

1 Is the time to reach the “Maximum Phase Line Waypoint” independent of an authorized race delay?

Yes. The Maximum Crossing Time associated with Phase Line Waypoints will be absolute. It will be very conservative, including time for predicted delays. Challenge Vehicles not passing the Phase Line Waypoint by the time specified in the RDDF should NOT disqualify themselves and should proceed until E-stopped by a judge.

2 How many “Phase Line Waypoints” shall we expect?

Approximately 5 or so.

3 What is the inter-vehicle spacing or timing if the race-start format is changed to a sequential start?

The event-start will be changed to a sequential start. The exact inter-vehicle spacing or timing will be provided later.

4 How will the starting order be determined if the race starting discipline is changed from a simultaneous start of all vehicles to a sequential start of one vehicle at a time?

Performance at the QID will determine the starting order at the main event. The exact criteria Challenge Vehicles will need to meet will be provided with the QID details, currently scheduled to be issued by late December 2003 or early January 2004.

5 When will the final specifications be posted for the E-Stop, tracking beacon boxes, and their antennas?

The E-Stop manual was sent to all teams invited to the QID on November 7, 2003 along with the form factor of the tracking beacon. See below for the power requirements of the tracking beacon.

6 Does the 5A specified in rule 6.6 cover both GC boxes (E-Stop Receiver and Tracking Beacon)?

This Rule was intended to cover only the tracking beacon. With regards to the E-Stop, Rule 6.4.3.2 states “Specifications regarding size, weight, power, output voltage, current, connectors, etc. will be furnished as soon as they are available.” This was initially furnished to all teams via email on August 13, 2003.

Since then, the specifications have been further refined. The actual power specifications for the E-Stop and tracking beacon are as follows:

The E-Stop receiver by itself requires a nominal 12VDC, 0.4A. This power input can range from a minimum of 10 VDC to a maximum of 20VDC.

The tracking beacon will obtain power via an umbilical connection to the E-Stop receiver. This negates the need for a separate power connection on the Challenge Vehicle. It will result in a nominal amperage of greater than 0.4A, but the sum of both systems will not exceed 30W.