

Has anyone heard about speed limits at Fox Valley, now that there is a new location?
I believe they are waiting to hear back from insurance.

Message copied from Mike Cattelino at FVTC Spring Classic (he forgot his forum password... :)

* * * * *

All,

I've heard your concerns and appreciate all your input regarding speed limits, safety, etc. at Fox Valley's annual Spring classic Electrathon event. Trust me that I thought a whole lot about not having an Electrathon event at the college anymore because of the concerns everyone expressed and my concern about changing the nature of the challenge by having such a restrictive speed limit. Safety has ALWAYS been my main thought and allowing higher or unlimited speeds at the current layout was not an option. Our insurance would not allow it.

The only logical way to continue to have an Electrathon in the Fox Valley area was to change venues and that's what we have done!!!!!!

The Friday portion will remain the same in that you will still come to the FVTC main campus for inspections and the participant car show. The only difference on Friday is that there WILL NOT be a heat that evening. Pick up your cars at day-break and take a 15-20 minute drive to Wisconsin International Raceway in Kaukauna, WI. It's a half-mile dog-leg oval concrete track that will create many challenges for the participants. The speed limit (if it remains!) will be much higher. I will be assessing the track much more carefully a on Monday April 7th and will update you then. Much, much more detail to follow by April 11th!!!

****Please read the following section carefully!****

The important piece of information in all of this is the certificate of insurance that you submit to:

WEEVA
1517 GreenCrest Drive
Watertown, WI 53098
(f) 920-273-2580

Description of Operations / Locations / Vehicles / Exclusions added by endorsement / special provisions
Certificate Holder is named as Additional Insured with regard only to the WI Supermileage Challenges held on May 2-3, 2008.

Certificate Holder:

Fox Valley Technical College
Wisconsin Supermileage
1825 North Bluemound Drive
Appleton, WI 54913

AND:

Wisconsin International Raceway Inc.
W1460 County road KK
Kaukauna, WI 54130

Please be sure BOTH are on the certificate.

I apologize for getting this information out only 5 weeks before our event, but it has been a long process to understand all of the insurance requirements and convince the track owner that this event is a worthwhile

opportunity for his track and the students that will be there.

If you would like an aerial view of the track go to a site that provides aerial photography and put in the track address listed above OR visit the Wisconsin Electrathon site where one is posted.

Thanks again for your discussions and input. See you May 2nd at FVTC and May 3rd at WIR.

Mike Cattelino, Fox Valley Technical College

UPDATE!!!! Speed demons rejoice!!! (read carefully!)

Myself, Jeremie Meyer, and our safety director for the event took a closer look at the WI International Raceway (WIR) facilities yesterday. It will meet our needs but has some challenges that I hope everyone has the patience to work through.

First of all, EVERYONE entering the infield parking area or anywhere inside the track will be required to sign a release form. Minors will need the form signed and witnessed by an adult. There will not be any exceptions on this for insurance reasons. As soon as I get the forms I will send them to the schools for the team members to fill out. Spectators that show up for the challenge will also need to sign in at the gate. My hope is to get wrist bands for everyone in order to have the forms submitted on Friday and speed up the entry process at the track.

Okay, more about the course. It is exactly 1/2 mile around the inside lane. banking on the straight-aways is somewhere around 5-8 degrees. Corners are banked at about 15 degrees or more. The track is built for speed with one exception, it is ROUGH. If I were an advisor I would recommend a mouthpiece be worn by my driver(s). May be overstated, so if you want an experienced opinion ask Jeremie Meyer from GB Preble. He drove the track yesterday with one of their Supermileage vehicles.

The area that will be used for the pits during the heats may only have 20 pits stalls. My hope is that a pit still will be assigned to a school, not by team. I understand that ECN, Oostburg, Bayfield and Watertown have three vehicles. We'll figure that out.

Transponders is the other addition that we have this year. They must be mounted with a supplied bracket so that they have an unobstructed view toward the ground. We'll use them for counting laps with human back-up.

I cannot stress enough that the condition of the track, the design of the vehicle and the tires you run will dictate the speed that your vehicles can SAFELY operate at. Our officials will not hesitate to black-flag any driver that appears to be driving recklessly.

As far as speed constraints I will leave it up to the drivers to travel at a safe speed that will allow them to complete the one-hour run without destroying their vehicle. You read that right, there will not be a posted speed limit for the Electrathon vehicles except in the pits. (That will be determined soon.)

Okay speed demons calm down now!!

I am looking forward to a great event.

Mike

Mike, who is supplying the transponders? Should we be ordering them ourselves? Is there ANY advantages to us owning our own as teams?

Jesse Domer, Watertown High School

Mike,

Along with Jesse's comments on the transponder, can we get an idea as to what the base should look like (maybe an image of one) and how we might want to mount them?? I have some very very strong hard drive magnets, would they work?? I would be willing to have my kids figure something out before we completely finish our vehicles so that the process of attaching them will go more smoothly.

Damon

I talked with Mike last night. Teams can purchase mounting bases for \$5 each. The actual mounting consists of two to four holes, which zip ties and be used. The actual mounting should not take more than five minutes.

We do not know the specifics in regards to placement for proper performance as of yet.

If the transponders are made by AMB, here are the installation requirements for their use on a kart.

<http://www.amb-it.com/download/support/Transponder%20Owners/Installation/Transponder%20on%20Kart.pdf>

The transponders are as Jeremie describes. We are renting them from a local racetrack for both the RA and FV events, although the setup at RA may not allow us to use them to the capability I was hoping. I've got enough funds left from last year to lick up the cost for this year's transponders for everyone. The difficulty is that the scoring loops at RA are owned by at least three different racing orgs. The potential for damage from critters and weather is great, so when they are setting up for a race at RA the timers budget \$10,000 for repairs. Don't believe we have that kind of budget!!

The mounts can also be rented and I plan on doing that also. As Jeremie stated they run about \$5.00 to purchase. I hope to have time at RA on Sunday to mount as many as possible and then at FV we can mount the rest on Friday. We'll have to pick a spot that is relatively the same location on each car to mount them, say 12 inches behind the front axle for example. TBD!!

Once again, please have patience as we try to take this to a different level.

Thanks,

Mike