

At the end of last year I posted a discussion on possible rule changes based on some things I was hearing at the races.

1. To lift the 25 mph speed limits and cap speed at 55 mph.
2. To exclude roll cages from the six inch rule.
3. To allow students to drive in the left lanes and pass on the right.
4. Not to allow the XRV's race in the same heat as Class 1 and 2.
5. To open up battery classification to include new technologies such as Li-Ion, NiCad, NiMh and Li-Phospahte, while still imposing the 67 lb rule.

Here are my thoughts for what they are worth:

I agree to lifting the 25mph limit. These vehicles are built completely different than hmv and follow a different standard. Part of this competition is knowing and understanding your batteries. A self imposed 25mph speed limit that is not followed by all does not allow this to happen. At FVTC did anyone run out of battery juice on the first heat??

I also agree to not including the roll cage in the 6 inch rule. No other Electrathon competitions follow this, and the vehicles have been proven to be worthy without this rule. Besides, if we start out with a 6 inch rule on the roll cage and add the required foam we have effectively cut the vision of the driver down to a small hole.

We are racing, why not let the drivers determine where they want to race. I see no reason why we would make the drivers stay to the right when there is no one in the left lane. If they get dangerous let the officials black flag them for a 5 minute standing penalty.

The XRV's are cool and quite the project. I see no reason why, if they are running 24 volts and not changing batteries, they should not run with the rest of us.

Finally, I think we are trying to encourage the best in our students. If we are able to stay within the spending and weight limits why we would discourage a student (team) who is familiar with modern battery technology from using it. Seems like we would not do this type of restriction with wheels, frame, body, controller, motors, etc. So why do it with the batteries?

Speed limit is set by the track officials. It's more of what each track's insurance company will allow.

Roll cages... I'd agree with getting rid of the 6" rule when it comes to the cage. Visibility comes into question with the current rule.

Passing and lanes.... whatever is decided, we need to enforce it. If it is a free for all on the track, I think we might have a little "rubbing"! But hey, Rubbing is Racing!!!! Just kidding.

XRV's are here to stay. The sponsors like them and it definitely gives the PR people something to latch on to. Let's just make the XRV's a separate class, run a separate heat, and be done with it. But... I'm biased! Let's make the XRV like the concept class in Supermileage..... Let the student's creativity dictate what they build. I can tell you my team can build an XRV for LESS money than a Class 2. Do we make the XRV class the Experimental class? Whatever the students come up with, as long as it is safe. Just something to think about. An XRV will NEVER take an endurance race against a Class 2. Come on...look at the tires!

The MAIN reason why the XRV was developed was for the following reasons:

Use DOT rubber - it's stronger and cheaper than current Electrathon tire/wheel assemblies. Bicycle tires were NEVER designed to take the side loading on a three wheeled vehicle.

4 wheels - looks more like a real world vehicle and makes the design more complex BUT more stable

Help schools who don't have the ability to make a fiberglass body build a car that has a fully furnished body shell. Each school can spend more time on their chassis and testing than building a body. It also helps those teams get MORE sponsorship when the sponsors see where their logo is going. Plus, it would take aerodynamics out of the question.... Think IROC.

I guess if there is enough negative response to the XRV, I will no longer pursue it for Wisconsin Electrathon. It was NEVER meant to be a detractor to Wisconsin Electrathon. My team is still going to pursue their plans for the year and if the other teams do not want us at the Wisconsin Electrathon race, we will need to find another venue to race.

I'll leave it up to the other teams.... do you want the XRV's at the races or not? We need to know, since there are currently three schools in the process of construction.

Hey everyone,

Regarding passing and lanes, I think there needs to be some track etiquette. This isn't a race like NASCAR. It's an endurance competition where students are testing their designs. There shouldn't be any "rubbing".

If it were a "free-for-all" on the track, imagine the problems that might occur at Road America when we can't see them all the time. There would be no way to black flag them if they were driving recklessly or pushing other cars out of the way.

The Advisory Board will come to a conclusion, but please comment on this and the other possible rule changes.

Thanks!
Sara

At the end of last year I posted a discussion on possible rule changes based on some things I was hearing at the races.

1. To lift the 25 mph speed limits and cap speed at 55 mph.

At Fox Valley "some" teams were given gps units and were told their speed would be recorded and if they exceeded 25 mph they would be disqualified. When the race was done, all teams had exceeded the limit, while other teams didn't even get the gps. This caused confusion and if there is a track limit, it will need to be imposed and assessed in a much more accurate and efficient way.

2. To exclude roll cages from the six inch rule.

Visibility is important for drivers. Roll cages are meant to provide support in case of a roll over, and are already being designed to withstand a frontal and rearward impact. Now, where does the roll cage start and end???

3. To allow students to drive in the left lanes and pass on the right.

This rule caused confusion at Fox Valley. We are fighting a losing battle here, we want students to drive strategically, but not too much??? Everyone should drive in the left lane, only overtake if you are able to. Usually there are disabled cars, they will easily be overtaken on the right. Confusion causes accidents, not good driving.

4. Not to allow the XRV's race in the same heat as Class 1 and 2.

The XRV's aren't a problem at RA but who has ever been stuck behind one at FV? I think the main problem is their weight and capabilities. See, the driving strategies are different, cornering and acceleration capabilities are different. If the XRV is asked to take it easy, they will get in the way and have to be overtaken. If the XRV is asked to drive, they would be passing constantly. The XRV interrupts the "flow" of traffic. Imagine the Big Foot monster truck racing with NASCAR. The flow and safety of traffic would be compromised.

Don't get me wrong, I like the XRV's and I really don't have a problem w/ them at RA, but at Fox Valley they seem to have been a problem for other teams in the past. If three other schools are making one, we may decide to make one next year, but let's race them in a separate heat and let them race.

5. To open up battery classification to include new technologies such as Li-Ion, NiCad, NiMh and Li-Phosphate, while still imposing the 67 lb rule.

I say let's open it up, I think the current rule was written before there were any other technologies out there. The aforementioned battery technologies are just as safe if not safer than the optimas we are all using now.

The issue of increasing the track MPH is a dead issue. I just talked with FVTC. They will **NOT**, I stress, **NOT** increase the speed. The real issue is how we are going to make sure the students are not speeding? Obviously the officials will need to look at new technology to make sure the students are not speeding, and penalize the teams that do.

XRV.... I guess it's up to Wisconsin Electrathon. We'd love to be part of the organization. If it's too much trouble/distraction/negative to the other teams, even if we are racing in a separate heat, we will need to find another use for that type of vehicle. But a decision has to be made and made by the end of the month.

So 25 mph is it at FVTC? We are going to have to extend the time of race then. Seems silly though, people have been known to run that fast and I can come close to sustaining that for an hour on a bicycle. 25 is ssssssssslow.

The batteries are limited to 67 pounds unless certain brands are used. As you are aware I could run several batteries and still only have 24 volts.

The current rule on batteries states they must be a Gel cell or AGM. This statement does not allow for any other technology.

So I see the XRV Discussion has spilled over into this area. I have a few comments...

The main complaints thus far are its size, weight, batteries, track positioning/racing and apparent distraction...

* Size. It fits within the Class 1 & Class 2 size constraints. So this needs to be a discussion brought up in the rule change of Class 1 & Class 2, NOT XRV... Are you going to complain when a New Team Class 1 car comes in at 12' x 4' as well???

* Weight. Where in the rules does it state there is a weight limit on any Electrathon car? Our #27 car last year in Class 2 is heavier than the XRV we are building this year!!!!!!!!!! Our Class 2 car last year took First thru Third in

maneuverability & braking at EVERY race we were in last year for Class 2!!! Tell me weight is a problem and I can prove you wrong in handling.

* Batteries. This is the ONLY viable point I see in this conversation. And the discussions of XRV in the NATION have been to push for a third/fourth class of Electrathon Vehicle for challenges. Ummm, YUP I SAID NATION... It is only a matter of time before Wisconsin has its way.

* Track Positioning/Racing. Watertown's #27 car was one of the few that kept up with EC's Class 1 car last year in heat 2 at FVTC. In fact (don't tell the coordinators) I told my drivers to just keep up with their car, if they get "hit" for speeding, so will we... And EVERYONE was in our way, XRV, Class 1, Class 2 cars! We went double wide in the back corner more than once!!! So are we going to ban all cars that cannot keep up with the pack now? XRV is following the size rules of the challenge. There is no minimum speed requirements in the challenge. In Iowa last year we did our last 2 laps at under 5 miles/hour!!!

* Distraction. ????? The alltel nascar is a distraction because it looks so much better than all the rest? Wausau East High School is a distraction because how pretty it is compared to the rest of us? Our Gosling mascot is a distraction because it is so much mightier than a Hornet? Does it really inhibit the learning environment that this competition was designed for or is it the advisors that are allowing it to be a distraction. My conversation to my team last year was "Why Not?" We are engineers in our team and as an engineering standpoint, the XRV is an accomplishment!!! We are Engineering Teachers... Are we not?

I know I have a couple hits in here and I guess I am challenging our advisors to step up and use this organization/challenge as a way to motivate and push your students to continue "thinking outside of the box". THIS IS NOT NASCAR!!! If it was, we would not be here. We all LOVE creativity!!! We all LOVE the challenge of pushing our students to the next level!!! I do not agree with the idea that XRV should run separate from Class 1 & Class 2.

Watertown High School is 1/2 done with our XRV car for this season. Chassis and Shell are ready to go. Motor and controller have already been donated to us, we will see you at this year's events, AND IOWA's Challenges as an exhibition vehicle!!! I am hoping though that the Wisconsin Electrathon board will approve an XRV class for awards this year.

Sincerely, Jesse Domer

Interesting comments Domer, I wonder how the atmosphere would change if the XRV's were actually competing in the heats, rather than just being there for exhibition? I suspect it would change the whole attitude toward them. If they were competing then they would less likely interrupt the flow of the race. I like that idea, seems it may make everyone more happy. There might be a weight restriction on the XRV's then, or we should be building Class 1 and 2 vehicles to withstand impact from an XRV.

I think the negativity might have come from the fact that Preble's car was there just for exhibition purposes and didn't really have a place in the heat. But as a third class in the heat w/ other XRV's, they would belong and passing them or getting passed by them would be just as reasonably challenging as would a class 1 or 2 car. Students do get a kick out of them, especially when they can rip donuts in the parking lot. I could see Wisconsin following suit nationally and the WI Electrathon involving more and more XRV's.

Domer, I wouldn't discredit the other points in the discussion as not being viable. This is a board where we can talk things out and hear other people's thoughts. The things I brought up in the topic ARE VIABLE concerns to other people. These are all things I heard advisors talking about at races, not necessarily complaining as you put it. For example, I would consider the drivers line of site a viable concern. Maybe you don't, but it is something that others are concerned about.

I thank you for your comments and appreciate that we all want to see our organization and teams succeed without obstacles.

I did not comment on the other items listed above as they did not pertain to the XRV class. Things like speed and vision, I have already had personal conversations face to face with the coordinators and Electrathon Leaders.

The responses I received then for speed were the same as now, it is a dead conversation. If we want to complain too hard about FVTC's speed, we will lose that venue and I for one do not want to lose that challenge. Whether it is a true competitive challenge or not, we can all at bare minimum use it as a venue to give our students practice on a closed course with other teams. So what if EVERY team makes it, some wont, some will break down and that is a lesson we should all learn from. Our vehicles should be consistent 100% of the time, which means at 25mph or 35mph or 15mph, they should perform... Fox Valley is probably the toughest course we have for driving and car handling. It tests our cars to their limits for handling and the driver's stamina. It is very tight quarters and I would not want to lose that for my students to experience. If FVTC says 25 mph, I might not be happy, but it is what it is.

The responses I received about vision were that they were looking into it to give better clarification this year. I had heard that they were going to say we needed 6" supports in the Role Cage up to shoulder height, which is a good enough answer for our team to build/design with. That is also what Iowa says and we race in Iowa and Wisconsin. So even if Wisconsin changes to be less strict (Which I do not predict they will) Watertown will still go minimum of 6" up to shoulder height.

I have been involved with Supermileage and Electrathon for 10 years now. I have been a student competitor, a College volunteer, Challenge Coordinator, and an advisor of Supermileage AND Electrathon, started teams in two schools and built 5 cars now. I have always supported learning experiences through these challenges. The XRV Class is a great tool we have for learning through these challenges in Wisconsin! I do get upset when we start to step back inside the box and close our eyes to what is possible. It is always easier to say no. I prefer to say yes.

p.s., why can't your cars rip donuts? In other states, the competitive cars in the slalom are doing snap turns on the outside corner... These are class 1 and class 2 cars just like yours and mine! That I think is cooler to see than the XRV doing donuts! (don't get me wrong, I hope our XRV can do donuts with our sponsors in it this year!)

Jesse Domer

What??? Your sponsors haven't driven your cars???? Just kidding. We put the CEO of Wisconsin Public Service in our XRV during their stockholders meeting. He took it for a hot lap around the Weidner center.

Maybe instead of an endurance race for the XRVs we look at a DRIFTING competition!!! We'd still be under the max speed of 25 MPH. Again, just kidding!!!

Safety is number #1. I would not want my students spinning donuts; that is not what the competition is about. If there was some type of mishap doing a donut it would probably put an end to the Electrathon program at our school.

Our school insurance company had a lot of concerns about vehicle speed last year.

"It's all great fun until someone gets a stick in their eye"

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handling. It tests our cars to their limits for handling and the driver's stamina. It is very tight quarters and I would not want to lose that for my students to experience. If FVTC says 25 mph, I might not be happy, but it is what it is.

It is what it is but no one is racing at 25 mph. Every team violated this rule at Fox Valley. It's mentioned that speed is a dead issue and we cannot change it. But if these teams are so compliant to the speed limits, then why is every team violating the speed limit? There needs to be more clarification here or a change in speed limits, something has to be changed because this is a problem. I'm not going to tell my driver to maintain 25 mph when every other team is pushing 40 mph. What is the speed limit at the Dells? Does anyone actually plan on going the speed limit?

Once again, the main issue is enforcing the speed limit. I believe there will be more technology (Radar guns, GPS units, etc.) that will be used at FVTC this year to enforce the speed limit. Last year, the teams got away with speeding. I'm sure FVTC will make it PERFECTLY clear what the penalties will be for speeding this year and enforce them immediately. Maybe the discussion should center around if the current penalty system is agreeable to everyone.

I, for one, would NOT want to be the team that tries to "pull" something this year.

All of our Class 2 cars are being used by other schools as models to help new teams get started... so we will not be at the Dells. Due to the **negative** impression from this forum in regards to the XRV racing with the Electrathons, it's been parked till further notice.

All XRV/Electrathon teams that need any help or want to talk about a separate racing venue, you know how to contact me.

In an earlier post I suggested a 75 minute race for a couple of reasons. I still feel this would work great for Fox Valley. Perhaps there is not a need at Road America because of the hills. I would like to know what people think about a 75 minute race.

JMeyer:

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I'd like to talk about a separate racing venue and find a way to include the XRV's to race at the current venues, I hope no one takes comments here to heart. This forum should allow us to openly discuss our opinions. Then it's our duty to find solutions to problems. Again, my perception of the XRV's is that had they had a set of rules and specs or a different class they could race in, then they would be a viable entry to our current races. Racing strategies would have to include the patterns of the XRV's. I suspect that if there were 3 or more XRV's in a heat mixed with class 1 and 2 cars then they would NOT interrupt the flow of the race, because they would be "racing" like the other

cars. I think there are concerns about weight and who is going to lose in a collision, but again maybe we could hash out the pros and cons of weight limits and specs for front ends etc.

I am impressed advisors - This is a lively discussion on the rule changes. Sorry, I've been late to get involved. But here is my take on a few of the subjects.

1. Speed Limit - It's not in the true spirit of Electrathon. The "limit" is set by the efficiency of the vehicle. So since we have a track limit of 25 mph - here are a few options... A. make the race longer. Would 75 min. be long enough? What type of distance would the cars go in 75 min. B. add more turns to slow the vehicles down. This would require more set up/take down time. C. lower the battery weight D. find another place to hold the event

2. XRV's - I think it would be great to have a class 3 or class XRV. Otherwise at FVTC we can't have Electrathon's and XRV's on the track at the same time(not enough room). Road America there was no problem plenty of space

3. Roll cage clarification - stopping the 6" opening rule at the shoulders seems fair enough to me

Thanks for chiming in on this one Dave, I was wondering where you were. I like your approach toward solutions.

1-Speed limit- If we can only go 25 mph, I like the idea of a 75 min race. I don't think we should mess w/ the battery weight because most of us already have the batteries and that is a big investment. I just contacted our streets commissioner about an Oostburg road rally to be held in late may, or right after/right before Road America since we are so close. I'll post that progress in a different topic as it comes.

If there is a speed limit we need a much better way of assessing it. We should be told prior to the race that gps units are going in the cars so we have a good spot to put them, teams could use other types of speedometers, does anyone know of good cheap speedometers we could all use? Should speedometers be required?

2- "Roll cage clarification - stopping the 6" opening rule at the shoulders seems fair enough to me. " Sounds good to me also

3-ok, I'll be blunt on batteries. I was hoping to surprise everyone but our Lithium phosphates just got shipped today, I'm really really hoping we will be able to use them. They are lighter than 67 lbs and are very very safe.

4- I'm hoping that track officials catch wind of this discussion, I hope that the driving in the right lane rule changes. I remember officials screaming at drivers to stay in the right lane, no one listened. Seems like we are fighting a losing battle on that one and should drive in the left lane and overtake in the right lanes.

5-XRV's such a touchy topic. What would a collision between an XRV and a class one car look like? Which car would be more damaged, would drivers get hurt? Do we beef up the class one and two cars or limit weights on XRV's. Do we have a separate heat?

3-I like the idea of a class three - "open class" no battery restrictions except weight and no cost limit also. Maybe even allow photovoltaic (solar) panels

4-OK the passing lane discussion - this has been going on in Iowa also (I think at every race I've been to). If we are traveling counter clockwise (e.g. FVTC) then the shortest distance around the track is the inside lane. That's where you want to be. But the problem arises when a slower (or worse multiple) vehicles is clogging up the fast lane then you pass on the right going a farther distance. Then what happens when they pit - they have to cross the right side. Personally I'd like to see passing on the right and vehicles that are not in contention (batteries or mechanical problems) will stay to the outside of the track. That might be too confusing then there would be passing on the left and right???

5. Class 1 beginner
Class 2 advance
Class 3 expert or open
Class 4 XRV

Personally with all the classes I teach grades 6-12 I have no extra time to build a XRV. My hands are full keeping the Electrathon class of 16 on task. If I had more advanced students that could be self contained then maybe. But from a small school it just is not going to happen. Nothing against an XRV, but the Electrathon seems more feasible and I like the national flair to it.

As far as another location.... There is an oval track speedway (Central Sands) on hiway 54 between Wisconsin Rapids and Plover. This would be a central location and perhaps allow us some more options.

So, I am still really frustrated that we as educators cannot figure out the differences between XRV and Class 1 & Class 2... The only written difference is 4 batteries versus 2 batteries... In fact the proposed additions to XRV includes DOT rubber and Full Suspension. This creates a safer car than the Class 1 & 2's. The XRV also has a built in crumple zone as the fiber glass shell is generally 6" or more beyond the underside chassis.

Too many people are complaining about weight and size! You cannot require XRV to weigh less and be smaller unless you take a look at the Class 1 & Class 2 rules. There is NO minimum weight limit on Class 1 & Class 2 and the size of XRV's follows that of Class 1 & Class 2. And when you do start placing weight limits on the vehicles, you will start to see less growth in the challenge as now it costs more for a new team to start up. Steel will be too heavy and they will need to invest in high end wheels the first year and teams will need to look at carbon fiber shells versus fiberglass shells... How big of a can of worms do you want to open? I already think that our teams are hurting as we do not see enough of us traveling out of state for more challenges... (To my knowledge, only two Electrathon teams have left WI, and Watertown is one of them)

So if this is TRULY a problem in our races/venues, then you need to start looking at placing those standards on all classes, as you will see a car come in someday that weighs a ton in Class 1 or 2 and may be 12' long or 4' wide... Watertown is a solid example, our car last year was 100lbs over weight. We were one of the heaviest cars on the track, mainly why we placed so poorly in the endurance races.

I also think we all need to remember that we are one piece in a larger puzzle. WI Electrathon Rules follows that of Iowa Electrathon as well. This is important in that our teams can then travel out of state without having to change your cars any! Imagine if we had a different set of rules for each WI challenge and you had to change your car 2-4 times here alone! It is in our benefit to stay consistent with the other state's regulations as well.

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So, how far can the XRV go in an hour with the same battery weight (two batteries) as an Electrathon? How far can it go with four batteries? The only complaint I have about weight is it carries more batteries than the Electrathon - so its weight is "artificially" higher. Yes you could have an Electrathon that weighs just as much, but just like you point out Jesse, its efficiency drops. That car won't be out there slicing and dicing for the top spot. But since the XRV has more battery it can be. (and burning doe-nuts as well). I just look at XRV as a different class of vehicle all together.

My concern would be we are having a difficult time fitting the Electrathon heats into the Supermileage events as it is. If we add another class that races separate heats. Do we have time at our current venues (FVTC and RA)? If there is enough interest in the XRV - them maybe we should be looking at separate venues. But then again separated venues requires more resources (people, time and money)

On the other hand, I'd say if it meets the requirement for Electrathon then it can race side by side.

I agree that this is a limiting factor and I'm guessing a lot of those that read this forum will be interested to get my take, since the challenge here at FVTC is a passion of mine.

Let's start with the speed limit. I will get your thoughts going with a question first. What would the results of a vehicle going into the hay-bales on the pit end of the course be if the speed was unlimited or even raised to let's say 40 MPH? I am exploring the possibility of having portable barriers instead of hay bales for much of the course. A **LOT** of work, but may very well be worth it. If that happens, it could change the face of the challenge here at FVTC.

The reason for passing on the left is strictly the course layout. The pit entrance and the pit exit are both on the outside (right) of the course. This means that slower vehicles will come in on the right and those that slow down for the pits will be on the right. Passing on the left is the only option in this layout. Could we change the layout? Possibly, but then the problem would simply switch sides. Part of my vision of Electrathon is driving in general. This is the US, not England.

The roll bar discussion is interesting to me because the research that I have done on similar vehicles across the country and world shows that there a multitude of designs that have the driver practically laying flat and looking over their chest in order to drive. How does the roll cage fit into that design??? How safe would the driver be on side impact??

The XRV discussion is really something. I'm of the nature to generally say "let's try it". How else did the whole thing get started here and elsewhere? Someone said "yes, we can do that." Making a challenge be a little more real-life (DOT tires) is just another challenge in my eyes. Other than the 48-volts and 4 batteries the XRV meet all the specifications of the Electrathon class 2 rules doesn't it?? I appreciate the weight concern in a potential crash situation. The fact that it is bigger is only a perception. Again, it falls within all the specs. Limiting a weight may be a good addition to the challenge in that regard. Hopefully the teams do that anyway.

Okay, now you heard from me, an event coordinator. Let's see what the thoughts are from. Please don't be frustrated with this format and what seems to be no action taken on any of the expressed concerns. I truly value everyone's input, especially my own. (Just seeing who reads things completely because those that know me know better!!!)

Have fun with this one everyone!!

Mike Cattelino

cattelin:

I agree that this is a limiting factor and I'm guessing a lot of those that read this forum will be interested to get my take, since the challenge here at FVTC is a passion of mine.

Let's start with the speed limit. I will get your thoughts going with a question first. What would the results of a vehicle going into the hay-bales on the pit end of the course be if the speed was unlimited or even raised to let's say 40 MPH? I am exploring the possibility of having portable barriers instead of haybales for much of the course. A **LOT** of work, but may very well be worth it. If that happens, it could change the face of the challenge here at FVTC.

Barriers would be great. Was there a problem with speed last year? I know everyone was going over 25 mph but I didn't feel uncomfortable w/ however fast we were going. I've got no idea what would happen if a vehicle hit the

bales at 35-40 mph I wonder if there is a big difference in hitting a bale at 25 vs 35mph. Anyone up to a test? I'd like to see that video.

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But don't we "race" that way in the US? I never thought about the pits, what about pits on the inside of the track? I think racing on the inside is, by nature, more realistic in a race. That's where all the drivers want to be. Screaming at them on turn 2 doesn't seem to be that effective. You did mention lanes in conversation that might work to keep drivers on the outside. I have no objection to driving on the outside, the problem is when we tell drivers to stay on the outside, one car goes to the inside, everyone follows, and then there is confusion. If there are lanes we can flag a car that crosses them, if there aren't then we could flag a car that passes on the pit lane stretch.

The roll bar discussion is interesting to me because the research that I have done on similar vehicles across the country and world shows that there are a multitude of designs that have the driver practically laying flat and looking over their chest in order to drive. How does the roll cage fit into that design??? How safe would the driver be on side impact??

The XRV discussion is really something. I'm of the nature to generally say "let's try it". How else did the whole thing get started here and elsewhere? Someone said "yes, we can do that." Making a challenge be a little more real-life (DOT tires) is just another challenge in my eyes. Other than the 48-volts and 4 batteries the XRV meet all the specifications of the Electrathon class 2 rules doesn't it?? I appreciate the weight concern in a potential crash situation. The fact that it is bigger is only a perception. Again, it falls within all the specs. Limiting a weight may be a good addition to the challenge in that regard. Hopefully the teams do that anyway.

I don't mind the XRV's, we'd like to build one next year. But let's make a place for them, let's make it a competition, let's give them a reason to be there. That should nullify the idea of them getting in the way.

Okay, now you heard from me, an event coordinator. Let's see what the thoughts are from. Please don't be frustrated with this format and what seems to be no action taken on any of the expressed concerns. I truly value everyone's input, especially my own. (Just seeing who reads things completely because those that know me know better!!!)

Have fun with this one everyone!!

Mike Cattelino

Supermileage @ FVTC and WI Supermileage Spring Classic @ FVTC Coordinator

Would you be willing to investigate that venue and report back to the discussion board on its possibilities?

I think that you hit the root of frustration with the XRV. Not that it ran more than the allowable batteries, not that it is large (yet within rule limits), not that it's heavy (no rule against weight), but that it was running in exhibition during a competition. I appreciate that concern and that alone is the best reason yet not to allow exhibition runs. That allowance should be an event specific determination. Road America would be the logical place for exhibition runs. Lots of room.

I'm checking into what it would take to alter our course significantly for Electrathon cars. My only concern with it that the long home straight is the place where alterations are needed to minimize speeds, but it the most

difficult. The area that the course runs next to is a skid pad, which is very slippery. I don't want to put any drivers in a possible spin-out situation. Enough on that, I will investigate and report back soon.

The struggle with change is change itself and the ramifications of it. I am all about letting people, especially students, try new things. I hope that this challenge never produces cookie-cutter vehicles, that would be the end for me. Try something new. Stick your neck out and see what happens.

I'm not in favor of an XRV class, but I am in favor of some options in class three that allow for something different. Tough part is figuring out a comparable challenge for something new, like the XRV.

Now a bigger challenge that I have shared with a few Electrathon schools over the phone. When is someone going to build a car that has the driver laying nearly flat on their back and looking over their chest to drive? Look at the Minnesota Supermileage site and see the cars that they get over 1000 MPG with. All lay-down driving. If you look at our rules, it would be impossible to do that with the roll cage, frame, and over the shoulder allowances for structural spacing. Now I've opened another can of worms.

Mike