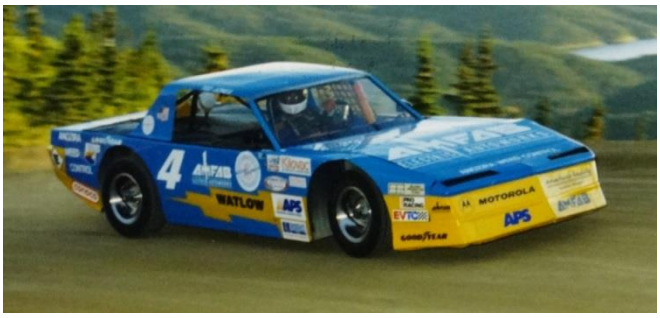
THIRTY-EIGHT YEARS OF ELECTRIC CARS IN THE PIKES PEAK HILL CLIMB

The first known electric on Pikes Peak was 1981 with the Sears XDH-1. This was a modified 1977 Fiat 128 3P "Berlinetta" converted by Globe Union to promote the Sears DieHard 12V EV Battery. Joe Ball was the driver with a time of 32:07.42.

1993 brought three electrics to the Hill Climb with the fastest of the three, at 27:37.21, being Ted Jones in the AMFAB Hale Special. The car came from Phoenix using Optima Sealed Lead Acid Batteries.

1994 was the first year for an "Electric" Class at the Hill Climb which brought out four competitors. The winner, beating the others by six to nine minutes, was Katy Endicott at 15:44.71. This converted 1991 Honda used 25ea 12V Sealed Lead Acid Batteries, powering a 65kW Brushless DC Motor with Regenerative Braking.

In 1996 Ted Jones returns again from Phoenix, with a '96 Electric Pontiac. He beats his time in 1993 with his AMFAB Hale Special by about 3½ minutes at 24:00.42.



Larry Ragland brings a '98 Chevy S-10 Electric to the Hill Climb in 1997. His time that year was 15:32.71.

1999 brought Teruo Sugita from Japan to race a '97 Honda EV Plus R to the top in a time of 15:19.91. He was a member of the crew for the '91 Honda driven by Katy Endicott in 1994. This car used 24 Nickel-Metal Hydride (NiMH) Batteries to power a 49kW Brushless DC motor.

In 2000 the first electric in the 21st Century, and the looks to prove it, was the Compact Power ER1 driven by Tim Eckert. This car was slated for Lithium-ion batteries, which weren't ready yet, but used SLA Optima instead. Unfortunately they weren't sufficient to make it past Devils Playground.

In 2002 the Lithium-ion batteries from LG Chem were ready and took Tim Eckert in the Compact Power ER2 to the top in 15:18.60 minutes. What they learned in 2000 was applied for success in this year's race.

The Compact Power ER3, a reconfigured version of the ER2, ran in 2003 and was driven by Jeri Unser, daughter of Bobby Unser, for a time of 14:33.12. The resulting records in these two consecutive years got the attention of Lithium-ion battery manufacturers.

Team Geolandar, sponsored by Yokohama, entered the 2009 race with the EV Racing Buggy driven by Ikuo Hanawa for a time of 14:50.754. Two Advanced DC L91 13.5kW (27kW total) brushed motors with a 15kWH Sanyo Lithium-ion Battery pack.

Yokohama is back in 2010 with the EV Sports Concept HER-02, using the same Sanyo battery pack, but with a new AC Propulsion System. Ikuo Hanawa takes it to the top setting a new EV record of 13:17.575.

2011 is the third year in a row for Ikuo Hanawa. This year he drives the 2010 Summit HER-02, with Yokohama "BluEarth" (low rolling resistance) tires in a time of 12:20.084.

2012 is the year the electrics turn out in numbers. There were seven entries in the race. Fumio Nutahara was the fastest in a '12 Toyota Motorsport TMG EV P002 with a time of 10:15.380, setting a new record for electrics.

Seven electric cars were again entered in 2013. The "Monster", Nobuhiro Tajima, had the best time of 9:46.530 in his '13 E-Runner Pikes Peak. This was the first time for an electric to break 10 minutes.

2014 brought another magnificent seven electric cars to the race. Greg Tracy reached the finish line in the '14 Mitsubishi MiEV Evolution III at 9:08.188.

2015 was the first year for an electric to win the race overall. Rhys Millen did it in the '15 e0 PP03 in 9:07.222. Second place was also taken by an electric. The overall record is now only about 54 seconds away…

Rhys Millen returns in 2016 in the '16 e0 PP100 for a time of 8:57.118. There are four motors ganged together to create one to drive the rear, and three ganged together to create one to drive the front.

2017 yielded only one electric car, the Faraday Future 91. Features: three motors (total 1000HP), torque vectoring, four-wheel steering, and a 130kWhr battery pack. The AC system also cools the battery, controller and motors. Robin Shute had a time of 11:25.082.

2018 was the year for electric dominance! Driven by Romain Dumas, the Volkswagen I.D. R made history with a time of 7:57.148, being the fastest in the 96th running and setting an overall record for the "Race to the Clouds".

From the beginning with the Sears XDH-1, using a WWII inefficient aircraft DC starter-generator motor and flooded lead acid batteries, to the VW I.D. R using today's state-of-the-art technology of efficient AC motors and Lithium-ion batteries, it has progressed from 32:07.42 to 7:57.148 over the past thirty-eight years. What the future of electrics has in store for the Pikes Peak International Hill Climb remains to be seen…

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