

REGISTERED COMPETITORS

To date, 22 Registered Competitors have applied and been accepted to move to the next stage of the Progressive Insurance Automotive X PRIZE competition. These competitors, who represent 28 vehicles, will spend the next year refining their automobile(s) and business models in order to participate in a series of stage races throughout the U.S. The following provides a brief overview of a few of the current Competitors:

ADIABATIC—New York (USA)

www.lydellindustries.com

Vehicle Name: 426 Wedge

Fuel Type: Gas, Optional Plug-in

Class: Mainstream

Team Adiabatic is a small group of diversified individuals with a common goal to bring new, high efficiency automotive technology to the consumer. They have been developing high efficiency automobile drive train technology and components for many years. Currently, they have their own engine, transmission and hybrid technology/components that significantly improve current art. Adiabatic notes that these technology advances result in 75 MPG highway and 125 MPG city on regular pump gas in a 3,000lb vehicle and, with a price tag under \$30,000. .

"We are looking forward to competing in the Progressive Automotive X PRIZE contest that overall allows all contestants to be part of the solution to our dependence on oil."

APTERA—California (USA)

www.aptera.com

Vehicle Name: The Aptera

Fuel Type: Electric / Hybrid Electric

Class: Alternative



Today, Aptera is within 12 months of releasing its first production vehicle, the all electric 2e. This is largely thanks to the vision of its founders and investments from such notable organizations as IdeaLab and Google. The 2e, named for its two passenger configuration and electric powertrain, is designed to provide safe, reliable transportation for the average consumer who tends to travel approximately 40 miles per day in their daily commute. With the 2e, the commuter will experience a comfortable and reliable ride while achieving more than 100 miles on a single full charge, equating to up to an equivalent of 300 miles per gallon. This previously unheard of level of efficiency is delivered by the Aptera 2e's low drag composite body that is so strong it can carry up to 4 times its own weight on the roof with little or no deformation. The body's strength is augmented by a collection of traditional safety features like 3 point seat belt harnesses, airbags and anti-lock brakes.

As a company, Aptera draws its strength from its team. Carefully selected from across a number of production environments, the Aptera team is composed of a collection of highly respected automotive experts and accomplished executives from Southern California's high technology industries. Led by company CEO and 25 year automotive industry veteran, Paul Wilbur, Aptera has transitioned into a capable transportation company. Wilbur, who was selected by the founders and advisors of the company, drives the company's two production facilities in north county San Diego, California. In these new facilities Aptera has both the technology and the know-how to deliver on the promise of the world's most energy efficient production vehicle.

"In an effort to introduce our radical approach to transportation to the world, the Aptera Team has elected to join the Progressive Automotive X PRIZE competition. It is our hopes that through our involvement with the prize, we will not only join the ranks of some phenomenal innovators in the transportation sector, but we will also give the world the opportunity to see the merits of our product to everyday life in an environment that is as creative as it is credible. It is difficult for people to comprehend that fuel efficiencies in the hundreds of miles per gallon (equivalent) are possible. Aptera, through the Progressive Automotive X PRIZE, will show that it is not only real, but it is also attainable."

AVION – Washington (USA)

www.100mpgplus.com

Vehicle Name:

Fuel Type: TBD

Class: Alternative



The time is right for the X PRIZE and the Avion project is ready to compete. The team has restored its original Avion, installed a new motor and has tested the car at 60 miles per hour averaging over 100 miles per gallon on diesel.

Under the leadership of Craig Henderson, the team is tooling up for a new Avion, in time for the competition in 2010. Avion has set records for fuel economy in the past and they are confident that they will be a strong contender for winning the prize.

"Will the Avion be available for purchase? We sure hope so and the X PRIZE is one of the perfect ways to make that happen. So win or lose, we may all win with the advancement of fun, safe and clean 100 mile per gallon cars."

BDCOTSRUS – Florida (USA)

www.bdcotsrus.com

Vehicle Name: BD1

Fuel Type: Diesel / Electric Grid

Class: Mainstream



BDCOTSRUS is a horizontally integrated group of engineers, consultants, and friends that share a common goal of increasing the efficiency of an existing design.

"This is an exciting opportunity to be a part of a competition to further promote changing the way people and corporations view, produce, and utilize automobiles. We have all become increasingly aware of the necessity to reduce our consumption of fuel. Increasing the efficiency of our cars is a start."

EDDISON *2 – MASS MANAGEMENT —Virginia (USA)

Vehicle Name: Undeclared

Fuel Type: Gasoline or Natural Gas

Class: Mainstream

Eddison *2 is a small group of highly motivated individuals who are very good in their respective fields. They are accomplished experts in the fields of business, automobile racing and design, building design and construction management and in the field of aerodynamics. They have good prototype manufacturing facilities at their disposal and pride themselves in quality and out of the box thinking. By use of new packaging and use of light weight construction methods, they intend to reach their goal using better applications of existing technology.

This is a team of a colorful assortment of independent thinkers not unlike the original Eddison Labs who invented the lightbulb and many other innovations, hence the name Eddison * 2.

About the team: Kevin Doran (Doranracing.com) is a world famous sports car racer, who has won the "24 Hours of Daytona" five times either as a crew chief or team owner. He won the triple crown of sports racing in the same year. Kevin has designed and built many different racing cars, including from the ground up designs, which have won major championships. Oliver Kuttner is also a racer and engineering business innovator. Once the fastest growing authorized Porsche dealer in the country, he is mainly a real estate developer. The essential driveline will most likely be a diesel/electric unit that will employ a combination of capacitors and/or other storage devices. There will be significant innovations in vehicle management in every aspect, from the driveline to safety devices. There may be an employment of some materials relatively unused in today's automotive world. There will be an emphasis on attractive design and user friendliness. Due to their racing history, Kuttner and Doran have the unique ability to attract some very established names in the world of racing, and routinely work with some very enthusiastic and talented people.

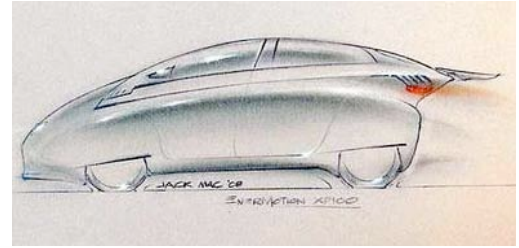
ENERMOTION – Ontario (Canada)

www.enermotion.ca

Vehicle Name: XP100

Fuel Type: Undeclared

Class: Mainstream



The EnerMotion team is comprised of highly qualified engineers, designers, marketers and business development professionals. The company specializes in environmentally balanced alternative energy power systems for personal, mass transportation, trucking, industrial and courier applications. Team EnerMotion's entry into the Mainstream category of the Progressive Insurance Automotive X PRIZE competition is named the EnerMotion XP100. The vehicle incorporates innovation in the areas of energy recovery, next-generation regenerative braking technology, alternative energy systems, advanced hybrid control systems, accessory load reduction, mass and drag minimization technologies, improved vehicle and occupant safety, and emission reduction technologies. The EnerMotion team is led by Jack MacDonnell

EnerMotion's engineering approach for the Progressive Insurance Automotive X PRIZE is to optimize current technology for select components of their XP100 vehicle to ensure durability, and through innovation and advanced driveline configurations to achieve the high efficiency and emission reduction objectives of the competition.

These competition requirements will result in a true 'world-car' capable of ultra high efficiency in areas of vehicle range, energy consumption, on-board energy reuse, and alternative energy options for propulsion and accessory loads. The XP100 will showcase practical applications of these innovations in a collaborative environment for original equipment manufacturers and suppliers requiring fast-track development and real world testing and validation.

EnerMotion is developing several high efficiency components, controller software, and specialized integration solutions for various hybrid driveline configurations. The XP100 is being engineered to achieve the 100MPGe mark while not seriously impacting practicality, functionality or manufacturability.

"North America is at point of no return; we must reduce our dependency on fossil fuel and foreign oil reserves. The PIAXP is the catalyst bringing together innovators, visionaries, industry, government and the general public to promote this sea of positive change that must occur now before the window of opportunity closes forever."

ENVERA – California (USA)

www.VCREngine.com

Vehicle Name: XP1

Fuel Type: Premium Gasoline

Class: Alternative

Envera LLC is pleased to announce its intent to compete in the Progressive Insurance Automotive X PRIZE competition. The Envera X Prize competition car will be unveiled soon. The car features a light-weight aerodynamic body, an ultra-high efficiency variable compression ratio engine and a hybrid-electric drive.

KINETIC VEHICLES – Oregon (USA)

www.kineticvehicles.com

Vehicle Name: MAX

Fuel Type: Diesel (petro or bio or straight vegetable oil)

Class: Alternative



Kinetic is a small design and development company, originally formed to support the film industry with functional special effects aircraft and automobiles. The company now focuses on low cost, high performance cars, which they provide to homebuilders as plans and components.

"We feel that automobiles in general use more fuel than they ought. Unlike most high performance cars, Kinetic's cars get reasonable fuel economy, thanks to achieving their high performance through high efficiency rather than brute force. As a design exercise, we considered what mileage we might achieve if instead we set our sights on maximum fuel economy, and determined we could develop a 100 mile per gallon sports car, which could be built by a serious cheapskate do-it-yourselfer in a two car garage for ten grand. A few months into the project, the X PRIZE Foundation announced this competition, so here we are."

The team has been driving prototypes since June, and note that they are getting better than 70 miles per gallon. They won their first competition *Escape from Berkeley*, an over-the-highway speed/distance rally from Berkeley to Las Vegas, and their second prototype is a daily driver with 5000+ miles on the clock, running on everything from Jet A to olive oil.

The team is fitting its first prototype with a streamlined body, which should bring it up to 90mpg.

"The price at the pump has everybody thinking about the cost of fuel, but the Progressive Automotive X PRIZE has people thinking about the cost of complacency. Cheap gas isn't the answer to our automotive fuel woes; efficiency is the answer. The Progressive Automotive X PRIZE is showing that we don't need to keep guzzling gas, and by holding events all around America it's going to be hard to ignore."

KINETIX MOTORS – California (USA)

www.kinetixmotors.com

Vehicle Name: E4 Sport Hatch

Fuel Type: Diesel

Class: Mainstream



The Kinetix Motors team is a culmination of ideas, technology, friends, partners, and experience gathered by its sole owner, Robert Luther. With vision and a desire to put his stamp on the world, Robert has constructed his team to make a "hold nothing back" push towards winning the Automotive X PRIZE..

With no compromising of practicality and no traditional sense of car design impeding them, Kinetix Motors has designed the E4 Sport Hatch. The E4 Sport Hatch is a vehicle that is only a few short steps away from being a viable option in today's market. The E4 has been designed to represent what the average consumer needs and wants in a vehicle: looks, practicality, safety, performance. The E4 will be a real vehicle, offered at a reasonable price (under \$25,000), that looks good to the average consumer. Trying to improve upon the designs of today's cars will only net minimal results, or drastic changes to the cosmetics or safety of the car. These types of solutions will not pass the test of the average consumer.

"We feel that the Progressive Automotive X PRIZE is exactly what the slow-to-react automotive industry needs, a boost in inventive creativity rewarding real world results. A race offering a level playing field on a global stage for any innovative mind with the fortitude to compete. A challenge to the world to step up and solve one of the world's fastest growing problems. We at Kinetix Motors are taking a ground-up approach to reinventing Progressive Automotive X PRIZE might have all teams working towards the same goal of global efficiency, we believe this competition can only be as successful as the intensity of its competitors."

MDI / ZPM – Nice (France) / New York (USA)

www.zeropollutionmotors.com

Vehicle Name: Air Car

Fuel Type: Compressed Air

Class: Alternative

MDI founder and CEO Guy Negre invented the first zero emissions Compressed Air Car prototype in 1997. The new generation Air Car features a secondary bio-fuel energy source and compresses air while driving to achieve a remarkable 96 mph, 106 mpg and up to 850 miles range. The vehicle can hold six people, and includes space for luggage or other cargo. According to the team, the Compressed Air Car runs entirely on compressed air when it is traveling under 35 mph. At higher speeds, the compressed air is heated, and thus expands before it enters the engine, resulting in what the team says is a much longer range. A small amount of fuel, either gasoline or diesel, is needed to heat the air. The air in the tank can be compressed using a regular electric outlet.



MILLMAC – Florida (USA)

www.millmac.com

Vehicle Name: Ceata

Fuel Type: Gasoline and Ethanol (or combo)

Class: Mainstream

Millmac Corporation was founded in 2000, primarily engaged in the repair of ships and marine engines. Over the years, Millmac has devised a method in which conventional marine and automotive engines can burn fuel more efficiently. Their entry will be a conventional off the shelf vehicle fitted with this new fuel system and internal engine components.



Team Millmac, headed by Michael J. Miller and Thomas E. Hecker, graduates of the US Merchant Marine Academy, will use their knowledge of marine propulsion systems to achieve their efficiency goals. They expect the engine to work equally well on gasoline, ethanol or a combination of the two.

"The Progressive Automotive X Prize is helping America and the world develop the new technologies that will drive tomorrows vehicles and lessen our carbon footprint by millions of tons. Team Millmac is committed to producing ideas and technology that will help the world increase mileage and decrease emissions so that we may slowly become a prosperous carbon neutral country. The competitive nature of the Progressive Automotive X Prize helps us design our systems to the highest level of quality while keeping a strong eye on the common goals; the environment, production, and of course the prize purse."

NELSON TYWA POWER CORP. – North Carolina (USA)

www.home.earthlink.net/~pegisist/index.html

Vehicle Name: EMC 2 Plus

Fuel Type: Primary Gasoline, Alternatives Propane, Natural Gas, Diesel, Ethanol

Class: Mainstream

The objectives of Nelson TYWA Power Corp is to bring an affordable, clean engine to the general public that can be retrofitted into any vehicle on or off the road. On road, they will prove through competition in the Progressive Automotive X PRIZE that they can achieve at least 100 MPGe in a full size SUV with almost zero emissions.



The engine invented and patented by Rod Nelson is a simple design that can be used in a wide variety of practical applications from vehicular to electrical generation. It is not a hybrid, therefore not dependant on batteries or solar power.

"If our country is to become energy independent we must look beyond the family car. While that is of great importance we must also consider how our lives are affected by the huge fuel cost incurred by every type of construction from the machinery to the generators they often must use when working where normal electrical power is not available. The farmers are being put out of business due to the high cost of fuel and to take this a step further this translate to higher cost at the grocery store. Every part of our lives is affected by fuel consumption in one way or another."

The team is made up of four people from a small town in North Carolina. Rod Nelson, the inventor of this technology has a history of always searching for a better more practical way that is cost saving. He holds a number of patents and works on his ideas in the machine shop at Johnston County Community College.

"Our ultimate goal is not to manufacture cars but to set up franchises where our engine can be retrofitted into any vehicle on the road today at a cost that is affordable to the average person. And to design engines that can be used by the trucker, construction industry and the farmer that will run clean and efficiently and most importantly cutting costs."

PHYSICS LAB OF LAKE HAVASU – Arizona (USA)

www.physicslablh.com

Vehicle Name: Green Giant

Fuel Type: Electric, Diesel, Steam/waste heat , Solar PV, Hydraulic

Class: Mainstream

Physics Lab of Lake Havasu is focused on exploiting regenerative technology. The team is composed of a group of businesses that contribute specific talents to the goal of improving the efficiency of automobile propulsion. Their vehicle, the Green Giant, uses multiple energy sources including PV, steam-waste heat, weight exploiting, hydrogen, and grid-overnight charging of batteries.



The Green Giant is a 4 WD full-size SUV that is entered in the Mainstream category of the Progressive Automotive X PRIZE. The drivetrain is fully electric, and is charged by weight exploiting hydraulics, PV, Heat-Steam, diesel/natural gas, and hydrogen. Currently, their MPGe is a minimum of 40mpg if the onboard diesel generator is on constantly. By adding the other energy sources to charge the batteries, the efficiency of the MPGe value climbs to a value approaching 100 MPGe.

Team leader Jim Stansbury has a background in physics, and is a physician by trade -- anesthesiologist. He is new to the automotive industry as a producer, but has been a student of automotive efficiency applications for 20 years

RED LIGHT RACING – Maryland (USA)

<http://redlightracing.org>

Vehicle Name: Insight 1G

Fuel Type: Diesel or Biodiesel

Class: Alternative

Red Light Racing is composed of 5 individuals who are active members of the United States Navy or Marines, and are all graduates of the Naval Test Pilot School. Currently assigned to Strike Aircraft Test and Evaluation Squadron Two Three, they conduct flight tests of EA-6B Prowlers, F/A-18 Legacy and Super Hornets, and the EA-18G Growler. Their vehicle is a modified Honda Insight with a diesel/electric power plant. They are working hard to integrate commercially available off-the-shelf components into a cutting edge hybrid system that utilizes highly optimized diesel technology and their major component manufacturers are VW and Honda.

"We feel very strongly that, by focusing on efficiency and effective integration of our power-train components, we can achieve our goal without sacrificing performance."

"How is it that 40 years later vehicles are in production that have fuel mileage comparable to, and in some cases worse, than vehicles on the road in the late '60's and early 70's? Energy has never been and never will be cheap when all associated factors are considered. The environmental impacts associated with consumption alone demand that collectively we use less energy through a multitude of factors to include significant increases in efficiency. The Progressive Automotive X PRIZE will show that with so much at hand so much can be done to conserve both resources and the environment by individuals and major manufacturers alike."

SYNERGY INNOVATIONS ELECTRIC MINI – London (UK)

Vehicle Name: Electric MINI

Fuel Type: Electricity

Class: Mainstream

This team is working on an electric vehicle with advanced user interface - a compelling electric car designed primarily for urban use but with high top speed and good range allowing for extra-urban journeys when required. They have used a BMW MINI as their platform - an iconic vehicle with a broad appeal.

"We wish to demonstrate that electric drive vehicles can be high performance and fun to drive."

"We see an ever-increasing need and urgency for innovation and technology development to help lead us towards a lower carbon, more sustainable economy. The Progressive Automotive X PRIZE is an important showcase and advocacy event which will help move the debate around sustainable transport more into the public eye, as well as affecting government policy and consumer behavior. Such events are important to innovators in bridging the gap between Applied R&D/prototyping and eventual commercialization of new products and automotive components."

TATA MOTORS – India and Coventry (UK)

www.tatamotors.com

Vehicle Name: Indica Vista Hybrid and Nano EV

Fuel Type: Electricity / Gasoline

Class: Mainstream and Alternative

Tata Motors is India's largest automobile company, with revenues of US\$ 8.8 billion in 2007-08. Through subsidiaries and associate companies, Tata Motors has operations in the UK, South Korea, Thailand and Spain. Among them is Jaguar Land Rover, a business comprising the two iconic British brands.

It also has a strategic alliance with Fiat. With over 4 million Tata vehicles plying in India, Tata Motors is the country's market leader in commercial vehicles and among the top three in passenger vehicles. It is also the world's fourth largest truck manufacturer and the second largest bus manufacturer. Tata cars, buses and trucks are being marketed in several countries in Europe, Africa, the Middle East, South Asia, South East Asia and South America.

Tata Motors has always been at the forefront of innovation. It is the spirit of Questioning the Unquestioned that has encouraged the company to participate in the Progressive Automotive X-PRIZE.

"Tata Motors aims to develop cars that are more fuel efficient, cleaner, with minimum impact to the environment and provide exceptional levels of Customer Satisfaction. It is with this vision that we have entered the Progressive Automotive X-PRIZE competition with the Indica Vista Hybrid in the mainstream class and Nano Electric in the Alternative class."

"The Progressive Automotive X PRIZE offers an important opportunity for vehicle designers and manufacturers to develop, test and showcase innovative vehicle solutions and Initiatives like the X PRIZE should enthuse R&D teams in auto companies across the world to create more affordable and more fuel-efficient cars."



TTW ITALIA – Turin (Italy)

www.ttwvehicles.com

Vehicle Name: TTW Vehicle 1

Fuel Type: CNG

Class: Alternative

TTW S.r.l. is a highly innovative company based in Turin, Italy, developing a revolutionary new vehicle. TTW is a business unit of Actua, part of Fly Energy Group, which is exploiting opportunities in the Energy Efficiency Technologies. Actua has key know-how in new technology areas electric/hybrid powertrain, drive-by-wire, actuation and control rapid prototyping. TTW is also a spin-off of the Politecnico di Torino.



TTW's mission is striving to design, engineer and profitably build such a revolutionary new vehicle that is to be small, safe, highly efficient with a new driving feeling for the enthusiastic and environmentally minded driver.

TTW is the first Personal Commuting Vehicle (PCV) that combines up-to-date technologies for plug-in hybrid electric powertrain, natural gas combustion engine, active tilt&steer control, integrated vehicle dynamics, structural optimization and crash proof safety.

TTW is a three wheel vehicle for two passengers seating in-line. It is fully enclosed with a crash proof frame and there is no need to wear a helmet. Active tilting allows the driver to steer like a car while the vehicle automatically leans into the curve like a motorcycle giving a completely new driving feeling. TTW PHEV technology allows to choose between driving up to 40 miles with zero emission, increase the efficiency of the combustion engine propulsion or greatly boost vehicle performance (0-60 mph in just over 5 seconds). Electric motors conveniently located in the front wheel hubs allow a full electronic control of integral traction, hybrid driving mode and vehicle dynamics. TTW has more than ten worldwide patents pending to protect its technologies.

"For TTW, the Progressive Automotive X PRIZE is an outstanding opportunity to show in the US and worldwide a highly innovative but real product in the context of growing awareness for alternative yet viable solutions to personal mobility. Progressive Automotive X PRIZE competition rules are simply those of sound innovation to which TTW is confident to comply to, while adding additional Italian flavor stemming from Italy's well established tradition of automobiles and motorcycles."

WESTERN WASHINGTON UNIVERSITY – Washington (USA)

<http://vri.etec.wvu.edu/>

Vehicle Name: Viking 45

Fuel Type: Gasoline, Electricity, Biomethane/CNG

Class: Alternative

Western Washington University's Vehicle Research Institute (VRI) designs, engineers and manufactures advanced vehicles and powertrain components, primarily for research and educational purposes. Although officially founded in 1975 by Dr. Michael Seal, undergraduate students at Western Washington University have been building prototype vehicles since 1972. More than 45 vehicles have been built in addition to numerous engines and products for public and private organizations. The vehicles have set records in the Australian Outback, up Pike's Peak, and around Indianapolis Motor Speedway



Western Washington University will utilize the Progressive Automotive X PRIZE to help develop tomorrow's vehicle designers, engineers and entrepreneurs. Students from across campus have formed a multi-disciplinary team to tackle the challenge. The team is developing a vehicle platform that can use a variety of powertrain options to meet regional market objectives for fuel efficiency, cost and reduced emissions. The vehicle structure uses composite materials to form large, lightweight structures to meet safety and weight targets while reducing manufacturing costs. A unique production process enables the team to produce parts with reduced cycle times. Front, side and roll-over protection is provided by large energy absorbing crumple zones and a strong safety cell for passengers.

"At Western Washington University we believe in making a product that inspires change in not only the way we drive but also the way we perceive alternative energy vehicles. The Progressive Automotive X PRIZE offers an exceptional opportunity for the rapid advancement of technology in high efficiency and alternative fuel vehicle manufacturing. "

WIKISPEED – Colorado (USA)

www.wikispeed.com

Vehicle Name: SGT01

Fuel Type: Gasoline

Class: Mainstream

The SGT01 is a mid-engine rear-wheel drive 4 seat "sedan". The team's goal with this model is to create an environmentally responsible, perfectly commutable economy sports sedan; with inexpensive cost of ownership and standard safety features. Reducing environmental impact in every step of the mass production capable design while staying cost-competitive with old-thought manufacturing practices is their commitment to bringing vehicles that make a difference to market.

WIKISPEED (Hawaiian for Speed Speed) is an automotive consultancy founded to prototype ultra-low-cost mass-production road legal vehicles. An equally fundamental tenant is to never leave performance gains or driver involvement on the table when it is low cost. WIKISPEED relies heavily on structural rapid prototyping and contractor relationships to produce road and track cars "just in time"; this unique business model allows WIKISPEED to produce an entirely different vehicle with days notice in order to take advantage of evolutions in automotive technology.

WIKISPEED has been a registered automotive manufacturing company since 2006. The WIKISPEED Progressive Automotive X PRIZE Team is led by Joe Justice, who specializes in loosely coupled and hot-swappable engineering, lean manufacturing, konban inventory systems, Agile project management and Scrum contractor collaboration. Joe has been building low-cost and ultra-light sports cars for 6 years; his philosophy of putting ease of maintenance first, balance second, and driver ergonomics third has created exceptionally quick vehicles with low driver fatigue.

WIKISPEED relies on Skunk2 for race-quality and race-ready suspension components and support.

ZAP—California (USA)

www.zapworld.com

Vehicle Name: Alias

Fuel Type: Electric

Class: Alternative

The ZAP Alias is competing for the Progressive Automotive X PRIZE and will make its North American debut in late 2009. The sleekly styled Alias is a 100% plug-in electric roadster designed in a three-wheeled configuration, two wheels in front, one in the rear. It will be homologated as an enclosed motorcycle to meet and/or exceed US Federal Motor Vehicle Safety Standards. The 2-passenger car employs unique automotive design and manufacturing techniques in order to achieve practicality and affordability business goals. This will be achieved in four ways: (1) a three-wheeled design, (2) AC motor/controller, (3) lithium-ion batteries, and (4) composite construction. The Alias features power windows, steering and door locks along with an internal GPS system, solar glass and euro-racing leather seating. The target price for the Alias will be under \$35,000.



ZAP currently makes a three-wheeled city-car and truck called the Xebra and has one of the only electric vehicle distribution and service dealer networks in existence. Currently, ZAP has over 60 dealers throughout the USA as well as a growing number of international distribution points, including South America and The Middle East. ZAP has taken many vehicles from concept to production since its inception in 1994. The company has designed and prototyped dozens of vehicles and taken several of these to full production and distribution, with over 100,000 vehicles delivered to over 75 countries. ZAP has manufacturing partners in China, Europe, South America and the United States.

"The Progressive Automotive X PRIZE calls attention to real solutions for both our dependence on foreign oil and pollution from emissions. The funding will hopefully be an additional stimulus to make these vehicles a reality."