

***Formula SAE Italy,  
Formula Electric Italy  
& Formula Driverless***

July 24-28 2019  
Riccardo Paletti circuit  
Varano de' Melegari

# **HANDBOOK**



MAIN SPONSOR



Handbook



Formula SAE Italy,  
Formula Electric Italy  
& Formula Driverless 2019

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FSAEItaly

[www.formula-ata.it](http://www.formula-ata.it)

The pursuit of excellence



[www.dallara.it](http://www.dallara.it)

**dallara**

Formula SAE Italy & Formula Electric Italy is organized by  
ANFIA - Associazione Nazionale Filiera Industria Automobilistica  
[www.anfia.it](http://www.anfia.it)



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**HURACÁN EVO COUPÉ  
EVERY DAY AMPLIFIED**

## Formula SAE Italy, Formula Electric Italy & Formula Driverless 2019

“Riccardo Paletti” Circuit, Varano de’ Melegari - July 24<sup>th</sup> - 28<sup>th</sup>

### Official Handbook

#### Introduction

The Formula SAE Italy, Formula Electric Italy 2019 will follow the official SAE rules valid for 2019. The Formula Driverless 2019 will follow FSG rules with few exceptions. The Business Presentation event and the Cost event will follow FSG rules.

The additional regulations, valid for the Italian event, are the ones reported on the official Formula ATA web site ([www.formula-ata.it](http://www.formula-ata.it) under the “Information & Rules” section).

These guidelines are written with the only purpose to help competitors and guests during the event. In case of doubt, please refer to the event officials.

**Please remember that motorsport can be dangerous, take always the maximum care during the entire event.**

Formula SAE is an educational event where all the students have the possibility to learn while having fun.

**Formula SAE Italy  
is organised by**



**In collaboration with**







# Staff

## ORGANIZING COMMITTEE

### Steering Committee



**Claudio  
Annicchiarico**

*Head of Formula  
Driverless*



**Giampiero  
Brusaglino**

*Electric  
Technical  
Manager*



**Cesare  
Certosini**

*Head of Formula  
Driverless  
Dynamics*



**Paolo Mario  
Coeli**

*Formula SAE  
Italy Director of  
Operations*



**Anna Maria  
Costa**

*Event  
Organization*



**Raffaele  
Fregonese**

*Formula SAE  
Italy Director*



**Miriam  
Gangi**

*Event  
Organization and  
Communication  
Manager*



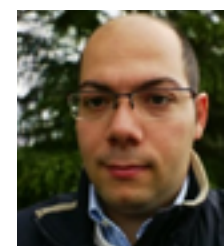
**Anja  
Herrmann  
Praturlon**

*Head  
of Dynamics*



**Silvio  
La Tassa**

*Head of  
Mechanical  
Inspections*



**Francesco  
Laviola**

*Head of Formula  
Electric Italy*



**Selene  
Migliaccio**  
*Event  
Organization and  
Responsible for  
relations with  
the teams*



**Roberto  
Prete**

*Safety  
Manager*



**Massimo  
Rosaschino**

*Dynamics  
Logistic Manager*



**Claudia  
Rossi**

*Event  
Organization  
- Paddock  
manager*



**Mariangela  
Sciorati**

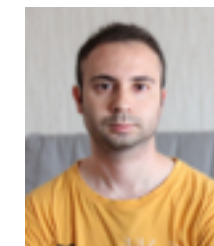
*Event  
Organization and  
Communication*

### Executive Committee



**Giorgio  
Brunelli**

*Dynamics  
Security  
Responsible*



**Piero  
Ciadamidaro**

*Scoring  
Responsible*



**Giacomo  
Danisi**

*Head of Design  
Judges*



**Carlo  
Giorgioni**

*Head  
of Cost  
Judges*



**Domenico  
Pareo**

*Cost Event  
Support*



**Enrico  
Rebaudo**

*Business  
Presentation  
Manager*



**Nicola  
Rizzini**

*Volunteers  
Coordination  
Responsible*



**Konstancja  
Stronska**

*Rules & Event  
Support -  
Paddock  
manager*



**Valentina  
Temporelli**

*Business  
Presentation  
Manager*

### Media Group



**Daniele  
Bottallo**

*Photographer*



**Fabrizio  
Giuliano**

*Video Maker*



**Andrea  
Napolione**

*Social Media  
Manager*



**Giuseppe  
Pagano**

*Video Maker*



**Giorgio  
Perottino**

*Photographer*



Design Event Committee

AGRICOLA Rocco	<i>Aptiv - PE Engineer Systems</i>
ANDREOLETTI Fabio	<i>FCA Italy - Autonomous Driving Engineer</i>
ANNICCHIARICO Claudio	<i>Meccanica 42 - CEO</i>
ANZIOSO Franco	<i>FCA Italy - Electrified Vehicles Planning Manager</i>
BADIA Tiziano	<i>KGR Elettronica - Direttore Tecnico</i>
BATTIMAZZA Alessio	<i>FCA Italy - Diesel Engine Calibration Specialist</i>
CAIROLA Marco	<i>Robert Bosch - Technical Interface</i>
CAMPANALE Carlo	<i>Maserati - Electric PWT Chief Engineer</i>
CANTELLA Andrea	<i>Valeo - Product Technical Leader - Expert Dual Mass Flywheel</i>
CASTELLI Pier Guido	<i>Sabelt - Product &amp; Innovation Responsible</i>
CERIELLO Giovanni	<i>DTS - Product Engineering</i>
CINÀ Alessandro Pietro	<i>FCA Italy - Vehicle Integration Responsible</i>
CIPELLI Marco	<i>Dayco - Testing Manager</i>
COELI Paolo	<i>FCA Italy - Powertrain &amp; Feature Portfolio Planning</i>
COLOMBO Maurizio	<i>Automotive Expert</i>
CONCARI Nando	<i>Dallara - Project Manager</i>
DALLARA Gian Paolo	<i>Dallara Group - President</i>
DANISI Giacomo	<i>Danisi Engineering - Chief Executive Officer</i>
DANNA Fabio	<i>Italdesign - Project Manager Electrical Vehicle / Electric &amp; Electronics</i>
DE LAURETIS Antonio	<i>Ferrari F1 - Head of Aerodynamic Modelling</i>
DE VITA Luca	<i>ANFIA - Technical &amp; Regulatory Affairs Area</i>
DI ROSA Giuseppe	<i>Lamborghini, Vehicle Dynamics Simulations / Chassis Targets</i>
DI VINCI Andrea	<i>Aston Martin Lagonda - HV BATTERY PACK - Commodity leader</i>
ESPOSTO Daniele	<i>Dayco - TVD/Decoupler Testing Supervisor</i>
ESPOSTO Filippo	<i>DTS - Product Engineering</i>
FERRARA Ferdinando	<i>FCA Italy - Electrical/Electronic Engineering - Pomigliano Sub Unit Responsible</i>
FREGONESE Raffaele	<i>Maserati - Electrified Powertrain Concept &amp; Validation Responsible</i>
FRUMUSA Vincenzo	<i>FCA Italy - LCV Quality Vehicle Line</i>
GAMBERINI Giorgio	<i>Italdesign -Business Development Director</i>
GIANSETTO Giacomo	<i>Dayco - Senior Design Engineer</i>
GOKCE Can	<i>FCA Italy - Electric Vehicle Integration Responsible</i>
GUCCIONE Stefano	<i>Maserati - Electrified Powertrain - Advanced Concept</i>
HAHN Christoph	<i>MathWorks - Senior Education Technical Specialist</i>
LAVIOLA Francesco	<i>GM Propulsion System Europe - Controls Development Workgroup Leader</i>
LILLI Francesco	<i>FCA Italy - EMEA - Product Development - Head of Advanced E/E</i>
LOMBARDI Emanuele	<i>FCA Italy - GSE Turbo Engines Program Manager</i>
MACERATINI Roberto	<i>Bitron - Electrified Powertrain - System Development Manager</i>
MANZALI Claudio	<i>Lamborghini - Transmission Department Engineer &amp; E-Axle Development Responsible</i>
MERLIN Marco	<i>Ycom - Head of Design Office</i>
MONTI Francesco	<i>Podium Advanced Technologies - CEO - Head of e-Mobility Business Line</i>
MORSONE Giulio	<i>Automobili Pininfarina - Chassis Engineer</i>
NARDONE Miriam	<i>Dayco - TVD Lead Engineer</i>
OCEANO Andrea	<i>CUNA Representative - Technical secretary for Italian committee on “Electric, hybrid and fuel cell vehicles”, “Vehicle fuelled with gaseous fuels“ and “Fuel specifications”</i>
OEST Holger	<i>Continental Automotive Italy - Global Account Director BMW Group</i>
OLLINO Paolo	<i>FCA Italy - FCA Manufacturing - NEW 500 BEV project manager</i>
PAIARDI Marco	<i>Aptiv - Product Engineering Mechanical</i>
POERIO Nicola	<i>Centro Ricerche Fiat - DAS Innovation Specialist</i>
RICCI Claudio	<i>Danisi Engineering - Head of Advanced Vehicle Dynamics</i>
RICCI Roberto	<i>Continental Automotive Italy - Product and Application Engineer</i>
RIVAGLI Luca	<i>Dayco - CAE Lead Engineer</i>
SACCHI Matteo	<i>FCA - Vehicle Dynamic Engineer</i>
SAVIO Walter	<i>Centro Ricerche Fiat - Responsible E/E Prototyping and Testing - E/E Innovation - PD</i>
SBROSI Marco	<i>Pirelli - Product Technologist</i>
TAMPOLLI Raffaele	<i>Tampolli Engineering - Race Cars Manufacturer at Tampolli Engineering</i>
TESTA Massimiliano	<i>Agrati - Group Product Development Director</i>
TOSCANO Gianluca	<i>Teoresi - Technology Leader</i>

TOSO Andrea  
VACCHINA Gabriele  
VEZZA Davide  
VIOLA Gianfabio

*Dallara - Head of Vehicle Dynamics*  
*Danisi Engineering - Head of Road Testing*  
*Robert Bosch - Group Manager Engineering Services*  
*Valeo - System Engineer*

Cost Event Committee

ACTIS ENRICO	<i>Dayco - Global Commodity Manager</i>
ALOISE Filippo	<i>DALLARA Automobili - Design Office</i>
ARMANDO Davide	<i>DALLARA Automobili - Design Engineer</i>
BENVENUTI Alberto	<i>Dallara - Indoor Testing Engineer (R&amp;D division)</i>
CACOPARDI Aldo	<i>DocFinance - Marketing Manager</i>
CAVALLERO MAURO	<i>Valeo - R&amp;D Controller</i>
CAVAZZINI Guido	<i>DALLARA Automobili - Quality Assurance</i>
DEI TOS Andrea	<i>Zoppas Industries - Design Engineer</i>
DI MARTINO Gerardo	<i>Dallara Group - Accounting Specialist</i>
DONDO Paolo	<i>Polo Mesap - Technical Manager - Polo Mesap “Smart Products and Manufacturing”</i>
FORNARO Debora	<i>Dallara Compositi - Quality Assurance Engineer</i>
GIORGIONI CARLO	<i>Dallara - Plant Controller</i>
LEUCCI Christian	<i>FCA Italy - Cooling Virtual Analysis Specialist - Engine Systems - Cooling System - EMEA PD</i>
LORENZON Francesco	<i>Teoresi - Vehicle Test Engineer</i>
MANA Mattia	<i>Valeo - Product Technical Leader</i>
MARCANDELLA Luca	<i>Process Engineering Specialist</i>
MARZILIANO Giuseppe	<i>Mechanical Engineer - Simulation</i>
MELI Angelica	<i>Fabbrica Dallara - Production Planner</i>
MONEGATTI Marco	<i>DALLARA Automobili - Sales Operations</i>
NENCI Federico	<i>Dallara Compositi - Key Account Manager</i>
PALMISANO Andrea	<i>Dallara Compositi - Logistic and Machine Shop Planner</i>
PANZERA LUCA	<i>Avio Aero (GE Aviation Business) - Lead Design Engineer</i>
PAREO DOMENICO	<i>FCA Italy - Powertrain Engineering - Benchmarking and Powertrain Technologies - Electrified Propulsion System Engineer</i>
PERGOLI Matteo	<i>Dallara - Vehicle Dynamicist (R&amp;D Division)</i>
PINTO Valerio	<i>Design Engineer</i>
PRATI Giovanni	<i>DALLARA Automobili - Project Cost Controller</i>
RATTALINO Valerio	<i>Valeo - System Engineer</i>
RUSSO Davide	<i>FCA Italy - Engine Systems - Fuel System - Project Chief</i>
SCARANGELLA Filippo	<i>Mechanical Engineer - Simulation</i>
SCOYNI Roberto	<i>FCA Italy - Powertrain Engineering - Benchmarking and Powertrain Technologies - Assistant Chief Engineer - Project Manager Turbocharged Gasoline Engines</i>
SILATCHOM Fabrice	<i>Dallara Compositi - Data Analyst</i>
SULEMAN Shalom	<i>Dallara Compositi - Quality Assurance</i>
TREMAMUNDO Filippo	<i>FCA Italy - Global Benchmarking Manager</i>
WILLIAMS Dom	<i>DALLARA Automobili - Design Engineer</i>

Business Presentation Event Committee

ALBIERO Giancarlo	<i>ANFIA - Aftermarket and Motorsport Area</i>
ASSETTATI Giovanni	<i>Italdesign - Project Manager - Ultra Limited Series Production</i>
AVERSA Paolo	<i>City, University of London - Associate Professor of Strategy and MBA Director, Cass Business School</i>
BONZI Matteo	<i>FCA - Institutional Relations</i>
BORRINI Davide	<i>Dallara - Administration &amp; Accounting Project Leader</i>
CARRARO Giles	<i>F1 Race Team Operations Manager</i>
CAVICCHI Fulvio	<i>Autosprint Journalist, Social Media Manager of ALIAN SARL</i>
CROWLEY Monica	<i>Audi - Project Management</i>
D’ALESSANDRO Sebastiano	<i>Tesa - Sales Manager Automotive Italy &amp; Global KAM FCA</i>
DEBERNARDIS Andrea	<i>ANFIA - Head of ANFIA Components Group</i>
DEITINGER Laura	<i>Assoknowledge Confindustria SIT President</i>
DONATO Silvio	<i>ANFIA - Data Analyst</i>
GARZULLI Serena	<i>Supply Chain Specialist - Sales and Logistic Support</i>

GENTILI Luca  
 GRASSI Luca  
 LOIODICE Cinzia  
 MANNA Francesca  
 MELANI Marco  
 NUCCIARELLI Alberto  
 NERVI Claudio  
 OLLINO Giulia  
 PASTORELLI Mirko  
 PESARE Salvatore  
 REBAUDO Enrico  
 RIO Giacomo

SCIOLARI Alessandro  
 SECONDO Francesco  
 SPERATI Maurizio  
 TEMPORELLI Valentina

TETI Francesco  
 ZANETTI Andrea

Continental Automotive Italy - Advanced Purchasing Team Leader  
 Danisi Engineering - Technical Account Manager  
 Bricks 4 Kidz Italy - Country Manager  
 FCA Italy - Human Resources Manager  
 Dallara Group - Group Controller  
 Fabbrica Dallara - Production Planner  
 FCA Italy - Head of Feature Portfolio Planning  
 FCA Italy - Jeep Brand - EMEA Product Manager Cherokee, Wrangler and Gladiator  
 ZF Group Italy - Sales Account Manager  
 ZF Group Italy - Technical Project Manager Steering System  
 Continental Automotive Italy - CPT Italy - Director CC FCA EMEA  
 Schaeffler - Customer Relationship Marketing Intern - Global Key Account Automotive  
 Scientific Director Assoknowledge Confindustria SIT  
 Robert Bosch - Technical Leader  
 Altair - VP Global Account Management FCA and Country Automotive Operations  
 Schaeffler - Customer Relationship Marketing Director - Global Key Account Automotive  
 Intecs - Solutions Automotive Sales Manager  
 Zoppas Industries - Process Engineering Specialist

## Formula SAE Italy, Formula Electric Italy & Formula Driverless 2019 - Awards

### Sponsor Special Awards



#### ANSYS Discovery Live Contest

Judge: Vincenzo Stirparo, KITE Group

- 1st Place Award: 2 tickets Ferrari GT race + Hot Lap with Ferrari GT car (location TBD)
- 2nd Place Award: 2 tickets Ferrari GT race + Official Lego Ferrari GT car model (location TBD)
- 3rd Place Award: 2 tickets Ferrari GT race (location TBD)



#### Best integration between powertrain and chassis controls

Judge: Giuseppe Di Rosa, Lamborghini - Vehicle Dynamics Simulations

- Trophy



#### Award for the best Car/Resources balance

Award presentation: Gian Paolo Dallara, Dallara Group - President

- Trophy
- Cheque of € 750,00



#### DRiVing the Future

Award presentation: Simonetta Esposito - Senior Communications Manager

- Trophy
- Cheque of € 500,00



#### Who we are

Ferrari has a most desirable track record, impressive results and has been confirmed as one of the "World's most powerful brands". Ferrari represents the pinnacle of GT and motor racing excellence, as well as Brand Diversification across Ferrari Stores Museums and Theme Parks world-wide. Being Ferrari means being part of a unique performance and future-focused team in which people are the most valuable resource. Ferrari, Italian Excellence that makes the world dream.

#### The ideal candidate

Since Ferrari has racing DNA, embracing and cherishing competition is part of its company culture as well as the cooperation within the team is extremely important in order to achieve best in class performance. Ferrari expects you to enjoy working as part of a team, to be flexible and dedicated, number oriented and proactive in order to maximize and deliver results and meet the deadlines. Fluency in English is a must-have, and a good level of Italian an advantage for your full integration.

Visit our careers website: <https://corporate.ferrari.com/en/career/career-opportunities>







### First Italian Team Classified in the Endurance Event - Class 1C First Italian Team Classified in the Endurance Event - Class 1E

Award presentation: Giulio Grassigli - Red Bull Student Marketeer

- Visit to Toro Rosso Factory (Transport included from Bologna to Faenza)



### Driverless and electric vehicle SW development process flexibility award

Judge: Paolo Bizzarri, Teoresi - Technology Development Manager

- Trophy
- Cheque of € 500,00



### See. Think. Self drive.

Award presentation: Alessandro Vitali, ZF Group - EMEA Regional & Steering Key Account Manager

- Trophy
- Cheque of € 500,00

## Special Awards



### Most Friendly Team

Trophy

### Best Class 1C Classified in the Cost Event

Trophy

### Best Class 1D Classified in the Cost Event

Trophy

### Best Class 1E

### Business Presentation Event

Trophy

### Best Class 1 C Design Winner

Trophy

### Best Class 1E Classified in the Cost Event

Trophy

### Best Class 1C

### Business Presentation Event

Trophy

### Best Class 1D

### Business Presentation Event

Trophy

### Best Class 1 D Design Winner

Trophy

## Other Special Awards



## Best Class 1E Design Winner Trophy

# Design, Innovate, Succeed!

Join #teamAltair today!



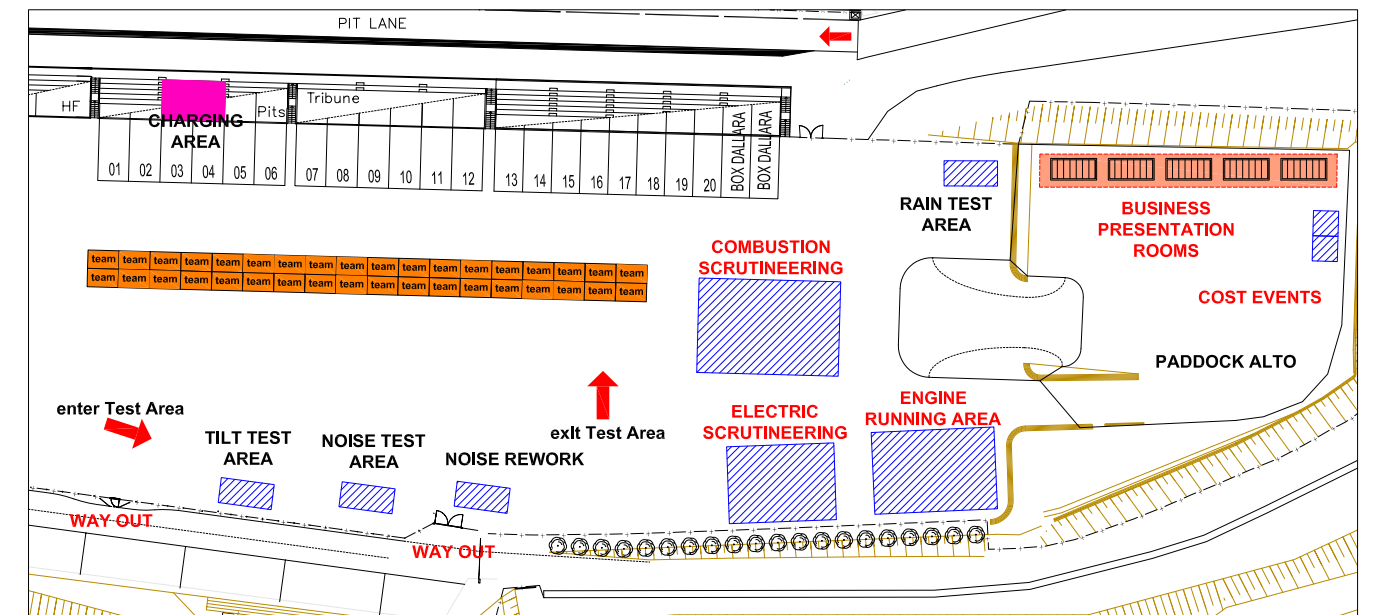
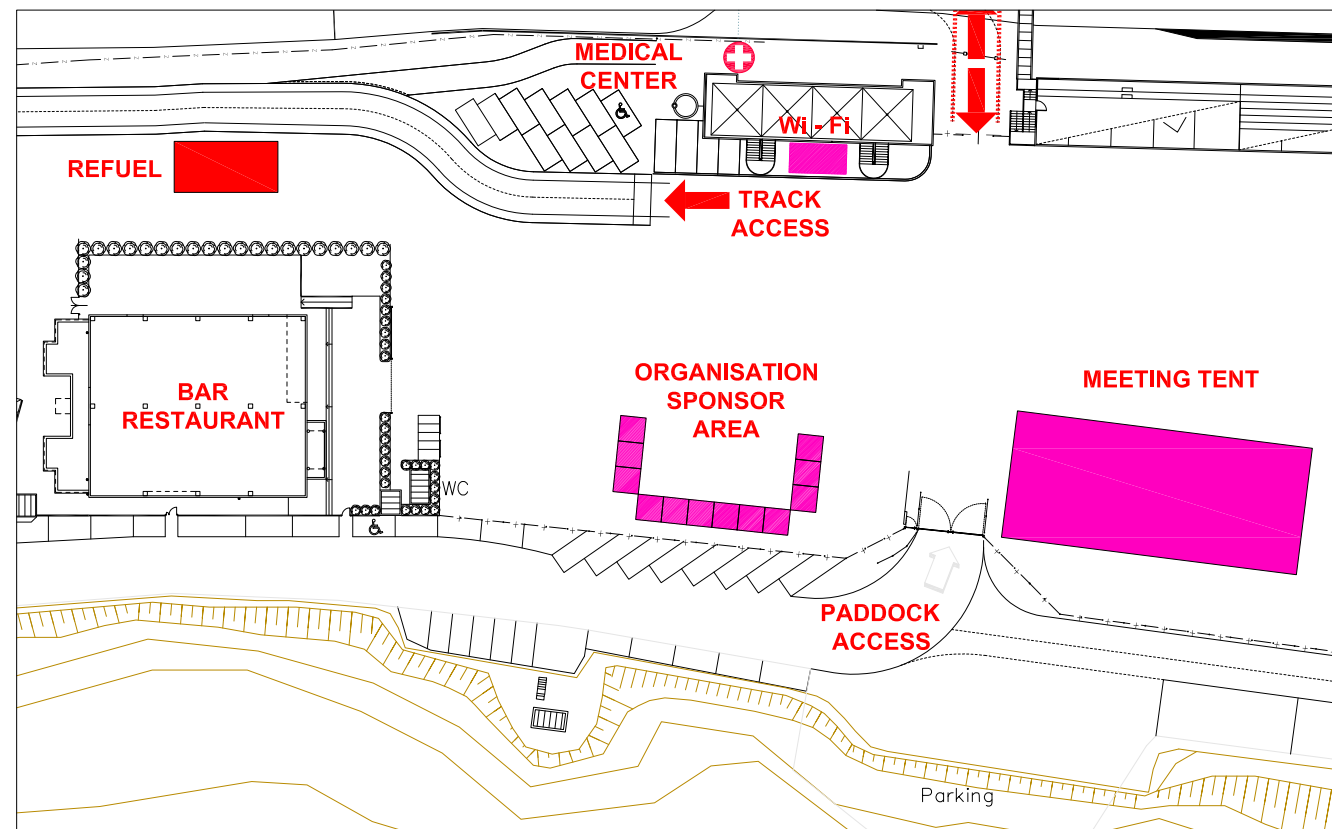
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## Site Plan



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a safer greener world?



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one every day.

 [TOMTOM.COM/CAREERS](https://www.tomtom.com/careers)





## Official Schedule *(This programme could be subject to changes)*

### Tuesday, July 23

15.00 - 19.00 Camping Check-in @ Camping

### Wednesday, July 24

08.30 - 12:00 Camping Check-in @ Camping  
 08:30 - 13:00 Registration for all Classes, Team Leaders, Faculty Advisors, ESO/ASR and Drivers Registration @ Registration Office  
**13:00 - 14:00 Lunch Break**  
 14:30 - 17:30 Dallara Recruitment Meeting @ Around the Paddock  
 15:00 - 19:00 Registration for all Classes and volunteers @ Registration Office  
 15:00 - 19:00 Team Leaders, Faculty Advisors and Drivers Registration, Energy Meters Delivery @ Registration Office, Pit set up  
 15:00 - 19:00 Technical Inspections 1C/1D @ Scrutineering Area  
 19:30 - 20:30 Team Leaders Briefing @ Meeting Tent  
 21:00 - 21:45 Opening Ceremony (with ANFIA presentation and with the participation of Heiko Schilling, Head of Navigation-TomTom Automotive)  
 21:45 Welcome Pasta Party and Red Bull Party @ Varano de' Melegari Party Area  
**22:30 Site Closes**

### Thursday, July 25

**07:30 Site Opens**  
 08:00 - 10:00 Drivers, Faculty Advisors & ESO / ASR Registration @ Registration Office  
 08:30 - 09:00 Briefing Technical Inspectors @ Meeting Tent  
 09:00 - 13:00 Technical Inspections 1C/1D/1E @ Scrutineering Area  
 09:00 - 13:00 Tilt, Noise & Rain Tests 1C/1D/1E @ Scrutineering Area  
 09:15 - 09:45 Business Presentation judges briefing @ Business Presentation Rooms  
 10:00 - 13:00 Business Presentation Event (All Classes) @ Business Presentation Rooms  
 11:30 - 13:30 Ferrari - Meet & Greet @ Ferrari expositive Area  
 12:00 - 13:00 Cost judges briefing @ Meeting tent  
**13:00 - 14:30 Lunch Break**  
 14:30 - 17:30 Dallara Recruitment Meeting @ Around the Paddock  
 14:30 - 19:30 Cost Event (All Classes) @ Pits  
 14:30 - 19:30 Engine Running Area Open @ Scrutineering Area  
 14:30 - 19:30 Business Presentation Event (All Classes) @ Business Presentation Rooms  
 14:30 - 19:30 Technical Inspections 1C/1D/1E @ Scrutineering Area  
 14.30 - 19.30 Tilt, Noise & Rain Tests 1C/1D/1E @ Scrutineering Area  
 19:30 - 20:30 Business Presentation Finals 1D @ Meeting tent  
 20:00 - 20:30 Tablet users Briefing @ Business Presentation Rooms  
 20:30 - 21:00 Design judges briefing @ Meeting Tent  
**21:00 Site Closes**  
**21:30 Dallara Dinner for judges**

### Friday, July 26

**07:30**  
 08:00 - 12:00  
 08:00 - 08:20  
 08:20 - 08:40  
 08:30 - 12:30  
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 19:15 - 20:00  
 19:15 - 20:00  
 20:30 - 22:00  
 22:00 - 22:30  
**22:45**

### Saturday, July 27

**07:30**  
 08:00 - 13:00  
 08:30 - 09:00  
 08:30 - 13:00  
 09:30 - 12:30  
 09:30 - 12:45  
 09:30 - 13:00  
 09:30 - 13:00  
 09:30 - 13:00  
 09:30 - 13:00  
 09:30 - 13:00  
**13:00 - 14:30**

#### Site Opens

Battery Charging Class 1D/1E @ Charging Area  
 Design judges registration and photo @ Registration Office  
 Design judges Briefing @ Meeting Tent  
 Technical Inspection 1C/1D/1E @ Scrutineering Area  
 Ferrari - Meet & Greet @ Ferrari expositive Area  
 Break Test 1C/1E @ Brake Test  
 Engine Running Area Open @ Scrutineering Area  
 Tilt Noise and Rain Tests 1C/1D/1E @ Scrutineering Area  
 Business Presentation Event 1C/1E @ Presentation Rooms  
 Cost Event (All Classes) @ Pits  
 Design Event 1C/1E @ Pits  
 Emergency Brake Test 1D @ Straight between 2 turns  
 Design Event 1D/3 @ Pits  
 Practice Area 1C/1E @ Practice Area  
 Drivers Briefing @ Meeting tent  
**Lunch Break**  
 Track Show @ Acceleration  
 Tesa Conference "Tape solutions: the invisible innovation enablers of the automotive industry" @ Meeting tent  
 Cost Event (All Classes) @ Pits  
 Acceleration 1D @ Acceleration  
 Design Event (All Classes) @ Pits  
 Battery Charging Class 1D/1E @ Charging Area  
 Technical Inspection 1C/1D/1E @ Scrutineering Area  
 Engine Running Area Open @ Scrutineering Area  
 Tilt Noise and Rain Tests 1C/1E/1D @ Scrutineering Area  
 Transponders Delivery @ Scrutineering Area - Noise Test  
 Practice Area 1C/1E @ Practice Area  
 Brake Test 1C/1E @ Brake Test Area  
 Business Presentation Finals 1E @ Meeting tent  
 Skidpad 1D @ Skidpad  
 Business Presentation Finals 1C @ Meeting tent  
 Panoramic Photograph @ Acceleration  
 Design judges Buffet  
 Design Finals - One to One @ Meeting tent  
 Design Finals Exhibit (Open Tent) @ Meeting tent  
**Site closes**

#### Site Opens

Battery Charging Class 1D/1E @ Charging Area  
 Acceleration Show @ Acceleration  
 Engine Running Area Open @ Scrutineering Area  
 Tilt, Noise and Rain Test 1C/1D/1E @ Scrutineering Area  
 Feedback Static Events @ Meeting tent  
 Acceleration 1C/1E @ Acceleration  
 Break Test 1C/1E @ Brake Test Area  
 Practice Area 1C/1E @ Practice Area  
 Skidpad 1C/1E @ Skidpad  
**Lunch Break**

14:30 - 15:00 Autocross Course Walk @ Track Area  
 14:30 - 19:00 Engine Running Area Open @ Scrutineering Area  
 14:30 - 21:00 Battery Charging Class 1D/1E @ Charging Area  
 15:00 - 19:00 Brake Test 1C/1E @ Brake Test  
 15:00 - 19:00 Practice Area 1C/1E @ Practice Area  
 15:30 - 19:00 Trackdrive 1D @ Skidpad  
 15:30 - 19:30 Autocross @ Track Area  
 17:30 - 19:30 Team's photo @ Acceleration  
 20:15 - 21:00 Drivers Briefing @ Meeting tent  
 21:00 Site closes

### Sunday, July 28

06:45 Site Opens  
 07:00 - 14:00 Battery Charging Class 1D/1E @ Charging Area  
 08:00 Course Walk @ Track Area  
 09:00 Endurance Event 1C/1E @ Track Area  
 09:00 - 13:30 Parc fermé Class 1E @ Track Area  
 11:00 - 19:00 Parc fermé Class 1C @ Track Area  
 13:00 - 14:30 Lunch Break  
 14:30 - 18:00 Engine Running Area Open @ Scrutineering Area  
 20:30 Closing Ceremony  
 22:00 Track Area closes

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## Pits

### Pit number

The pits of the circuit will be shared by two teams which will enter from the Pit Lane side or from the Paddock side. Some additional gazebos will be placed inside the paddock.

### Pit set up

**When:** Wednesday, 24<sup>th</sup> July, 15:00 - 19:00

All teams vehicles have to wait before entering the event site for unloading their cars and materials. Please follow the instructions of the officials. Walking speed is the maximum allowed speed in the venue.

ONLY 1 vehicle will be authorized to enter the paddock, but after the unload it shall be parked in the free parking area at the entrance of the Varano Circuit.

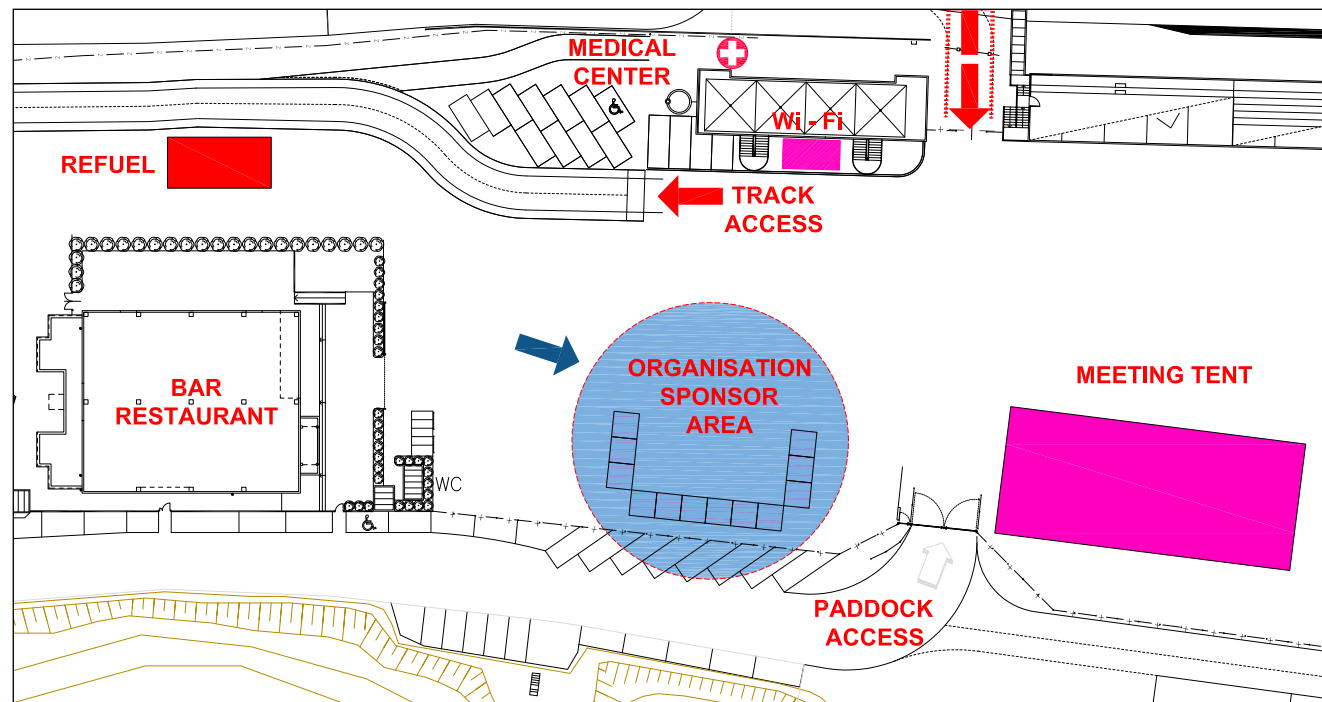


**Sabelt**

*N°1 in safety since 1972*



## Registration and information



### Registration of team members, additional team members and team guests

Upon arrival at the Varano Circuit, the Team Leader must register the team at the Reception Desk by:

- Bringing the ANFIA Limitation of Liability and signing the list of signatures IN FRONT OF the ANFIA Staff to confirm the correctness and validity of all other members' signatures;
- Communicating any changes in the list of team members, previously submitted, and in that case, filling out all the necessary registration documents for every new member and bringing photocopies of his/her health insurance card, passport or ID.

Then he/she will receive badges for all team members, additional team members, team guests, the dynamic area passes for drivers, which must be worn at all times.

No pass will be handed to any team member except than the Team Leader. A yellow wristband with barcode will be given to the Team Leader, which will be used during the team leaders' briefing.

During registration, he/she will also receive a number corresponding to the scrutineering order.

### Energy meter delivery

The energy meter kit will be delivered on Wednesday, 24th July, 15:00-19:00 at the Registration Office. The kit includes the energy meter box, a wiring harness set with connectors and a current sensor.

### Trasponder Delivery

The car transponders will be delivered on Friday 26th July, from 15:00 to 18:00 at the Scrutineering Area - Noise test. They will be picked up by the officers in the Parc Fermé after the endurance. In case the car will not participate in the endurance event, it will be Team Leader responsibility to return it back at the registration office (before the Closing Ceremony).

**When:**  
Wednesday, 24<sup>th</sup> July,  
08:30-13:00 - 15:00-19:00

**Where:**  
Registration Office  
**Event Organization:**  
Miriam Gangi - Selene  
Migliaccio - Claudia  
Rossi - Anna Maria  
Costa - Mariangela  
Sciorati

### Registration of Faculty Advisor

Faculty Advisors are kindly requested to register at the Reception Desk on Wednesday 24th July, from 08:30-13:00 or from 15:00 to 19:00 together with his/her team or on Thursday 25th July, in the morning.

### Drivers registration

Every team must register as drivers at least 4 members.

Drivers will have to submit the R. Paletti Circuit release and waiver of liability completely filled out, together with the photocopy of a valid government issued driver's license.

Drivers are requested to present those documents at drivers registration desk on Wednesday 24th July, from 08:30-13:00 or from 15:00 to 19:00 and on Thursday 25th July, from 08:00 to 10:00.

Drivers will receive a blue wristband with a barcode on it, which will be used during the drivers' briefings.

Drivers will have to pass the egress test and the main hoop height test to be allowed to drive the car; as soon as they pass the tests they will be handed a red wristband.

Those tests are performed during technical inspections or, if necessary, under appointment anytime before the start of the first dynamic event the driver wants to participate.

### ESO / ASR registration

Electric teams, including driverless car equipped with electrical powertrain, must register at least 1 ESO (Electrical Safety Officer).

ESOs are requested to register at the Reception Desk on Thursday 25th July, from 08:00 to 10:00. ESOs will receive an orange wristband and an orange t-shirt/team, which must be worn during the team's dynamic events.

For driverless team, ESO will be registered also as ASR (Autonomous System Responsible).

ASR are requested to register at the Reception Desk on Wednesday 24th July, from 8:30 to 13:00 and Thursday 25th July, from 08:00 to 10:00. ASRs will receive an orange wristband and an orange t-shirt/team, which must be worn during the team's dynamic events.

### Certification of participation

A certificate of participation will be sent to the Team Leader for every team member after the event as a .pdf file.

### Parking

At the entrance of Varano Circuit there will be a free parking area for all vehicles.

### Visitors

Visitors are welcome during the 5 days of the event. Entrance is free in the public areas and grandstands while inside the paddock it is on payment.

Tickets can be bought at the Registration Office and can be paid cash or by credit card.

Tarifs	Ticket	Reduced ticket (only for under 14 aged persons)
One day:	€12,00	€5,00
Two days:	€22,00	€8,00
Three days:	€33,00	€12,00
Four days:	€44,00	€16,00
Five days:	€55,00	€20,00

Under-age participants must be accompanied by an adult at all times, who will be responsible for any dangerous action they will cause to themselves, other persons and facilities.

Pets are NOT allowed, except guide dogs.

**Please note to all spectators closed toed shoes are preferred.**

## Formula Driverless

Formula Driverless (class 1D) debuted in the Formula SAE Italy & Formula Electric Italy during the 2018 edition, following the innovative technological trends of the automotive industry. It follows the FSG DV Rules with some exceptions which you can find in the Information & Rules 2019. The division between Static and Dynamic events is maintained. The cars will take part in all dynamic disciplines completely autonomously with no driver sitting in the vehicle but with an algorithm able to identify the best path.

### Statics Events

1D Statics Events are the same (Business, Cost and Design) of the other classes with a few differences. Cost Event and Business Presentation Event follow the FSG model. One only panel of judges is planned for the Design Event, that follows a precise list of evaluation items. The judgement of the design of the car isn't separated from the autonomous system judgement even if judges are focused on this latter. There aren't Design Finals for 1D class.

### Track Marking

DE6.3.1 The markings of all dynamic events will have the following characteristics:

- The track is marked with cones.
- The left borders of the track are marked with small blue cones.
- The right borders of the track are marked with small yellow cones.
- Exit and entry lanes are marked with small orange cones.
- Big orange cones will be placed before and after start, finish and timekeeping lines.
- If not defined otherwise in chapter D of the FSG rules, the maximum distance between two cones in driving direction is 5m. In corners, the distance between the cones is smaller for a better indication.
- The start, finish and time keeping lines as well as keep out zones around the time keeping equipment are marked with red, orange or pink paint.
- Additionally for skid pad and trackdrive, track limit lines on either side of the track and entry/exit lanes may be marked with yellow, green or white paint.
- There are no track limit lines for acceleration and Emergency Brake System (EBS)-test.

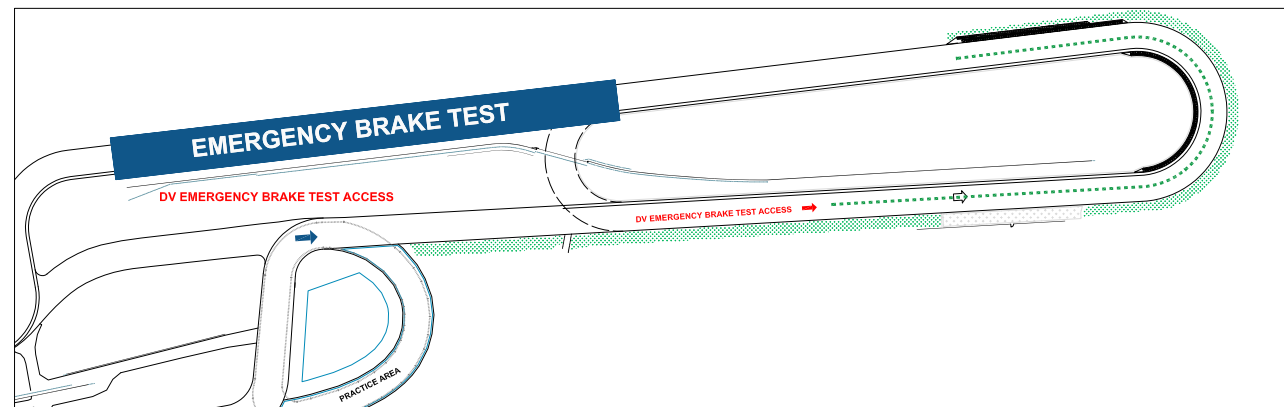
All lines chalk-marked.

### Dynamic Events

Driverless cars compete in the following Dynamic Events:

- Acceleration
- Skidpad
- Trackdrive

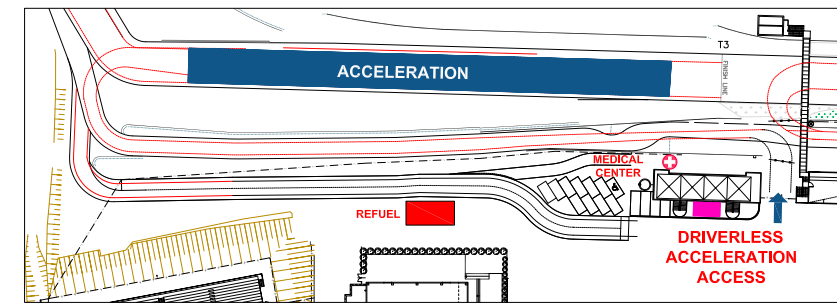
The Autocross event will not take place.



### ACCELERATION

**When:** Friday, July 26<sup>th</sup>,  
14:30 - 17:00

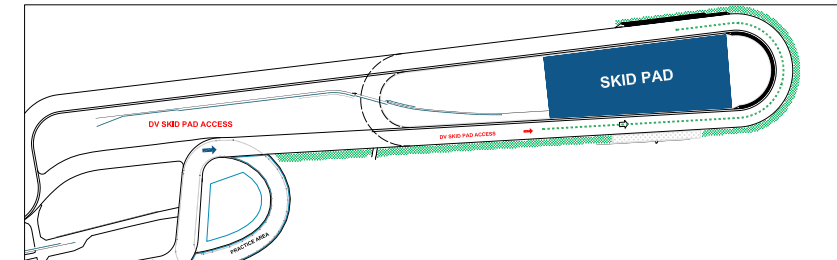
**Where:** @Acceleration



### SKIDPAD

**When:** Friday, July 26<sup>th</sup>,  
17:00 - 19:00

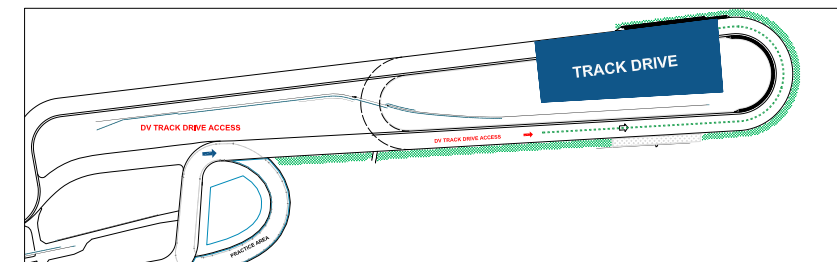
**Where:** @Skidpad



### TRACKDRIVE

**When:** Saturday, July 27<sup>th</sup>,  
15:30 - 19:00

**Where:** @Skidpad



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Formula Electric Italy  
Formula Driverless

with a  
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**Driverless  
and electric  
vehicle  
SW development  
process  
flexibility  
award**



## General Rules

Pits are located inside the garage of the Varano Circuit.  
 Inside the whole area of the Varano Circuit all the rules stated by the official SAE regulation apply.  
 It is forbidden to walk on the gravel traps of the Circuit.  
 Team members must leave the Circuit during the night at the scheduled hour.

<b>Ask questions</b>	<p>If you have a question - ask!</p> <p>If you have any questions about any part of the competition, schedule, procedures, rules or anything else, just ask to the Team's relation Officer. Rules questions may be presented to the technical inspectors.</p> <p>It all starts with asking and remember, there are no dumb questions. Please: do not fear to fail by asking anything you need or clarify any doubt you might have!</p>
<b>Ask for help</b>	<p>If you need help - ask the officials.</p> <p>Announcements requesting parts, tools or assistance can be made by the announcer.</p>
<b>Announcement</b>	<p>Although there are loudspeakers, it could be difficult for announcements to be heard everywhere, especially close to a running engine. You can help us make sure everyone knows what's being announced by passing the announcements along to your team mates and other teams in your area. This is important and we appreciate your help.</p>
<b>Two way radios</b>	<p>Two ways radio are used both by teams and by STAFF. In Italy only the use of LPD radio device is free. The use of PMR446 radio devices is subject to general authorization and to the payment of a contribution to Italian Communication Ministry.</p> <p>Please, make sure to use CCTCS/DCS squelch and not to use the same frequencies of the staff: point penalties may apply!</p>
<b>Be on time</b>	<p>The schedule is included in the Student Handbook and posted online. Possible modifications are communicated online and through announcements.</p> <p>It's Team responsibility to be on time.</p>
<b>Drivers briefings</b>	<p>Attending drivers' briefings is mandatory for Team members planned to drive: check the schedule for Briefing times.</p> <p>Please consider that the barcode scanning before the drivers' briefing could take some time: therefore, we ask all drivers to arrive earlier.</p>
<b>Be careful</b>	<p>Don't take any risk when working on your car - follow safe working practices.</p>
<b>Bring your documentation</b>	<p>When Teams come to tech inspection must bring all the documentation and correspondence connected to SES submission, Impact Attenuator Data Report, FMEA and any Rules Questions submitted.</p> <p>The inspectors do not have this material and Teams may need it to answer questions about their vehicles design and construction.</p> <p>The inspectors want you to pass tech, and pass it easily, but they need your help to make it happen.</p>

### **Don't run**

Running tells people there's an emergency. Don't run unless life is in danger.

### **Event Closing Times**

Remember that Acceleration and Skid Pad close at exactly the time communicated by the officials.  
 Car must have crossed the starting line by that time or it can't run: it is recommended to get in line early.

### **Keep the Officials Informed**

Keep the officials informed if you run into any problems that need our attention or might push your team against a time limit.  
 For example, if it's needed a quick re-inspection to get to an event before it closes let us know - the inspectors can be ready, but only if Teams keep us informed.  
 It is Team responsibility to verify that the information has been received by the appropriate people.

### **Removing Cars Overnight**

Removing the car from the track overnight is a Team decision, after having the written permission from the officials.  
 If Team wants to take its car off site it must take the vehicle to tech inspection and have an inspector removing part one of the tech sticker.  
 When Team returns, it's the teams responsibility to have the items worked on re-inspected.  
 No guarantee can be assured on the time of re-inspection, therefore do not relay on an immediate re-inspection to participate to the dynamic events.  
 There is no certainty that the permission will be granted due to organizational matters or schedule changes.


### **Weather**

Weather is the main thing Organizers cannot force or control.  
 It is good to be prepared for all weather types from sun to heavy rain.  
 Pack long and short sleeve apparel, sun block, rain coats and comfortable closed-toe shoes.

## Have Fun, Drive Safe, Use Common Sense

Passes and Allowed Areas

Paddock & Track




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July 24-28 2019  
Riccardo Paletti circuit  
Varano de' Melegari

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**Dynamic Pass**




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**Press Pass**

Paddock Only




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**Guest**




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**ANFIA Organizing Committee**



**Formula SAE Italy**

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**Event Support**

## Bicycles, Skateboards, Rollers and other similar vehicles

They are NOT allowed inside the paddock. The security service is allowed to take badge away of the team member, who will not comply with this rule.

The badge return will be upon penalties to the team, depending on its gravity.

## Alcohol

PLEASE NOTE: Alcoholic drinks are strictly forbidden inside the circuit during the event, under penalty of the team disqualification.

Alcohol test can be done by any official at any time during the competition: 0.00 g/l is the allowable alcohol content during this event for everyone.

**If ANY team member (driver or not) is found with an alcohol level higher than 0.00 g/l, the relevant team member will be immediately disqualified and the drivers of the team will be verified before any driving event.**

## Fires and Smoking

No open fires are allowed in the pits, track and engine running areas, cigarettes included.

Smoking is strictly forbidden in the pits, tracks, buildings and engine running areas.

## Photographers

**Authorization** The staff is solely responsible for authorizing photographers/spotters to enter the dynamic event area. Photographers/spotters must be registered for the competition, sign all required waivers, read any required material, agree that they understand and have no questions regarding the policies and procedures for photographers, and agree to abide by these policies and procedures at the risk of being escorted from the dynamic area. Videographers are classified as photographers. Photographers must have photographic equipment - cell phones are not cameras. Photographers and spotters are explicitly restricted to photographic activities.

**Limit and penalty** Each university is limited to one (1) photographer/videographer. Additional photographers must remain outside the dynamic event area. Unauthorized photographers will lead to a penalization of their team:

-1<sup>st</sup> time: 5 points;  
 -2<sup>nd</sup> time: 10 points;  
 -3<sup>rd</sup> time: 50 points.

**Access Policy** Properly accredited photographers/spotters representing universities may only access the dynamic events area while their teams are actually running in an event. University photographers/spotters will not be granted dynamic area access independent of their team.

## Fuel

Only the fuel provided by the organizer may be used at the event. No fuel may be brought to the event. Unleaded gasoline with an octane rating of 98 RON and E85 will be the only fuels available at the competition. Every team should have communicated to ANFIA the exact tank capacity. The official marshals have the right to check fuel compliance during the entire event. Refueling will be carried out at the Fuel Station, located in a Fuel Area subjected to the following prescription:

- Only one car may enter the Fuel Area;
- To reach the refueling area the driver must be seated in the cockpit wearing a full safety suit while pushed to and from the area;
- The refueller must be able to accomplish his job without any part removed from the car;

- During the refueling the driver must stand out of the car at a safety distance following the instructions of the official marshals. No other team member can enter the Fuel Area;
- Any other vehicle must be at least 5 meters away from the Fuel Area;

It is forbidden to make use of any device producing flames, sparks or smokes near the Fuel Area. No cell phone is allowed in the area.

Open fuel containers are not allowed. As soon as the car is re-fuelled for the first time, it must proceed with the engine turned off to the tilt table.

## Working on Electric Cars

Any vehicle that has not passed E-Scrutineering needs to have HVD disconnected.

The team safety responsible and at least one more team member, who can intervene in case of emergency, must attend every activity on the tractive system. In absence of the team safety responsible, none is allowed to act on the tractive system. Anytime the tractive system is turned on, all driven wheels shall be lifted off the floor (and all parts, such as nuts, near wheels must be tightened). After any activity on the tractive system during which seals were broken an E-Scrutineering is mandatory.

For activities on the inactive tractive system team safety responsible shall follow this procedure:

1. Lock out the tractive system master switch.
2. Check for zero-potential.
3. Disconnect HVD.
4. Install a green sign declaring the car as electrically secured (See image below). Sign shall include name of the safety responsible.
5. It is team's responsibility to expose the sign in A4 format near the car in a visible position.
6. At the end of activity, remove immediately the sign.

It is recommended lifting driven wheels off the floor during any maintenance activity.

In case of measurements on the active tractive system or an activation of the tractive system in the pit for testing please follows this procedure:

1. Be sure the team safety responsible is supervising the activity and a team member who is not involved in the activity is present and can intervene in case of emergency.
2. Separate the car with a red or orange tape (not provided by the organization).
3. Install a yellow sign declaring the high voltage hazard. (See the image below). The sign shall include the name of the safety responsible. It is team's responsibility to expose the sign in A4 format near the car in a visible position.
4. Remove all driven wheels of the car and tighten all parts, such as nuts, near wheels.
5. Wear compliant safety gloves and use appropriate tools.
6. Be prepared to push an emergency button at any time.
7. Turn on the tractive system only for the shortest time you need. The activation of the tractive system or the spinning of motors in the pit is only permitted if the car is lifted off and the driven wheels are demounted.

Basic maintenance and testing activities for the accumulator container is allowed in the recharging area; in case a team needs to perform advanced maintenance activity (e.g. grinding, drilling, etc.), the team may get authorization by a scrutineer who checks safe conditions are met in the pit area. A car not having passed yet the E-scrutineering, when moved around or taken to the static events MUST have the HVD disconnected.

When moving around an electric car, the tractive system master switch must be turned off and the key must be kept by the safety responsible, who must always stand near the car moved around.

If any of the above-mentioned instructions are not respected, it may result in a deduction of points or disqualification.

The tractive system master switch must be locked, whenever the team safety responsible has to go away from the vehicle, even during nights.





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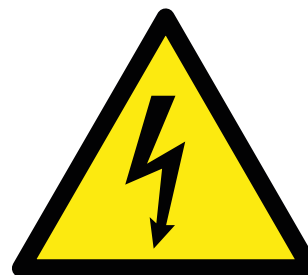
# SAFETY FIRST



THIS CAR IS  
**ELECTRICALLY  
SECURED**

SR \_\_\_\_\_

# WARNING



**HIGH VOLTAGE  
MAINTENANCE**

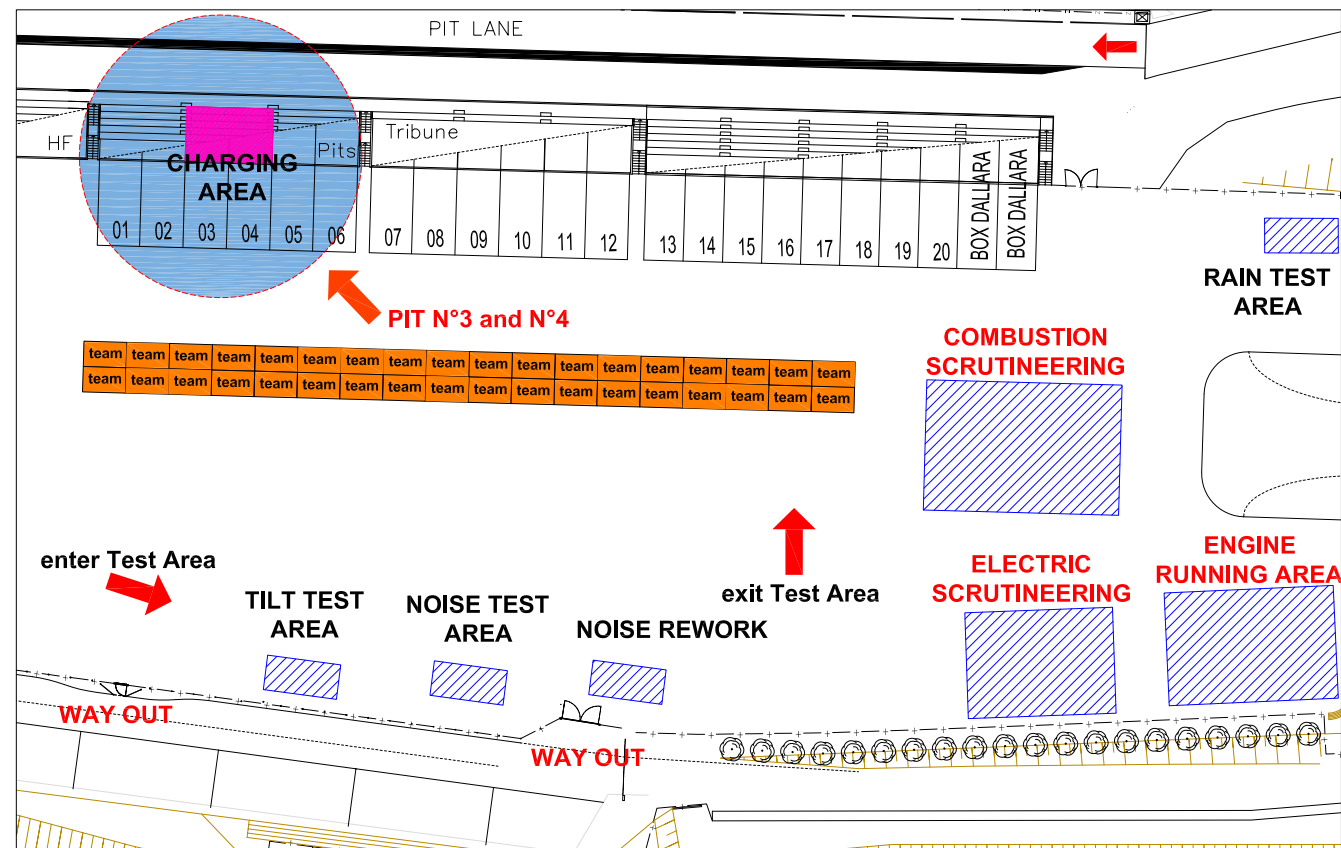


**ONLY AUTHORIZED TEAM  
MEMBERS CAN CROSS LINE**

SR \_\_\_\_\_



## Charging Electric Vehicles



Accumulators can be recharged exclusively in the designated charging area. No charging is allowed during the night. The team Safety Responsible and at least one more team member have to be present during the charging. No more than four team members of each team are allowed in the charging area.

Accumulators must be removed from the car for charging within a removable accumulator container and placed on the accumulator container hand cart for charging.

While charging, the accumulator container has to report a label with the following information:

1. Team number
2. Approximate time at which the recharge will end
3. Name of Safety Responsible

Recharge will be allowed only after the electrical technical inspection.

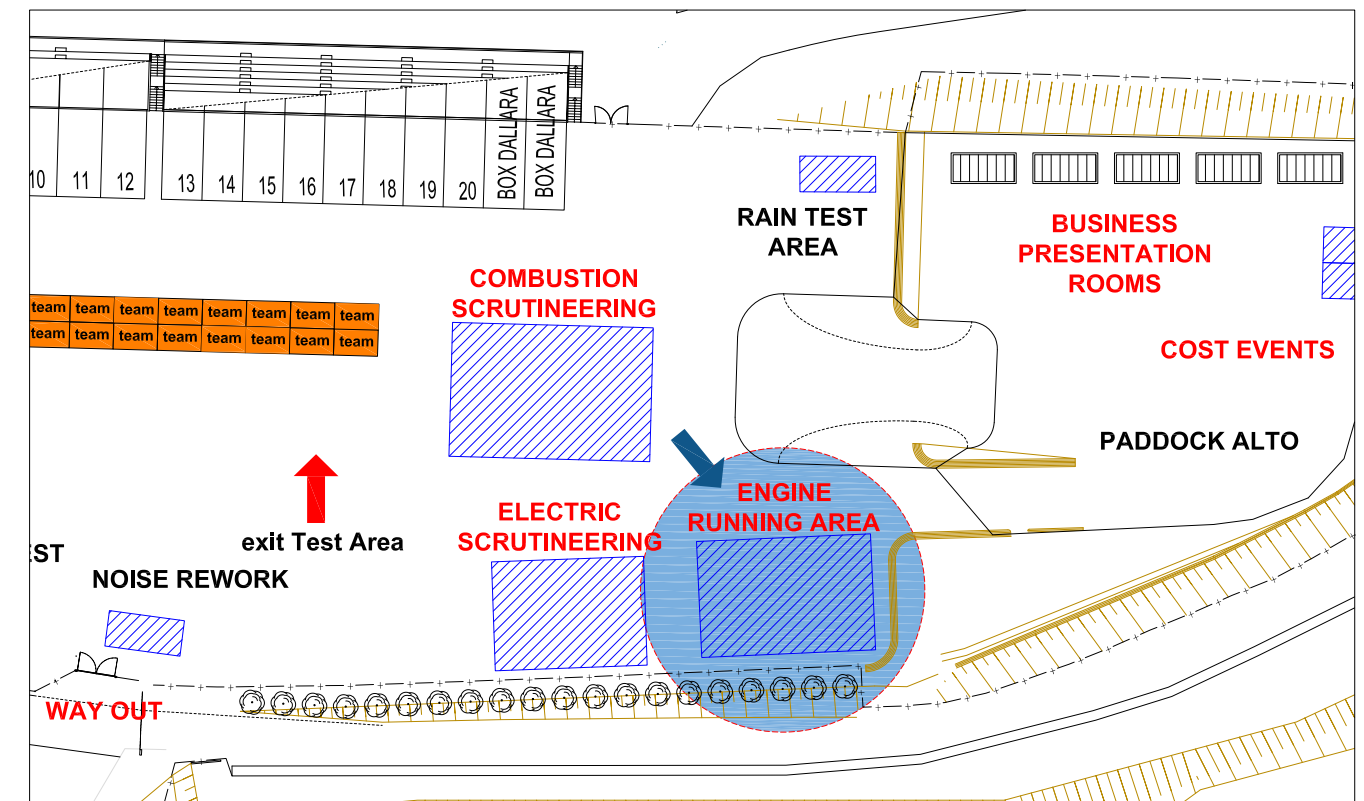
The recharge area is equipped with the following AC socket-outlets:

- Single-Phase 230V 50Hz 16A P+N+E Schuko
- Single-Phase 230V 50Hz 16A IEC 60309, 6h (180°), P+N+E (Blue - 3 poles)
- Three-Phase 400V 50Hz 16A IEC 60309, 6h (180°), 3P+N+E (Red - 5 poles)
- Three-Phase 400V 50Hz 32A IEC 60309, 6h (180°), 3P+N+E (Red - 5 poles)

**Each team must verify that the AC plug of their charger is compliant with one of the available socket-outlet. If not, the team has to replace it with a compatible one or bring compliant adapter.**

**Where:**  
Charging Area

## Engine Running



**ENGINES CAN NOT BE RUN IN THE PIT GARAGES.**

Engines may be run ONLY in the designated “engine running area” in the paddock, provided that the car has passed technical inspections and the following conditions are satisfied:

**Where:**  
Engine Running Area

1. The car is on an adequate stand (NOT on coke crates, plastic boxes etc).
2. The drive wheels are at least 10.2 cm (4 in) off the ground or the drive wheels have been removed.
3. A fire extinguisher must be at hand.
4. Only the driver and 2 team members are allowed in the engine running area. If an electric car is running the Safety responsible must be in the area.
5. The driver must be seated and belted in the cockpit, wearing a full safety suit.
6. The gearbox must be in neutral or the CVT dis-engaged.

*The exhaust system may be very hot, pay attention.*

## Scrutineering

**Know the Rules - Read the rules again: rules understanding is critical to success!**

### WELDING AND GRINDING PROCEDURES

Welding and grinding will be permitted inside each team pit provided that the necessary safety aspects have been taken into account.

Safety glasses and gloves must be worn during those operations; same procedure may be applied to other tool usage at the discretion of the organizers.

A fireman must be present when welding, call for them every time you need to weld.

We remember you that it will be not present an official welder on site.

### DYNAMIC AREA ACCESS

All the Track Area of the Varano Circuit will be defined as “Dynamic Area”.

Only the cars waiting to attend the specific test may enter the “Dynamic Area”.

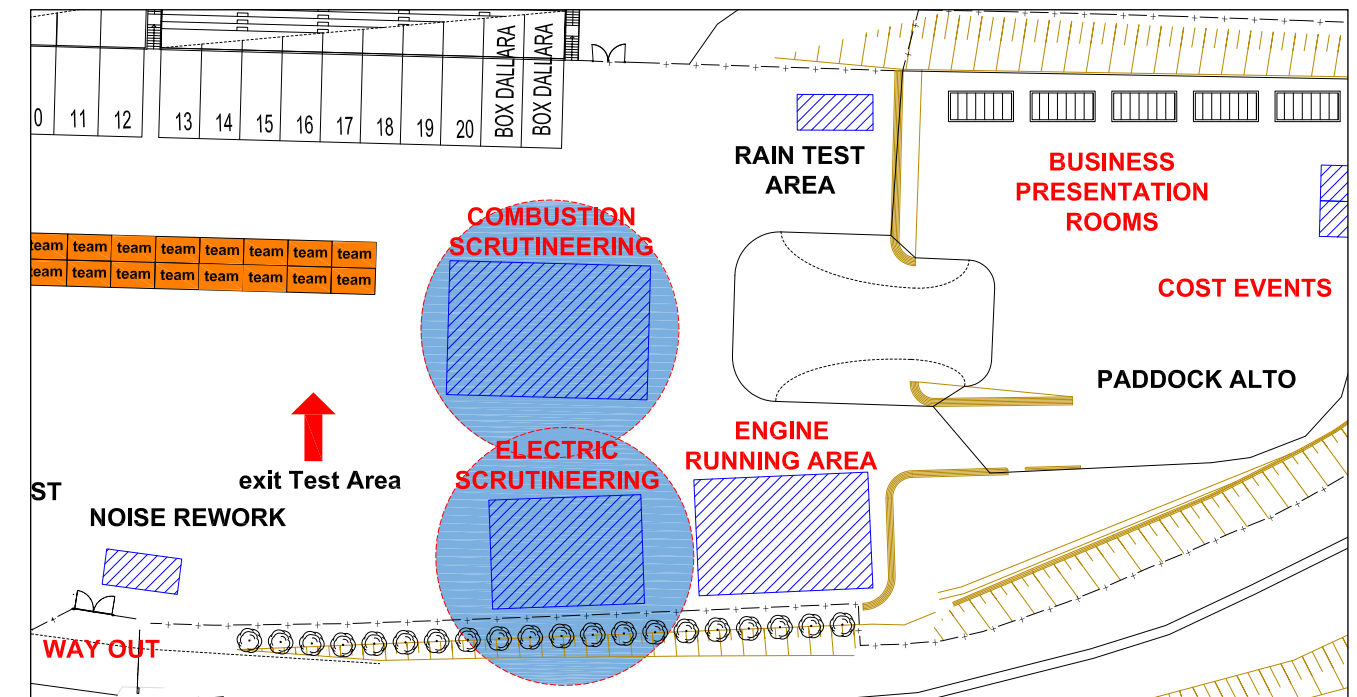
Only team members with a valid “Dynamic Pass” may enter the “Dynamic Area” to follow the corresponding car: four (4) “Dynamic Pass” will be given to each team.

At any time, no more than four team members may enter the dynamic area, including the driver (or drivers).

Spectators are not allowed to enter the Dynamic Area.

**REMEMBER: CLOSED TOE SHOES!**

## Scrutineering



### When:

Wednesday, 24<sup>th</sup> July 15:00 - 19:00

Thursday, 25<sup>th</sup> July 09:00 - 13:00 / 14:30 - 19:30

Friday, 26<sup>th</sup> July 08:30 - 12:30 / 14:30 - 19:00

Saturday, 27<sup>th</sup> on request

### Where:

Paddock

### Heads of event:

Silvio la Tassa -

Mechanical Inspections

Francesco Laviola -

Electric Inspections

### Pre-check the car.

During registration you will be given your technical inspection number: the queue for the technical inspection follows these numbers.

Please fill the first part of the technical inspection sheet, regarding tires, before queuing and line up with everything you need.

### What to bring to Tech. Inspections:

- Vehicle;
- Dry and wet tires;
- Driver's equipment including helmets, suits, gloves, eye protection, balaclava, socks, and shoes for all drivers (Note: This includes your arm restraints);
- Fire extinguishers;
- Push bar;
- Structural Test documents and supporting documentation or test pieces Technical Inspection form;
- EV only - Data sheets for all used parts in the tractive system;
- EV only - Approved technical document (ESF) signed by ESA;
- EV only - Tools and protection equipment as defined in the FSE rules;
- EV only - Spare accumulators;
- EV only - Clear pictures of parts not reachable during inspection (HV fuse box, ...);
- EV only - Spare samples of self-developed printed circuit with HV and LV;
- All of your team's drivers;
- Impact attenuator test piece;
- Monocoque test specimens - if applicable;
- Tools to disassemble any parts of the car that the inspectors want to examine. This includes accessing your restrictor, removing body panels or any parts that are blocking inspection and to allow examination of your EV systems;
- Copies of your team's rules questions and Committee's answers;
- Material to record the inspectors' comments.





The technical Inspection number is provided during the team registration.

ANFIA has the right to re-order the scrutineering queue, in case the scrutineering slot of a team coincides with a time slot of the team for a static event.

The technical inspections will be held inside the scrutineering area of the circuit. Additional time for re-inspection, if necessary, will be available under demand.

The only permitted modifications are according to rule SAE IN.14.2.2 otherwise the car must be re-scrutinized and reapproved.

Teams removing their car from the event site will lose all their stickers from technical inspection (Scrutineering, E-Scrutineering, Brake, Noise, and Tilt Table).

If your car isn't ready when your number is called, you'll lose your position and go to the back of the inspection line.

The Technical Inspectors wish every team to pass tech inspection as quickly and easily as possible. Many inspectors are former competitors and they know the amount of time and effort Teams invested in completing their car and preparing it for the competition. Technical inspections take longer when scrutineers have to explain noncompliant items and the process is quicker if everything complies.

Please make inspection easier by yourselves, and for organizers, by understanding the rules, pre-inspecting your car and being prepared.

E-technical inspectors will mark different approved parts (i.e. insulation monitoring device, accumulator containers, energy meter, tires, rims etc.).

The car can be disqualified from any dynamic event if using unmarked parts or substituting marked parts: parts with broken seals are equivalent to being unmarked and seals must only be replaced by a technical inspector.

***For E-cars, e-technical inspections will be held before the mechanical inspections to ensure everyone's safety.***

However, Chiefs of Technical Inspection may allow exceptions to perform the mechanical technical inspection without having done the electric inspections, but only if the accumulator container is carried on the hand cart.

Car not passing e-tech will not be allowed to proceed with the other inspections and tests; moreover, the vehicle is not allowed to take part in any dynamic event if any of the e-tech seals are broken and until the IMD Test is passed again.

***Device to be used for checking compliance to EV3.6.3 rule.***

Regarding rule EV3.6.3 ANFIA will not use a special device to check the compliance to the temperature limits.

PLEASE NOTE: It is a team's responsibility to keep track of how quickly cars are going into Tech Inspection: It is suggested to have someone to keep an eye on how the numbers are progressing. No more than 3 cars will be allowed to queue.

If you miss this window, you have to return your "old" tag and take a new number.

If a Team expect to have a time conflict with a Static Event (Design, Cost or Presentation) please be aware that the Static Event has priority.

If Team vehicle is undergoing Technical Inspection, and members have to leave to attend a Static Event, Team simply need to inform the Inspector: Team will be allowed to remove car from the Technical Inspection area, to resume Technical Inspection later.

Before passing electrical inspection, the car may only be moved around on the event site with all master

switches and shutdown buttons in off-position and the HVD disconnected. GLV-master switch, TS-master switch have to be turned off.

**Please remember that the Safety responsible shall attend to E-technical inspection.**

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## SMART HINTS

**Self-inspection** - Teams must self-inspect their car and be sure that it complies with the Rules before bringing it to tech inspection: use the tech inspection form found on the FSAE Online website during your self-inspection.

It's Team responsibility to properly prepare and self-inspect their car; if inspectors discover a large number of rules violations, or an incomplete self-inspection, then they may suspend their work and send Team back to its paddock to make corrections.

**Rules Question Documentation** - If a Team submitted a rules question and received an interpretation from the Rules Committee, it has to bring copies of both the question and answer to technical inspection: without this, the inspectors won't know the Committee's interpretation and might make their own.

**Impact Attenuator Test Piece** - Bring the Impact Attenuator Test piece, "Impact Attenuator Data Requirement", and also copies of Impact Attenuator Data report and any related correspondence with the officials (IN5.1.1).

**Monocoque Test Specimens** - Monocoque builders must bring the test pieces required by Rule IN5.1.1 "Monocoque Laminate Testing."

**Restrictor Check** - During inspection Team needs to disassemble air intake system to allow a no-go gauge to be inserted into the restrictor: bring the tools required (CV1.7.3)!

If you do not pass the inspection, please write down the name of the responsible of your inspector's team, so to be able to ask for him/her later.

Decisions of the inspectors and the Chief Technical Inspectors concerning vehicle compliance are final and are not a subject of any discussion or appeal.

## Energy Meter delivery

The energy meter will be delivered during the registration.

The responsible will hand out the energy meter and needed connectors and he will help with the installation, if needed, and he will answer upcoming questions.

The energy meter must be mounted on the vehicle before the technical inspection. During the technical inspection, the energy meter will be checked.

The energy meter responsible will read out data from time to time to determine if the 80kW limit was obeyed during the dynamic events: data used to calculate the efficiency scoring will be read in the parc fermé.

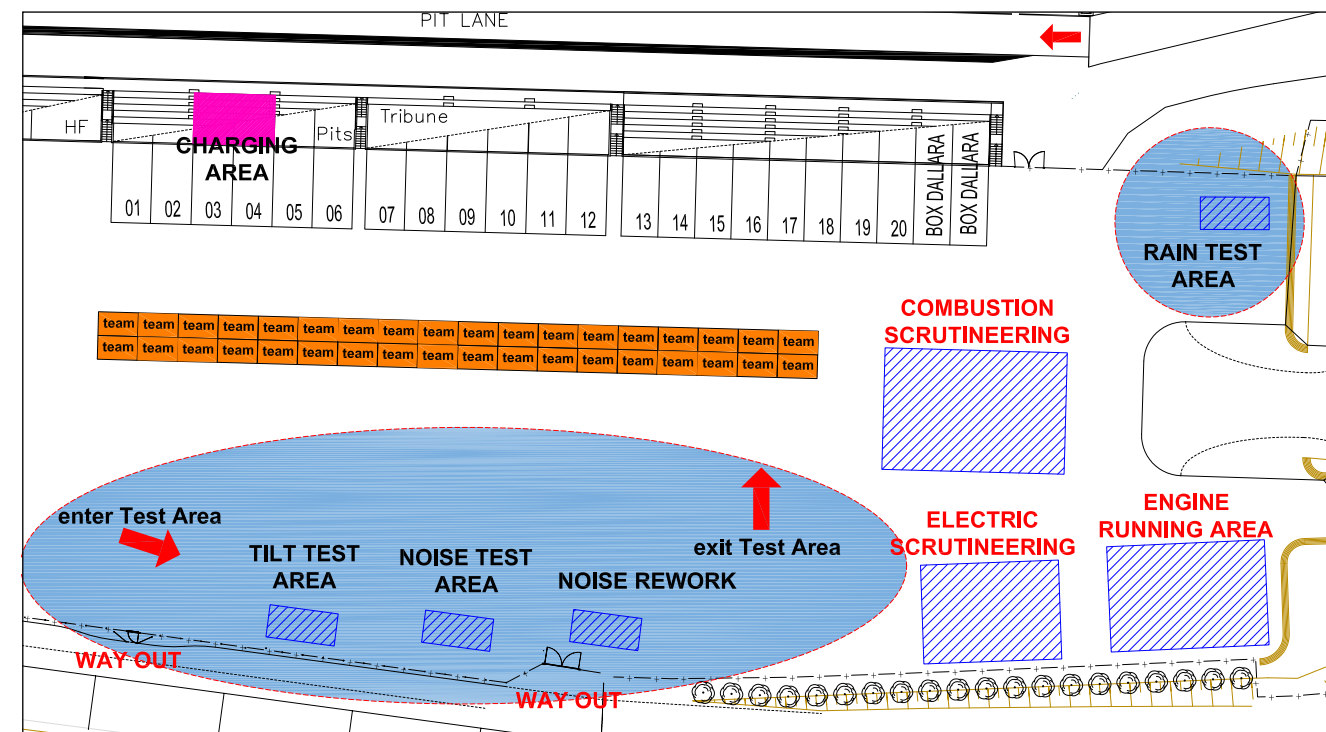
Any attempt to manipulate the intended function of the energy meter may lead to a disqualification from the entire event.

For any question about energy meter, ask for energy meter responsible at event control.

**Please be aware that the energy meters NEED TO BE RETURNED to the registration desk before the closing ceremony of the event.**

**When:**  
Wednesday, 24<sup>th</sup> July  
15:00 - 19:00  
**Where:**  
Registration Area  
**Heads of event:**  
FLAG-MS

## Tilt, Rain, Noise & Brake Test



### TILT TEST

**Before proceeding to the tilt test team must refuel.**

Follow specific safety guidelines while in the fueling area:

1. Engines must be off; cars are to be pushed to and from fueling.
2. Only the vehicle push crew and the driver are allowed to enter the fueling station: the driver must be outside of the vehicle.
3. Only the driver, in a driving suit, with vehicle fire extinguisher in hand, is permitted in the area as fuel is dispensed.
4. A permanent line mark must be used to indicate the "full" level.  
NO TAPE
5. Tank is to be filled to this level each time fuel is received.

No vehicle is permitted at this station until it has passed technical inspections. A maximum of four (4) team members with the dynamic pass, including the tallest driver, are allowed in this area; car must be completely filled with fuel, water and oils.

The tallest driver must be seated in the cockpit, completely dressed up (helmet, socks, gloves...) and belted in: if the test is passed another sticker is applied to the car.

### RAIN TEST

The rain test is for e-cars only: vehicle will be rain-tested after having passed E-technical inspection, mechanical technical inspection and Tilt Test.

During the rain test, the tractive system has to be active and none of the driven wheels may be in contact with the ground.

It is not allowed to have a driver seated in the car during the rain test and no one is allowed to stand in the water of the rain test during the test itself.

**When:**  
Thursday, 25<sup>th</sup> July  
09:00 - 13:00 /  
14:30 - 19:30  
Friday, 26<sup>th</sup> July  
09:00 - 12:30 /  
14:45 - 19:00  
Saturday, 27<sup>th</sup> July  
09:30 - 12:30  
**Where:**  
Scrutineering Area

**When:**  
Thursday, 25<sup>th</sup> July  
09:00 - 13:00 /  
14:30 - 19:30  
Friday, 26<sup>th</sup> July  
09:30 - 12:30 /  
14:45 - 19:00  
Saturday, 27<sup>th</sup> July  
09:30 - 12:30  
**Where:**  
Scrutineering Area



## READY-TO-DRIVE - SOUND - TEST

Ready to drive test sound will be checked at noise test stand.

In addition to sound characteristic, inspectors check Ready-To-Drive signal is emitted only if all requirements are fulfilled (no fault for GLV system, brake pedal is pressed...)

### When:

Thursday, 25<sup>th</sup> July  
09:00 - 13:00 /  
14:30 - 19:30

Friday, 26<sup>th</sup> July  
09:00 - 12:30 /  
14:45 - 19:00

Saturday, 27<sup>th</sup> July  
09:30 - 12:30

### Where:

Scrutineering Area

## NOISE TEST

A car is allowed to noise test area once it has the scrutineering and tilt table stickers.

In order to check the RPM value, every team must provide a tool to monitor RPM directly from ECU (i.e. dashboard, laptop).

The car must be compliant to the Rules at all engine revs up to the regulated limit.

The noise test can be repeated every time an official deems it necessary, and it can be repeated if modifications are performed on the exhaust system or after an accident.

Noise level can be measured at any time during the dynamic events: penalties may be assessed if the sound level exceeds the mandated maximum, and noise sticker can be removed by officials.

### When:

Thursday, 25<sup>th</sup> July  
09:00 - 13:00 /  
14:30 - 19:30

Friday, 26<sup>th</sup> July  
09:00 - 12:30 /  
14:45 - 19:00

Saturday, 27<sup>th</sup> July  
09:30 - 12:30

### Where:

Scrutineering Area

## BRAKE TEST

### When:

Friday, 26<sup>th</sup> July                      09:00 - 12:30 / 15:00-19:00  
Saturday, 27<sup>th</sup> July                    09:00 - 13:00 / 15:00 -19:00

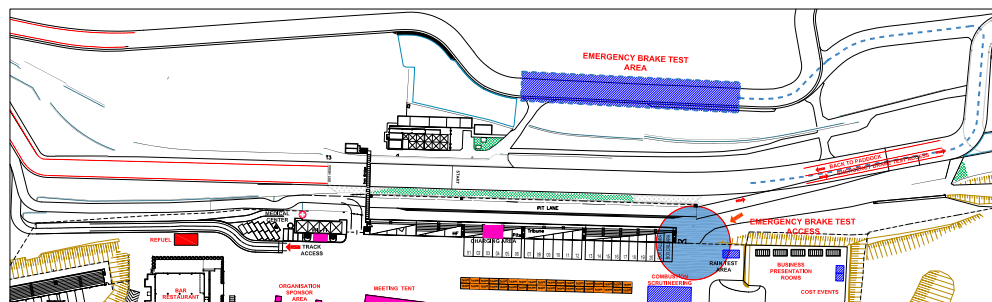
### Where:

Friday, 26<sup>th</sup> July                      Main Straight (Zone A)  
Saturday, 27<sup>th</sup> July                    Morning: Track (Zone B)  
    Afternoon: Practice Area (Zone C)

Under request, till the scheduled start of Endurance:

Sunday, 28<sup>th</sup> July                      Morning: Practice Area (Zone C)

## EMERGENCY BRAKE TEST



### When:

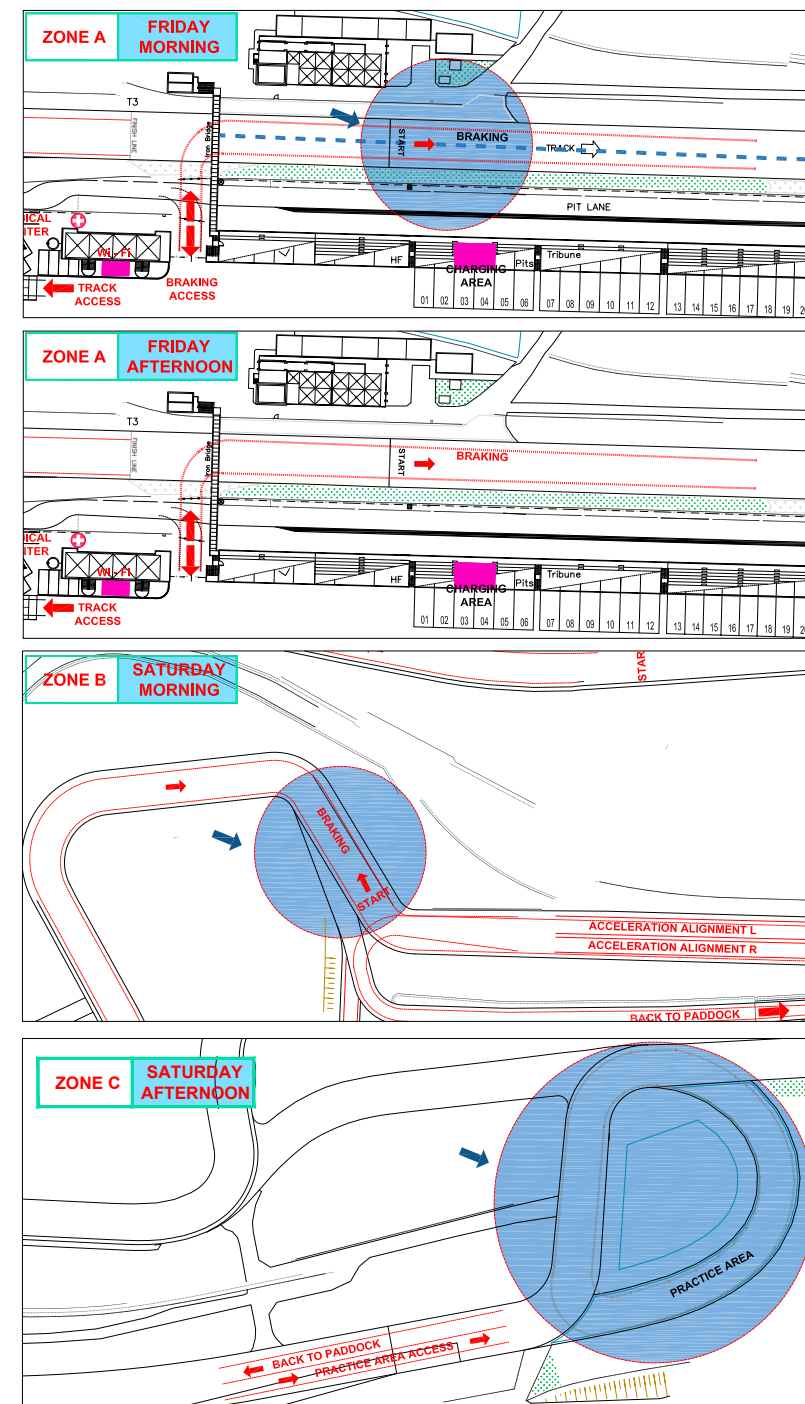
Friday, 26<sup>th</sup> July  
09:30 - 12:30

### Where:

Straight between  
Parabolica and 1° Esse  
turns

### Head of event:

Cesare Certosini



**COMBUSTION CARS** - A car is allowed to enter the brake test area once it has the scrutineering and the tilt table stickers. The car must start its run and accelerate getting into the 2nd gear; as the car reaches the braking area the driver must brake strong enough to fully lock all four wheels. If the vehicle passes the test, another sticker will be applied and the vehicle can then proceed to the practice area or to the dynamic events.

The brake test can be repeated every time an official deems it necessary, and it can be repeated if modifications are performed on the system or after an accident.

**ELECTRIC CARS** - A car is allowed to enter the brake test area once it has passed the scrutineering (both), tilt test, rain testing and ready-to-drive-sound-testing.

Each driver must be instructed as to the proper procedure for the brake test: if the vehicle passes the test, another sticker will be applied and the vehicle can then proceed to the practice area or to the dynamic events. When braking, the tractive system has to be switched off by the driver and the brake pedal must be actuated as far as possible.

The brake test is successful if all four wheels lock and within 5 seconds the Tractive System Active Light goes off. The brake test can be repeated every time an official deems it necessary. Re-certification may be required if work is performed on the vehicle's braking system or if the vehicle is involved in an accident that results in vehicle damage.

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## Static Events

Teams that want to receive feedback about their static events can ask directly to the judges on Saturday 14th July at the event venue: afterwards, no request of feedback will be accepted.

## Design Event

The design event will be held in each team pit.  
The winner of the Design Event will get 150 points.  
Please, be on time and have all engineering documentation with you.  
Make sure the car is in race-ready condition and team members are well prepared.  
For each team the design event will take up to 45 minutes.

**When:**  
*Friday, 26<sup>th</sup> July*  
*09:00 - 13:00 /*  
*14:30 - 17:50*  
**Where:**  
*Pits*

**First year cars:** It is the teams' responsibility to prove to the judges that their vehicle is a first-year car: second year cars are not allowed.  
If the structure of the frame is not obviously a completely new design from previous years, then photo documentation should be provided to prove that the car is new as defined by the rules.

**When FINALS:**  
*Friday, 26<sup>th</sup> July*  
*20:30 - 22:00*  
**Where:**  
*Meeting Tent*  
**Head of event:**  
*Giacomo Danisi*

**How to prepare:** Students should bring any and all information they feel is relevant (charts, graphs, parts, photos, video, etc.) to support their design efforts.

The judges will give more credit (higher Design score) to documented engineering than to word of mouth: simply showing up with a great car is not good enough.

A high emphasis is placed on the student team's ability to design, build, refine & validate, and understand their own car.

## DESIGN FINALS

Design finals will be held according to the schedules in the Meeting Tent.  
The three best classified teams in Class 1E and Class 1C will be admitted.  
Finalist teams must attend to the finals with their cars and whatever they think is needed for an engineering discussion.  
Design finals will consist in two phases: the first one to one with Judges and then the Design Finals Exhibit (Open Tent).

## Cost Event

The cost event will be held inside each team pit.  
Team needs to show a printed copy of the Cost Report, plus one more printed or electronic.  
The report will follow the guidelines set forth in the published rules.  
Teams have to present its vehicle at the designated time to the Cost Judges for Cost Report review; Team that miss cost appointment will potentially lose all cost points.

**When:**  
*Thursday, 25<sup>th</sup> July*  
*14:30 - 19:30*  
*Friday 26<sup>th</sup>, July*  
*09:00 - 13:00 /*  
*14:30 - 16:30*  
**Where:**  
*Pits*  
**Head of event:**  
*Carlo Giorgioni*

The schedule for these appointments will be in the registration packets.  
For each team the cost event will take about 30 minutes.



## Business Presentation Event

The business presentation event will be held inside the presentation rooms A, B, C, D, E according to the schedule assigned to each Team; **Teams that don't arrive on time for their assigned time-slot won't be allowed to make their presentation and consequently will get zero points for the event.**

The presentation rooms will be located in the "Paddock alto" and will be equipped with 50-inch TVs with HDMI cable (Type A).

It is the team's responsibility to make sure that their laptops are suitable for connection: if not, **judges might assign lower score based on the effective performance of the team.**

Competitors must convince the judges that their prototype and the related concept represent a profitable enterprise for the manufacturer/investor tiding together all the aspects needed: marketability, manufacturability, technical aspects and product appeal.

### BUSINESS PRESENTATION FINALS

Business presentation finals will be held according to the schedules in the Meeting Tent. The three best classified Teams in Class 1D, Class 1E and Class 1C will be admitted.

#### When:

Thursday 25<sup>th</sup>, July  
10:00 - 13:00 /  
14:30 - 19:30

Friday 26<sup>th</sup>, July  
09:00 - 13:00

#### Where:

Presentation Room

#### When FINALS:

##### Class 1D:

Thursday 25<sup>th</sup>, July  
19:30 - 20:30

##### Class 1E:

Friday 26<sup>th</sup>, July  
16:30 - 17:30

##### Class 1C:

Friday 26<sup>th</sup>, July  
18:00 - 19:00

#### Where:

Meeting Tent

#### Head of event:

Enrico Rebaudo  
and Valentina Temporelli



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## Dynamic Events

### GENERAL INFORMATION

The dynamics at Formula SAE Italy & Formula Electric Italy comply with the FSAE rules. The team will receive the car transponder during the registration.

To be allowed to compete in the dynamic events of the day, all drivers must attend an event dedicated briefing (i.e. the Friday meeting for Acceleration, Skid pad and Autocross, the Saturday meeting for the Endurance).

Any driver that fails attend the dedicated briefing will be excluded from the corresponding events.

The 4 team members need to have the dynamic pass to enter the dynamic area.

If the dynamic event captain declares damp or wet conditions, the announcements will be made at the dynamic area (at staging and alignment lines).

Closed-toed shoes are mandatory in all dynamic areas. Any team member with dynamic pass that fails to comply with this rule might be not allowed to enter the dynamic area.

After each dynamic event and before the following one, please check for leakages, broken parts and fasteners.

## Practice Area

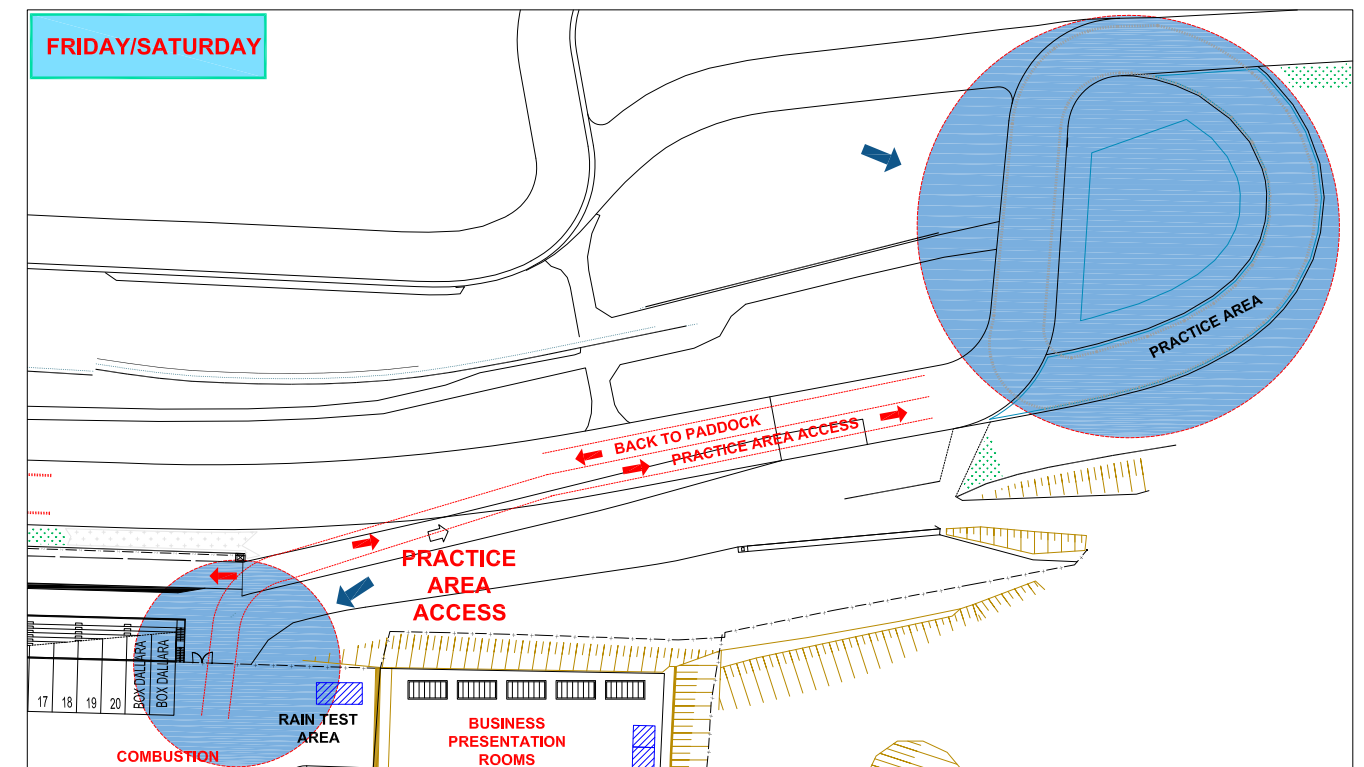
*When and Where:*

**Class 1C/1E**

Friday, 26<sup>th</sup>, July 09:00 - 12:30 / 15:00 - 18:30

Saturday, 27<sup>th</sup>, July 09:30 - 13:00 / 15:00 - 19:00

@ Practice Area



During the scheduled time, a practice area will be available.

The practice area has the only purpose to check car's functionality and set it up, simulating the driving condition of the track, not to prove full performance of the car.

If other vehicles are waiting, any team may not run more than 5 (five) minutes inside the practice area, then the team may line up in the queue again.

*Precedence will be given to teams running their first practice.*

*Whenever the Team moves its car, the following rules must be followed:*

- Driver inside the cockpit, dressed up with a safety suit
- Fire extinguisher in the push-pull bar or accompanying the car
- The car must be pushed-pulled around.

The Practice Area will not be available on Sunday.

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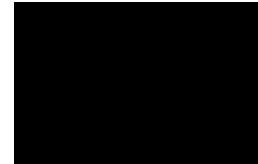




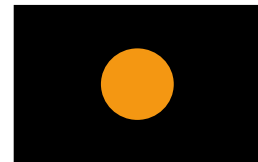
## Flags

The following is a brief description of the flags that can be used with their meaning. Any variations from this list will be explained at the drivers' meetings.

**Black Flag** - Pull into the penalty box for discussion with the Chief Marshall/ Director of Operations or other officials concerning an incident. A time penalty may be assessed for such incident.



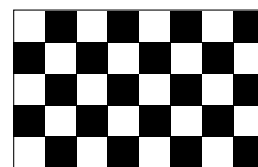
**Black Flag - With Orange Dot** - "Mechanical Black Flag" - Pull into the penalty box for a mechanical inspection of your car, something has been observed that needs closer inspection and that can be a fire that needs immediate extinguishing.



**Blue Flag** - Pull into the designated passing zone to be passed by a faster competitor. Obey the corner workers hand signals at the end of the passing zone to merge into competition.



**Chequered Flag** - Your session has been completed: exit the course where signaled.



**Green Flag or Italian Flag** - Your session has started, enter the course under direction of the starter. (NOTE: If you stall the vehicle, please restart and await another green flag as the opening in traffic may have closed.)



**Red Flag** - Come to an immediate safe controlled stop on the course. Pull to the side of the course as much as possible to keep the course open. Follow marshal's directions.



**Yellow Flag (Stationary)** - Danger, SLOW DOWN, be prepared to take evasive action, something has happened beyond the flag station, NO PASSING unless directed.

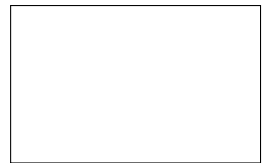
**Yellow Flag (Waved)** - Great Danger, SLOW DOWN, evasive action is most likely required, BE PREPARED TO STOP, something has happened beyond the flag station, NO PASSING unless directed.



**Red & Yellow Striped Flag** - Something is on the racing surface (e.g. oil) that should not be there. Be prepared for evasive maneuvers to avoid the dangerous situation.



**White Flag** - There is a slow moving vehicle on the course that is much slower than you are: be prepared to approach it at a cautious pace.



### Additional Signs

**Fire on Board** - Marshalls are warning driver about a fire or a severe risk of fire on his car, driver is required to stop as soon as possible off the track and close to a Fire Fighter or a Marshall.



**Lollipop** - to help the driver in the restart from passing area, a lollipop with red round sign STOP may be presented in front of the helmet of the driver. ONCE LOLLIPOP IS RAISED, THEN DRIVER IS ALLOWED TO START and re-enter the track.



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## Weather Conditions

**WET:** Teams must fit rain tires to their vehicle if the course is declared wet.

**DAMP:** Teams have the option of dry or rain tires if the course is declared damp.

Teams are allowed 10 minutes to change their tires in the driver change area if a dry track is declared damp, or if a dry or damp track is declared wet.

If the tire change is happening at the same time as a scheduled driver change, the 10 minutes are in addition to the 3 minutes allowed for the driver change.

Teams are allowed to change their rain tires to dry tires if the course is dry or damp. However, this change is not permitted during the driver change, and the time taken to change the tires is included in the team's total time for the event.

The following chart summarizes the possible track condition changes, the team's options, and the time allotted for changes.

Track Initial Condition	Team's Current Tire Choice	Track Declared	Tire Change	Time Help	Allowed at Driver Change
Dry	Dry	Damp	Optional	10 minutes	Y
Dry	Dry	Wet	Mandatory	10 minutes	Y
Damp	Dry	Wet	Mandatory	10 minutes	Y
Damp	Rain	Wet	---	---	---
Damp	Dry	Dry	---	---	---
Damp	Rain	Dry	Optional	Zero	N
Wet	Rain	Damp	Optional	Zero	N
Wet	Rain	Dry	Optional	Zero	N

## Acceleration Event

Acceleration will run in parallel with the Skid Pad event. There will be 2 lanes, one for the first driver and one for the second driver.

The event WILL STOP at the scheduled time, no matter how long Teams have been in the queue and how long the waiting line is.

Each driver can take the second run immediately after the first one without going back to the end of the queue.

The first driver line will have the priority over the second driver line.

The car must proceed slowly during the realignment for the second run.

Excessive speed will be cause for disqualification.

Only team members with "Dynamic Pass" may stay with their car on the waiting line.

**Class 1D:**

**When:**

Friday, 26<sup>th</sup> July  
14:30 - 17:00

**Head of event:**  
Cesare Certosini

**Class 1C, 1E:**

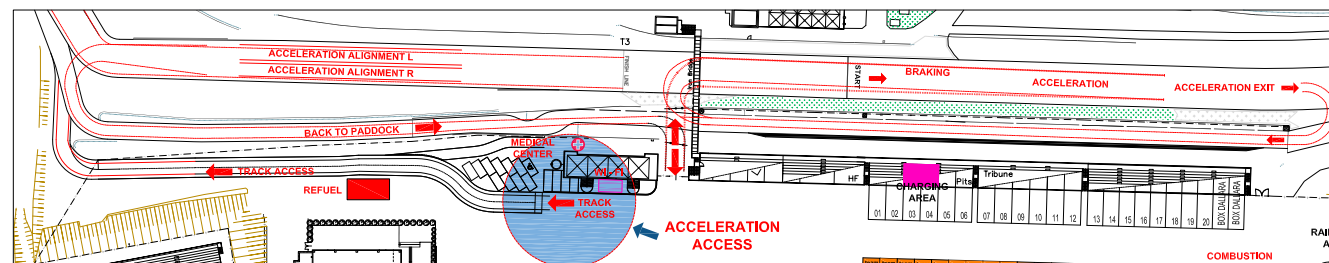
**When:**

Saturday, 27<sup>th</sup> July  
09:30 - 13:00

**Where:**

Acceleration

**Head of event:**  
Nicola Rizzini



## Skid Pad Event

Skid Pad will run in parallel with the Acceleration event.

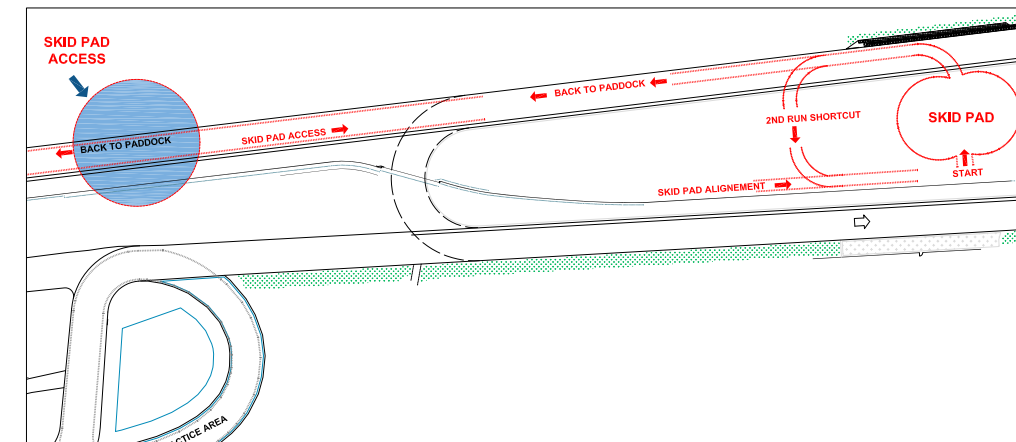
There will be 2 lanes, one for the first run and one for the second run.

The event WILL STOP at the scheduled time, no matter how long Teams have been in the queue and how long the waiting line is.

Each driver can take the second run immediately after the first one without going back to the end of the queue.

The first driver line will have the priority over the second driver line.

Only team members with "Dynamic Pass" may stay with their car on the waiting line.



**Class 1D:**

**When:**

Friday, 26<sup>th</sup> July  
17:00- 19:00

**Head of event:**  
Cesare Certosini

**Class 1C, 1E:**

**When:**

Saturday, 27<sup>th</sup> July  
09:30 - 13:00

**Where:**

Skidpad

**Head of event:**  
Caterina Secchieri

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**Daniela Stuppi**  
Sales & Marketing Manager Synergie Italia  
S&you Division Manager  
HQ Synergie, Torino



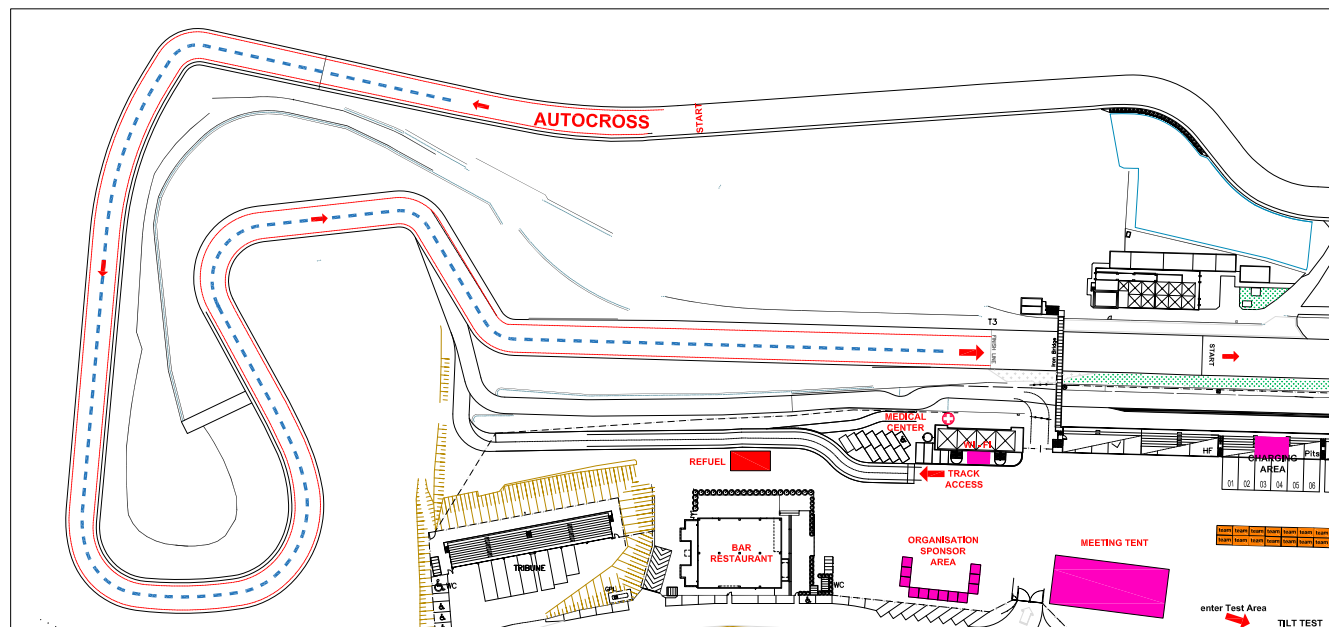
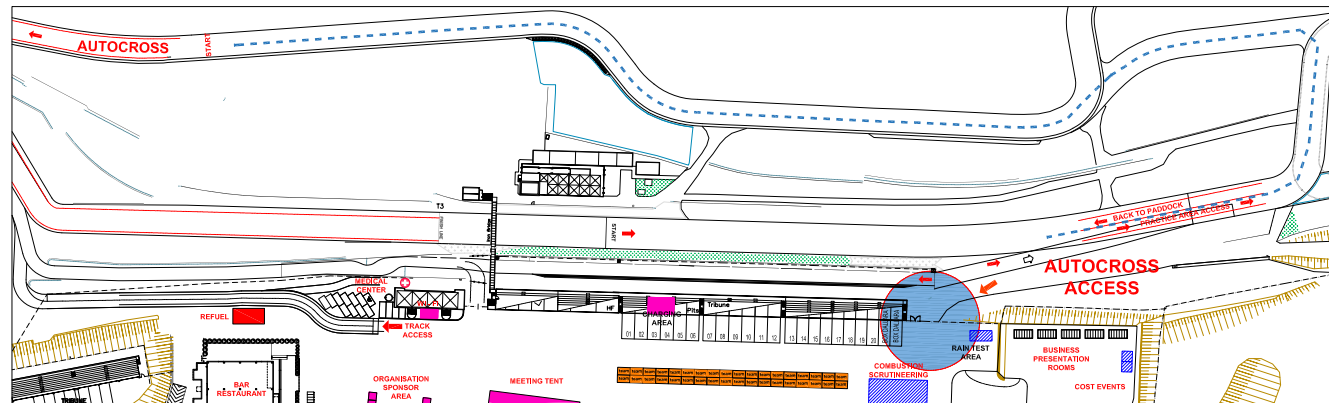
## Autocross Event

The autocross event will be held on the racetrack.

There will be 2 lanes, one for the first driver and one for the second driver. The event WILL STOP AT 19:30, no matter how long Teams have been in the queue and how long the waiting line is. Each driver can take the second run immediately after the first one without going back to the end of the queue.

The first driver line will have the priority over the second driver line. More than one car may be on the track at the same time; in case of delay due to yellow flag caused by other cars the run may be repeated immediately. For safety reasons, at the Autocross start, one team member with “Dynamic Pass” and quick jack and fire extinguisher is allowed to assist the car, in case of need.

**When:**  
Saturday, 27<sup>th</sup> July  
15:30 - 19:30  
**Where:**  
Track Area  
**Head of event:**  
Anja Herrmann  
Praturlon



## Endurance Event & Parc Fermé Procedure

The starting order for the event will be based primarily on the Autocross event.

The start sequence will be from the slowest to the fastest autocross times. If a team did NOT score in the Autocross event, the vehicle will run at the beginning of the Endurance event, with the order based first on the finishing order of the Acceleration event, and then on the finishing order of the Skid Pad event.

Teams without a score in any event used to determine the run order will run in the order established by the race direction

Teams must run in the assigned heat- morning or afternoon.

The circuit of the endurance event is shown in the following picture.

Only team members with a “Dynamic Pass” may follow their car up to the staging area.

Spectators may follow the event from the grandstands.

**When:**  
Sunday, 27<sup>th</sup> July  
09:00  
**Where:**  
Track Area  
**Head of event:**  
Anja Herrmann  
Praturlon

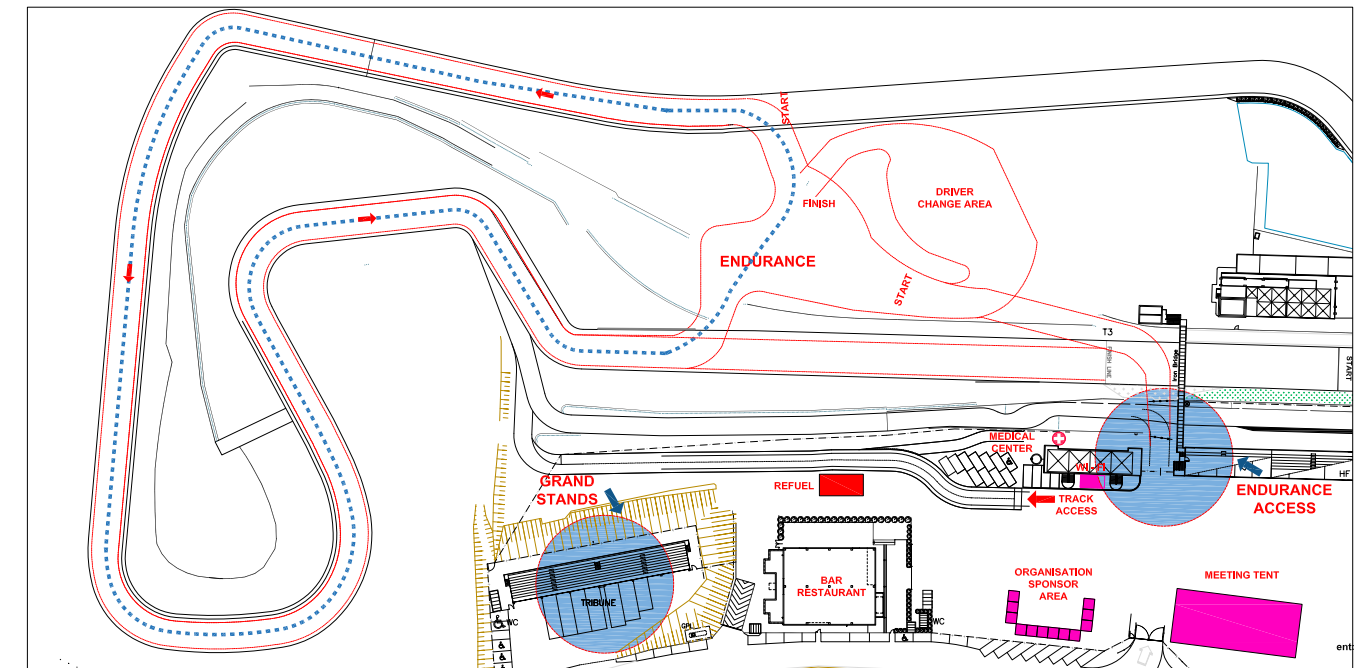
Following the established starting order, the starter will instruct the vehicles to be ready and line up at the entrance of the track.

An official will perform a safety check of the vehicle and of the driver restraint system.

The starter will stage the vehicle's front tires on a starting line.

When there is an opening on the track the starter will wave a flag signaling the go-ahead for the driver to start.

If vehicle stalls, the driver must wait for another flag before being allowed on the course.



**PLEASE NOTE: IF THE VEHICLE CANNOT BE RESTARTED WITHOUT EXTERNAL AID, THE CAR WILL BE DEEMED DISABLED AND DISQUALIFIED FROM THE EVENT.**

The vehicle is expected to be ready for competition with 1st driver at team's start time. If the endurance event is running late, the vehicle is still expected to be ready when its run order position is reached. If the vehicle is not ready when the official starter motions the vehicle to the starting line, a two-minute penalty will be assessed and the team will lose their time slot to run the event. There will be more than one car on the track, so please pay attention to all the flags shown by the marshals and officials otherwise you may be penalized or disqualified.

On the last lap of the first driver, a chequered flag will be displayed and the vehicle directed to the driver change area. It is the driver's responsibility to exit the track; any person directing the car off the course is an additional aid only.

Only three people (including drivers) are allowed in the driver change area at once. After the vehicle arrives in the driver change area, the team has three minutes to get the second driver belted in and rolling out of the driver change area. Only adjustments to fit the second driver may be performed on the vehicle. No other work is allowed.

During driver's change, car and safety equipment (i.e. suits and belts) will be checked by technical inspectors; only after this check the 2nd driver is allowed to enter the track. In addition to D8.12 FSAE rules, the team of Electric Vehicle is not allowed to reset any control unit during Driver Change nor power cycling GLVS master switch. In case vehicle requires power cycling GLVS master switch in order to activate tractive system, the team needs to request during technical inspection an exception for operating GLVS master switch during Driver Change.

**PLEASE NOTE:** NO REPAIRS OR WORK MAY BE PERFORMED ON THE VEHICLE DURING THE EVENT (with the exception of tire changes due to weather conditions).

If a blue flag is shown to your car YOU HAVE TO MOVE INTO THE SLOW LANE and slow down. Before entering the track again, YOU HAVE TO WAIT FOR THE GREEN FLAG or other sign (e.g. lollipop) being shown at the end of the slow lane: not respecting this flag/sign may lead, further to a time penalty, to serious accidents with injuries for you, for the other drivers and for the marshals! Be responsible!

All the cars that end the Endurance event will be taken directly at the refueling station. No team member except the driver may enter that area: after the fuel consumption measurement, all the cars will be conducted directly to the Parc Fermé.

Team members are not allowed to enter the Parc Fermé before Officials communication.

### **Additional Endurance Penalties**

The Chief Marshall/Director of Operations may disqualify a vehicle if, for any reason including driver inexperience and mechanical problems, it is too slow or being driven in a manner that, in the sole opinion of the event officials demonstrates an inability to properly control the car.

## **Results**

The results of each static and dynamic event will be published as soon as they are ready near the Registration Office.

## **Protest**

If a team has a question about any official action it must be brought to the staff's attention for an informal preliminary review before a protest can be filed.

Any team intending to protest decisions or results must present a written issue to the Formula SAE Italy, Formula Electric Italy & Formula Driverless organizers.

The protest may occur only in case something happened which they feel has caused harm to their team or has had a substantive effect on their score.

Teams may not protest for rule interpretations or actions that have not caused them any damage.

In order to have a protest considered, a team must post a twenty-five (25) points protest bond which will be forfeited if their protest is rejected.

The protest period expires 30 minutes after the score has been published.

Protest must be in written format and handed only by the team leader.

Failure of a team member to follow a decision directed specifically to that team or team member will result in a twenty five (25) point penalty.

## **Offensive Behavior**

Any offensive behavior will be penalized with a penalty from 25 points to the exclusion from the competition.

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Please be informed that the only vehicles admitted inside the campsite are the motor caravans.

Via Guglielmo Marconi, Varano de' Melegari (Parma).

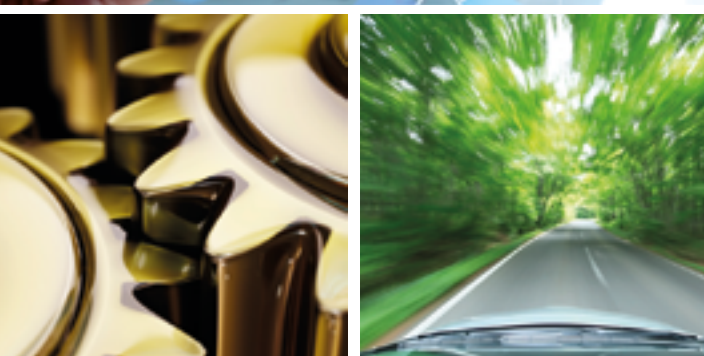
It is foreseen on Tuesday, 23<sup>th</sup> July 2019 from 15:00 to 19:00 and Wednesday, 24<sup>th</sup> July 2019 from 8:30 to 12:00. It is MANDATORY for all teams to comply with the timetable.

- **Teams arrival:** Tuesday, 23<sup>th</sup> July 2019, 15:00
- **Teams departure:** Monday 29<sup>th</sup> July 2019 within 14.00

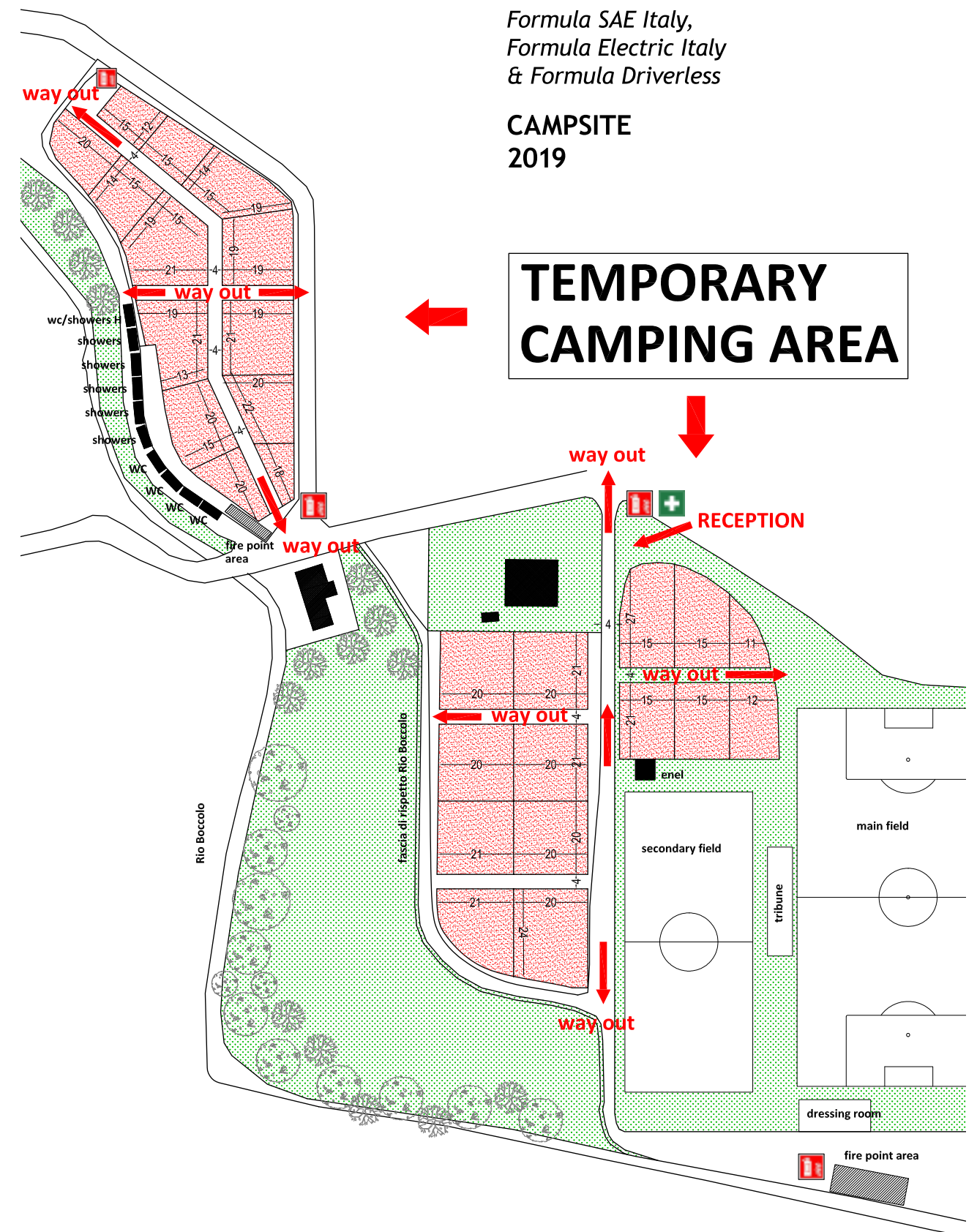
At their arrival team members will be given wristbands for camping, which **MUST** be worn for the whole ***period***.

Vehicles are allowed to enter the campsite to download all equipment. After downloading, they MUST be parked in the free parking area next to the campsite. Only ONE vehicle is allowed to enter the campsite during the 4 days of the event to charge and discharge materials and must be parked outside soon afterwards.

- Toilets and showers.
- Electricity
- Free parking area
- Security service 24 hours a day
- Night medical assistance
- No camper service. In the town of Collecchio (about 20 km in Parma direction) there are 3 areas with camper services: *see Google maps for reference*



# A world of reliable rotation



Please note that also inside the paddock of Varano circuit, there are showers, toilets and sinks that teams can use during the event.  
Please use sinks when possible (i.e. dishwashing) to avoid overcrowding toilets.



## Camping Rules

We would like to draw your attention to some behavior rules, in order to assure everyone's safety, peace and calm during the stay. Therefore, we ask everybody to comply with the following points:

### 1. **RESPECT THE VENUE AND THE FACILITIES**

The Municipality of Varano gives hospitality to all the FSAE Italy & F Electric Italy participants during the event, allowing them the use of its football ground and inside facilities, so please leave the venue as you found it.

We ask everybody to respect your delineated space and the escape routes.

### 2. **KEEP THE VENUE CLEAR OF ALL LITTER AND WASTE**

Please use the appropriate dustbins available inside the campsite.

### 3. **PARKING**

All vehicles must be parked outside the campsite in free authorized parking areas, located in the Municipality of Varano de' Melegari (ref. map of the authorized parking areas in Varano on <https://www.formula-ata.it/parking-in-varano/>). If a vehicle parks in a non authorized area, it will be fined or removed by the municipal local police.

### 4. **NOISE LEVELS**

Since the campsite is located next to private houses, please consider noise levels.  
**After 24.00 till 7.00 o'clock please lower your voice and turn off the music.**

### 5. **OPEN FIRES**

No open fires allowed. Please use the appropriate barbecue equipment only in the two reserved areas and with a fire extinguisher to be on hand during use.  
If you have gas bottles, please keep them upright, away from sunlight and heat sources.

### 6. **ELECTRICITY**

Please be sure to take some useful electrical equipment for the connection to the electrical boards; i.e. industrial plugs, electrical extensions.

### 7. **DANGEROUS BEHAVIOURS**

Please consider that dangerous behaviors and alcohol abuse may cause you and other people serious harms.

**In case of behavior against the rules, we remind you, it could cost possible penalties which will affect on your team final result.**



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ZF at Formula SAE Italy and  
Formula Electric Italy 2019

see. think. act.







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Fourteen years of event, thousands of engineering students from all over the World, hundreds of experts coming from F1, motorsport and automotive industry offering time, skills and experience for free: this is the Formula SAE/Student spirit!

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