



## GNCTR 2018 | WATERLOO REQUESTS FOR INFORMATION (RFI) RESPONSE PACKAGE #2

In an effort to ensure all competing teams are working off the same information, the responses to any relevant questions sent to the GNCTR 2018 Organizing Committee will be published for all teams to see in the form of Requests for Information Response Packages. These responses are meant to supplement the Official Rules. The questions and responses for RFI Response Package #2 are listed as follows:

RFI #	007
RFI TITLE	Time Zone for Deliverable Due Dates
INFORMATION REQUEST	The GNCTR 2018 Official Rules do not give a time zone for deliverable due dates. Please advise if it should be assumed that deliverables are due at 11:59:59 PM EST (Waterloo time).
INFORMATION RESPONSE	Yes, going forward, all deliverable due dates will be based on Waterloo's time zone (EST). This is applicable to both remaining submissions (Safety Report and Technical Report).

RFI #	008
RFI TITLE	Toboggan Driving Logistics
INFORMATION REQUEST	Due to the length of time it will take for our toboggan to be shipped to competition and our frame build time constraint, we have decided to drive our toboggan to competition. Can we transfer our toboggan at the hotel to a shipping crate so that the organizing committee is responsible for moving our toboggan to and from tech-ex and race day instead?
INFORMATION RESPONSE	Unfortunately, no. The logistics of somehow transferring the toboggans from team trailers into crates as teams arrive at the hotel, and then into a warehouse with the rest of the crates is simply too complicated to undertake. The organizing committee will be occupied with ensuring every other aspect of the opening day runs smoothly and cannot coordinate this shuffle at the same time. Therefore, if teams are driving their toboggan to GNCTR 2018 they are responsible for transporting it with their truck and trailer throughout the entire competition.

RFI #	009
RFI TITLE	Students from Other Faculties
INFORMATION REQUEST	We have had students from our school's faculty of business approach us saying that they are interested in joining our team to work on our financial team. Is this allowed or does the team have to be solely made up of engineering students?
INFORMATION RESPONSE	Yes, students from other faculties can partake, so long as the majority of the attending team members are studying engineering.



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RFI #	010
RFI TITLE	Race Day Hill Details
INFORMATION REQUEST	We are seeking some information on the tubing hill we will be heading to. Some parameters that would be helpful would be hill height, distance traveled, and steering radius (or distance between poles). Can you please provide this information if available?
INFORMATION RESPONSE	The hill will be comparable to past GNCTR race hills held at tube parks (ex. GNCTR 2016 in Ottawa, GNCTR 2015 in Kelowna). We will attempt to update teams to the best of our ability once we have the course specifics finalized with the race day venue.

RFI #	011
RFI TITLE	Height Requirement Inquiry
INFORMATION REQUEST	Clause 7.6.1 of the official rules states “There must be a clear space for roll protection (50 mm minimum) between the head of the tallest rider and the inside of the roll cage”. Is this requirement based on the riders sitting straight up or can the height be measured from the riders being hunched or leaned back?
INFORMATION RESPONSE	<p>The 50 mm clearance should be measured from the racing position of the riders. If the riders sit straight up while racing, then it may be measured in this position. If the riders hunch or lean back while racing, then it may be measured in this position.</p> <p>With that being said, the GNCTR 2018 Organizing Committee strongly urges all teams to use common sense when deciding how much clear space is built into their toboggan for roll protection. If it is reasonable to assume that the rider will move from a leaning back position to a sitting straight up position in a crash event, then we would suggest considering this in your design. Additionally, we reserve the right for the Safety Judges to comment further on this on a case-by-case basis in either their response to your Safety Report submissions, at the Technical Exhibit, or at Race Day.</p>

RFI #	012
RFI TITLE	Detailed Scoring Rubric - Predicting Concrete Strength Results
INFORMATION REQUEST	We would like some clarification as to how point 1.1.1. “Concrete Mix Performance” from the “Appendix A - Detailed Scoring Rubric” works. Will we be judged on our ability to predict the results for all of our test mixes, or just our ability to predict the results of the final race mix?
INFORMATION RESPONSE	Part of the judging for concrete mix performance will be based on how well the mix meets your intended design. Teams should be indicating in their technical report what criteria they designed their mix for. For example, some may say they are designing for as high a strength as possible, or a very sustainable mix, or a cost



effective mix, or a low-density mix with a minimum strength. Judging would consider this design goal and how well your final mix design achieves it.

Another aspect that concrete mix will be judged on is how each teams' mix compares to that of other teams. Mixes that separate themselves as being more innovative, better performing, etc. will score better in this category.

You will not be judged for your ability to predict the results of your test mixes during the fall. The comment "including accuracy in predicting results" was included as a reference to the rules Subsection 5.2.4. which states the requirement of sample concrete test cylinders. The comment is in reference to how accurately the Organizing Committee's compressive test of your test cylinder aligns with the reported strength in your Technical Report. Referencing Clause 5.2.4.8 of the rules, the intent is to punish teams that report higher compressive strengths than reality and not to punish teams with slight variances between reported and tested compressive strength.

END OF RFI RESPONSE PACKAGE #2