

Thanks to all involved for your time and efforts in regards to formulating the 2008 rules!

With the rule changes out of the way, I would like to see us work towards finalizing the format of the events themselves. Several issues from past discussions come to mind:

1. Will Class 3 race in a different heat? If so, at all events?
2. Changing the allowed time of an endurance event.
3. How will we monitor the speed of the cars?

Great Questions!

1) What is the true question here? Size of cars or quantity of cars on the track at one time? I think this needs to be more of a future planning question in that someday Wisconsin will likely have 50 Electrathon cars in the state!!! How can we start planning now for that?

2) One has to keep in mind that the changes made to the electric components of the challenges also effects the gas components of the challenges. Making an endurance race longer sounds like an easy fix and may be the answer, but you also have to remember that it ties directly into the allotted time for the gas cars, as in two of the events in Wisconsin, we run together... I am not saying this is not an option, but maybe we want some input from the gas advisors as well for this topic?

3) I propose someone volunteer their time to look for a state-wide sponsor to fund and help create a system that uses markers at various points on any track/road/course to read a chip in every car. That way it is the same device reading every car alike. Whereas GPS units are all different and may each read a little different. For instance. GPS 1 could read right on, so the car is driving 25 mph. GPS 2 is 3 mph fast, so the car is driving at 22 mph. But both GPS say 25mph to the driver... This is our issue with GPS units in general. This is also the issue with any speedometer system placed on each car, even bike speedometers. So there needs to be ONE system used, not 15, as the "official" system. FINALLY with this, follow through with the pre-set penalties once we have this system set up. Once schools know there are penalties attached, I don't think this will be an issue! Team mates yell the loudest when they know their driver just shot their chance of an award because they had a lead foot.

Jesse Domer, Watertown High School

www.GoslingElectric.com

In regards to the timing. I've been looking for an RFID system that could work for both competitions. If anyone runs across a system that might work, please post a website or contact information.

Just a question... if a team had to purchase a transponder to work with a RFID system, how much would a team be able to afford? A transponder would be needed on each vehicle that team would enter.

I have also been looking into this, There are systems that range from fairly cheap to outrageously (for us) expensive. I am trying to define better just what our parameters need to be here to narrow down the field. I think it will be relatively inexpensive and each car will carry the same transponder mounted in a specific location on each vehicle to be determined. The location will not affect car design significantly.

Good idea... what do we need the system to do?

1. Identify vehicle speed, min and max

2. Identify laps completed

3. Identify total time on the track - if we want to use the same system for Supermileage.

Erick, could you list the manufacturers that you have researched?

Should we check with Road America and see what system they have? I know they have timing loops already installed. It would be nice if we could utilize the same system.

If you can't use road america's timing system look into using a sporting event type of timing system.(for a bike race of running event) All they use is a little chip that could be attached to the cars. If there is interest in this I can research it further.

Ryan Wenzlick

I know what you are talking about Ryan. They use that system at the Book-Across-the-Bay ski race up here in Washburn/Ashland. Why don't you look into it to see if it would count laps and monitor lap speed. (although - that would only give us lap averages, not top speed)

Dave....

I think the lap average/counter idea would be the cheapest. Students could still speed, but the at least we could monitor a vehicle posting higher lap speeds.

Could someone find out who manufacturers that system?

Would the lap speed be real time or something that could only be checked after the race?

I have been following this thread with confusion in my mind. This all seems like a lot of effort when the goal of our competition is to see how **far** we can go on 67lbs of battery. If distance is truly our goal then why do we need lap speeds?? Perhaps we should step back and reassess the original intent of our competition, not challenge, yes competition and see if we want to keep it so? Perhaps we should just challenge our kids to make an electric vehicle that drives around a track and drop the competition and awards? I personally am not interested in making every vehicle the same, what is the point then?

If there is need for a timing system check out www.championchip.com.