



COMPETITION

Along with Corvette Racing and others, former British government minister Paul Drayson's GT2 Aston Martin will run on E85 in 2008.



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ALMS GOES EVEN GREENER

➤ AT THE NORTH American International Auto Show in Detroit, the American Le Mans Series reaffirmed its commitment to lead the charge for alternative fuels in the motorsports field.

The ALMS has formed what it calls an unprecedented partnership with the U.S. Environmental Protection Agency, the U.S. Department of Energy and the Society of Automotive Engineers International to become the first racing series to meet "green racing" criteria being developed by the three groups.

The ALMS also announced the creation of a series-wide "Green Racing Challenge." The new competition will encourage manufacturers to introduce and develop green technologies and will be a

key element of the Petit Le Mans 1000-mile endurance race on Oct. 4 at Road Atlanta. Details of the Green Racing Challenge award are under development and will be announced in the spring.

"The auto manufacturers competing in the American Le Mans Series have made it very clear that this is a direction and an overall initiative that is important to them," said Scott Atherton, ALMS CEO. "The opportunity to formally align with the Environmental Protection Agency, Department of Energy and SAE International makes our platform very special and unique—to auto manufacturers and ultimately to consumers."

Alternative fuels are not new to the series. Audi's R10 turbo runs on zero-sulfur

clean diesel and has competed for the last two seasons. Last year, the Ethanol Promotion and Information Council and VP Racing Fuels introduced E10 (10 percent ethanol, 90 percent gasoline) to all other manufacturers. This year, the series and its partners also will offer E85 to competitors in addition to E10; the E85 is a second-generation, cellulosic ethanol made from waste material (Competition, Dec. 3, 2007). Corvette Racing pledged to run on E85 all year (but not at Le Mans because of E85 supply issues), as has GT2-class Aston Martin team Drayson-Barwell.

While the ALMS is the first racing series to switch to cellulosic ethanol, the Indy Racing League's IndyCar Series began using E10 in

2006 and switched to 100 percent ethanol last season.