



Press release

FORMULA SAE ITALY: ONLINE STATIC EVENTS CONCLUDED ON 1ST OCTOBER, WITH THE BUSINESS PRESENTATION, DESIGN AND COST EVENTS RANKINGS PUBLISHED TODAY

Positive overall assessment of the first virtual edition of the statics, even though holding the tests on site, represent fundamental added value for the teams and the juries assessing them

Turin, 5th October 2021 - After the conclusion of the **Formula SAE Italy virtual static events** on the morning of 30th September - involving the teams in all classes participating in the Business presentation, Design and Cost events - and following the debriefing of the judging committees. The results have been analysed, and the online webinars of the sponsors continued until 1st October; today, the relative rankings have been published (<https://www.formula-ata.it/results-2021/>).

While waiting for the live part of the event to take place, with the dynamic events scheduled from 10th to 13th October at the "R. Paletti" circuit in Varano de' Melegari (Parma), the podium positions of the final winners have not been revealed. They are listed in their respective rankings in ascending order of car number. The winners of the static tests will in fact be announced at the closing ceremony to be held at the circuit on 13th October at 8pm.

In the **business presentation event**, the competing students are asked to simulate a presentation of their proposed car in front of an audience of potential investors. The teams then present a business plan and try to convince the audience to invest in their project. The car they compete in must be potentially marketable. This leads to a study of the business model they intend to use to analyse the customer and the market, marketing, and communication channels, through to classic economic and financial analyses (return on investment, break-even point) and a detailed investment pitch to the jury.

This year the Business Presentation event adopted a new set of rules, featuring a three-stage elimination process with Formula Student Austria. Stage 1, the "Racing Elevator Pitch", consists of a 30-second video presentation, with which the teams must capture the attention of the jury ahead of the subsequent in-depth examination of the proposed business plan. In contrast, stage 2, the "Business Pitch", is a shortened version of the Business Plan presentation, focusing specifically on financial issues. Finally, the teams selected for phase 3 face the presentation of the actual Business Plan, which also includes a specific In-Depth Topic, a topic decided by the Jury Coordinators and communicated to the teams in advance, to encourage the development of creative and innovative solutions on critical issues in the evolution of the automotive market. Delivery, i.e., the presentation performance and visual aids used, continue to represent essential points in the overall assessment, together with the ability to answer questions.

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The maximum score for this test is 75 out of a total of 1,000 points for the competition as a whole.

Despite the novelty of the virtual presentation and the rules with three elimination stages, the teams proved that they knew how to interpret each stage in the best possible way, with excellent pitch videos in the first stage and the required financial details in the second. The third step took place in a similar way to previous editions, albeit in virtual format. There was an excellent presentation by the Joanneum Racing Graz from Austria and the Politecnico di Milano from Italy among the participating teams. The competition for the Driverless class was also very closely fought, where even though there were only six competing teams, the average level was extremely high. Although the experience of this first edition of the online Business Presentation event was positive, it is undeniable that holding this test in person is a significant added value, and we hope that we can return to this format next year.

In Class 1C (internal combustion cars), the finalists are **Joanneum Racing Graz** of U.A.S. Graz, **Race UP Combustion** of the University of Padua and **E-Team Squadra Corse** from the University of Pisa. As for the Driverless Class, the finalist teams are **UniNa Corse** from the Federico II University of Naples, **Ecurie Aix Formula Student Team** from RWTH Aachen and **StarkStrom Augsburg Driverless** from UAS Augsburg. In Class 1E (electric cars), the **UniPR Racing Team** from the University of Parma, **KA-RaceIng E** from Karlsruhe Institute of Technology, and the **Dynamis PRC team** from Milan Polytechnic will be on the podium. Finally, in Class 3 (presentation of car design only), the finalist teams are **AAM Driverless Racing Team** from the Arab Academy for Science, Technology & Maritime Transport, **UniBo Motorsport Electric** from the University of Bologna and **OMR UniBS Motorsport** from the University of Brescia.

As for the **Design Event**, one of the most popular tests for students, with a maximum score of 150 points (out of a total of 1,000), the jury of automotive experts - divided into seven panels made up of top designers - awards the prize for the engineering work behind the car.

The jury's assessment is based on the classic categories: suspension, chassis, engine, but the team's management model is also evaluated, and points are awarded for the vehicle's aesthetics and the degree of creativity and innovation of the design idea.

Thanks to last years' experience - albeit on a smaller scale - gained during the Formula SAE Italy Virtual Statics 2020, the design event technically worked well and was able to take place with regularity, allowing all the teams to present their work. Of course, the level of technical discussion that can take place live in front of the car and "touching with your hands" the result of the engineering activity is different to the virtual event, which is why we hope to return to a 100% in-person event for 2022. The average level of the teams was good, with some peaks of excellence, including the University of Bologna, whose enormous progress compared to previous editions was appreciated. At the same time, teams with long experiences, such as Joanneum Racing Graz, confirmed their excellent level.

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Also, looking specifically at the Driverless class, the Design competition was a success, offering an exciting overview of the studies carried out by the participating universities. The competition made it possible to confirm the continuous technical development of the teams, emphasising, compared to previous years, greater integration between vehicle design and software development. It also welcomed the investment made by Italian universities, which were present in large numbers at the driverless competition this year. Although the discussions with the teams made it possible to assess the technical coherence of the solutions adopted, the remote event certainly made one feel the lack of physical contact with the cars, which is necessary to determine the executive quality of the projects presented. For this reason, it will be even more interesting to take part in the forthcoming dynamic tests at Varano, where the effectiveness and reliability of the self-driving cars will be highlighted.

In Class 1C of the Design event were **Polimarche Racing Team** from the Università Politecnica delle Marche, **Joanneum Racing Graz** from U.A.S. Graz and the **UniBo Motorsport** team from the University of Bologna. The finalists in Class 1E are **KA-RaceIng E** from Karlsruhe Institute of Technology, **UniPR Racing Team** from the University of Parma and the **Superior Engineering** team from the University of Ljubljana. In Class 3, the finalists are **UniBo Motorsport Electric** from the University of Bologna, **UniTS Racing Team** from the University of Trieste and **AAM Driverless Racing Team** from the Arab Academy for Science, Technology & Maritime Transport.

In Class 1D, the Design Event scores 275 points, compared with 150 in all other classes. Points are awarded based on the development of the autonomous system and not on the vehicle's design.

Moving on to the finalists, we find **UniNa Corse** from the Federico II University of Naples, **E-Team Squadra Corse Driverless** from the University of Pisa and **StarkStrom Augsburg Driverless** from UAS Augsburg.

Finally, the **Cost Event** (worth 100 points out of 1,000) focuses on the analysis of cost reports - produced by teams no longer based on standard cost tables but based on their costing processes. The focus is no longer on the cost of the car but on the team's ability to master the "cost aspect" from its inception. The test becomes a kind of economical thesis on the car, without forgetting some essential technical and production aspects. Teams create their own standard tables and show the judges how they created them, explaining the methodologies, and highlighting the verifiable and reliable sources from which they obtained the primary data. Among the other assessment categories, cost understanding stands out as a prominent new feature. This last skill is assessed both by examining a document prepared by the teams before the event (Cost explanation file) and through a Q&A process during the face-to-face meeting. Another important innovation is that, in addition to the topics related to the cost of the car in the strict sense of the term, several issues of relevance today are added: the environmental impact of the vehicle and its production and disposal, make-or-buy decisions, estimating the differences between prototype and mass production, and some significant elements of resource planning and risk management.

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The online format worked quite well for the Cost event, whose jury was divided into five panels. Regarding performance, the pandemic drew an apparent difference between the teams who, despite the forced interruption in the continuity of the event due to Covid, managed to transfer their knowledge to the new generation of team members and who, last year, continued to update and participate in similar events, and the teams who did not have this possibility. Thus, both well-prepared teams and teams that, although they performed very well in previous years, deteriorated this year. Nevertheless, in particular, a good job was done by the teams from Parma and Bologna in the Emilia region, which have undoubtedly improved compared to last year, while the strength of some German universities, such as Karlsruhe Institute of Technology and UAS Augsburg, was demonstrated. As in the Design event, the Cost event was also affected by the lack of a physical car, both for judges and teams.

The top three finishers in Class 1C include **Joanneum Racing Graz** from U.A.S. Graz, **E-Team Squadra Corse** from the University of Pisa and the **UniBo Motorsport** team from the University of Bologna. In Class 1 E, **StarkStrom Augsburg Electric** from UAS Augsburg, **KA-Racelng E** from Karlsruhe Institute of Technology and **Dynamis PRC** from Politecnico di Milano are in the final. Class 3 finalists included **UniBo Motorsport Electric** from the University of Bologna, **UniTS Racing Team** from the University of Trieste and **AAM Driverless Racing Team** from the Arab Academy for Science, Technology & Maritime Transport. Finally, in Class 1D, **Sapienza Corse** from the University of Rome La Sapienza, **E-Team Squadra Corse Driverless** from the University of Pisa, and **StarkStrom Augsburg Driverless** from UAS Augsburg achieved the best results.

The teaser video of the 2021 dynamic events of Formula SAE Italy is available at this link: https://www.youtube.com/watch?v=ubRdiHdGr_U

Further information can be found on the event website (<https://www.formula-ata.it/>), where you can find the complete programme (<https://www.formula-ata.it/official-schedule/>), list of participants (<https://www.formula-ata.it/registered-teams/>), the event handbook (<https://www.formula-ata.it/handbook-2021/>) and all the details of the event.

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ANFIA - Italian Association of the Automotive Industry

Born in March 1912, over these one hundred years, ANFIA mission has always been to represent the interests of its associate members and ensure effective communication between the Italian motor vehicle industries on the one hand, and the Public Administration and Italian political bodies on the other, with regard to all technical, economic, fiscal, legal, statistical and quality-related issues referred to the automotive sector.

The Association is structured in three product-based Groups, each one chaired by a President.

Components: motor vehicle parts and components manufacturers; Car Coachbuilders and Designers: companies working in the sector of design, engineering and style of motor vehicles and/or parts and components for the automotive sector; Motor vehicles: motor vehicles manufacturers in general, including trucks, trailers, camper vans, special means of transport.

The Automotive Production Chain in Italy

5,546 companies
278,000 employees (direct and indirect), more than 7% of the employees in the Italian manufacturing sector
106.1 billion Euros of turnover, which means 11% of the Italian manufacturing sector turnover and of 6.2% of the Italian GDP
76.3 billion Euros of tax levy of motorization

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Formula SAE Italy

Formula SAE was established in 1981 on the initiative of the Society of Automotive Engineers (SAE) and requires the participating students to design and build a prototype single-seater racing car destined for eventual sale. They must follow specific technical and financial constraints as if a company in the automotive sector commissioned it for a non-professional user. During the event, the teams of students take part in static tests - Design, Business Presentations and Cost Events - and dynamic tests on the track (Acceleration, Skid Pad, Autocross, Endurance; for Class 1D, the Endurance has been replaced by the Trackdrive).

The event aims to focus not on the competition itself, but the skills acquired by the young people in terms of engineering knowledge, commitment, organisation and adherence to deadlines, design coordination and product presentation. Thus, the competition is an educational event in which young people can learn teamwork dynamics, with strict rules and deadlines that must be respected and be put to the test in the actual construction and design phases of a prototype and with all the difficulties that this entails. Formula SAE arrived in Italy in 2005, organized by ATA (Associazione Tecnica dell'Autoveicolo). After 12 editions, since 2017, with the acquisition of ATA by ANFIA, the organization of the event passed to ANFIA, which organized three editions at "R. Paletti" Racing Track of Varano de' Melegari (Parma).

<https://www.formula-ata.it/>

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