to 107. A support truck, sponsored by the IDNR, supplied the fuel for the bike, since E-85 was not readily available.

According to Ed Woolsey, with the IDNR's State Energy Office, the department's commitment to ethanol and the ENER-RUN III is intended to show the practical application of high-blend ethanol, not just in cars, but in small engines as well.

"Right now we have well over a 100 vehicles in Iowa running on high blend ethanol," Woolsey said. "The Governor's Ethanol Coalition is sponsoring the motorcycle, GrowMark is sponsoring the fuel, and Harley Davidson has sponsored some equipment and supplies. The IDNR has also committed several dollars and time to this project."

The rally made a total of five stops in Michigan, including Grand Rapids, Lansing, Saginaw, Flint, and Detroit, in hopes of attracting the interest of the automotive industry in the state, according to Adam. In total, the rally covered 3,800 miles and made 32 stops over a two week period.

Below (left to right), Sioux City, Iowa, police officer Mark Wyant, Michigan Department of Agriculture's Bob Craig and Michigan Farm Bureau commodity specialist Bob Boehm discuss modifications to, and the performance of, the ethanol-powered Harley Davidson that's intended to show smaller engines can perform well on ethanol.



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