

## **Field report on e-Power International Championship at Schleizer Dreieck 2011**

**The Schleizer Dreieck is a traditional race course for motorcyclist in Thuringia, Germany. This year, the e-Power International Championship took place for the first time. A report from our Spanish correspondent Andrés Moreno.**

Alessandro Brannetti is the first sign that the race is serious: 33 participations in the World Championships in 125 cc starting at the age of 19, 3 more participations in 250 cc, 44 points accumulated, a year in Superstock 1000, three years in Supersport 600 with a Yamaha, from 2010 is tester with the same team in Moto2 and now is the pilot of this electric motorbike.

To see him attached to the fairing of his bike taking the beautiful, blind and uphill, ultrafast first left-hander is the second signal he is not here to give anything away, but to compete.

### **The Sound of the Wind**

"... You can hear sounds that do not exist in normal bike racing, you can hear the brakes, the sound of the wind, beautiful sensations are perceived, same as riding a gasoline motorcycle but accentuated." CRP Team driver is quite clear, "... at first it looked like a game to me, when I tested it I saw it was not, that you require real motorcycle skills to ride this bike, and I can tell you is the same thing ... it really captivated me." Alessandro finished second in the World Championships held in Albacete in 2010.

### **Himmelmann eventual Winner**

The team next door prepares for the race too. Matthias Himmelmann, top rider of the team Münch, the eventual winner this weekend, and world champion in this category in 2010, takes the fastest time in qualifying. Thomas Mertens and Alex Scholz, also from the same team, occupy the third and fourth place, Alessandro Brannetti just tenths of seconds from the "pole" is placed second on the grid.

Four motorcycles and all different. Münch team has decided for an alternate current system (AC). Thomas rides the new 2011 model that Thomas Schuricht has improved in terms of accessibility and distribution of weights, Alex rides the oldest bike of all, with a petrol bike frame, Matthias takes the winner bike of the World Championship in 2010. The Italian team opted for an continuous current system (DC), which weight, but also power. However, in the first race held at Magny Cours they won the race.

### **Lack of Italian Interpreter**

The race to eight laps will begin. If there is anything to criticize the organization is the presentation of the drivers in the starting line. The presenter, after interviewing Mathias Himmelmann, jumps Alessandro Brannetti with a "we do not know Italian so we move to the next rider." Big mistake and incomprehensible, that can affect adversely a team that has won the first race of the this 2011 e-Power World Championship and deserves the respect of being interviewed before their fans and sponsors. There were several people in the starting line that could have translated. Lack of preparation for a race organized by the FIM (International Motorcycling Federation). We wonder what would have happened if the Spanish LNG team had also attended.

### **Himmelmann and Brannetti neck-and-neck**

The race starts with Thomas and Alex taking the lead to the first corner, and world champion Mathias Himmelmann in third position followed by Alessandro Brannetti almost touching his wheel. It's a shame not to have total visibility on the circuit. At the end of the first round, Alessandro comes through the starting line first, followed closely by Mathias. Thomas and Alex lagging behind a few seconds. The second round must have been very

exciting for the pilots. This time Mathias passes first through the finish line feeling Alessandro breathing on his neck. Thomas and Alex have lost several seconds. . The third round more of the same. Mathias and Alexander playing cat and mouse. The audience applauds the fight from the stands.

### **Brannetti surrounded by Smoke**

The fourth round brings bad news for the Italian team. Alessandro waves the hand in distress. A sure sign to his team to indicate a problem. At the end of the home straight the bike is surrounded by smoke. The engine is blown. The brushes have not resisted. The rest is a piece of cake for Mathias and his two teammates. Although Alex has to finish the race by pushing his bike to the finish line. He has run out of battery in the middle of the last lap.

### **Fairness is naturally**

The joy of the victors does not detract them from showing respect for the misfortune of Alessandro. All of them go to greet his friend of the paddock.

All three drivers of the Münch's team pose for us. All three are delighted in this category, where there are no gears nor the feared gearbox's problems. The three are very happy with the acceleration of these vehicles.

And the sound, as Matthias said, a deep hum that binds to the noise made by cutting the air, demonstrating the power of these vehicles, is fabulous. To see the bikes passing the finish line at top speed is a great speed experience, however, we can talk and discuss what happens on the track, without having to raise our voices.

Unforgettable experience that we hope to repeat on July 23rd at Laguna Seca. Hopefully the technical problems that have not allowed the Spanish team LGN to participate in this race, will be fixed. Also a team to beat since they were third in the first race held at Magny-Cours.

Electric greetings to all.

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