



## Press Release

### **XVI EDITION OF FORMULA SAE ITALY: IN THE DYNAMIC IN-PERSON EVENTS, THE WINNERS WERE IN CLASS 1C THE U.A.S. GRAZ TEAM, IN CLASS 1E THE TALLIN TEAM AND IN THE DRIVERLESS CLASS U.A.S. AUGSBURG**

**UniBo Motorsport Electric from the University of Bologna took first prize in Class 3, while O.M.R. UniBS Motorsport from the University of Brescia took third. MoRe Modena Racing from the University of Modena and Reggio Emilia and Race UP Combustion from the University of Padua finished second and third in the overall Class 1C. Third place overall in the driverless class went to Sapienza Corse of the University of Rome La Sapienza**

*Varano de' Melegari, 14<sup>th</sup> October 2021* - With the closing ceremony at 8 pm, the 16th edition of Formula SAE Italy - an international competition organised by ANFIA in partnership with SAE International, the 'R. Paletti' Circuit of Varano de' Melegari and, as of this year, the Associazione Motor Valley, and with the primary sponsorship of Automobili Lamborghini, came to a close yesterday. The event saw the participation of over 300 students from 11 countries representing 37 university teams.

The podium in **Class 1C (internal combustion cars)** was topped by the **Joanneum Racing Graz team from U.A.S. Graz**, which achieved excellent scores in static tests, winning the Business Presentation Event, and dynamic tests, especially the Autocross and Endurance. In the second position, **MoRe Modena Racing of the University of Modena and Reggio Emilia**, which achieved excellent results in all the dynamic tests (first place in the Acceleration) and, in the third position, the **University of Padua**, with the **Race UP Combustion** team, first place in the Autocross.

In **Class 1E (electric cars)**, the **Formula Student Team Tallinn, from Tallinn University of Applied Sciences/Tallinn University of Technology**, triumphed, excelling in the dynamic tests, particularly Acceleration and Endurance. While **TUfast e-technology from TU München**, third in Endurance 1E, took second place, followed by the **KA-Racing E team from Karlsruhe Institute of Technology**, with a good position in the dynamic tests and victory in the Autocross.

In **Class 3 (presentation of the car's design only)**, the **University of Bologna's UniBo Motorsport Electric** topped the leaderboard, followed in second place by the **Arab Academy for Science, Technology & Maritime Transport's AAM Driverless Racing Team** and in third place by the **University of Brescia's OMR UniBS Motorsport team**.

Finally, in **Class 1D (Driverless)**, first prize went to **StarkStrom Augsburg Driverless of UAS Augsburg**, followed by the **Ecurie Aix Formula Student Team of RWTH Aachen** and the **Sapienza Corse team of the University of Rome La Sapienza**. This year, class 1D had six teams entered - three Italian teams with combustion cars and three foreign teams with electric vehicles. Five of the teams passed the technical checks, and four managed to tackle the dynamic tests. Compared

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to 2019, the level, also thanks to the more excellent reliability of the autonomous systems, has risen, but not for everyone in the same way: the Rome team showed a robust and reliable driving system, but the performance remained at the same levels as last year's edition; Augsburg and Aachen, on the other hand, improved a lot and in a structured way, so much so that Aachen reported the best time, among all the participating classes, in the Acceleration test. In addition, the introduction, for the first time in this edition, of the Autocross also for the driverless class was very much appreciated, both to have an additional test with which to compare and see how the car behaves over short distances and in unfamiliar territory.

*“After a year of inactivity due to the pandemic, this edition of Formula SAE Italy represents a positive sign of restart, both for companies and partners that have always supported the event and, for the young students - commented Gianmarco Giorda, Director of ANFIA. Despite the need to limit the number of participants to hold the event safely, applying ad hoc anti-covid protocols, the enthusiasm and passion of the teams animated the four days as always, both during the technical checks on the cars and the dynamic tests on the track.*

*Direct contact with qualified representatives of major companies in the automotive and motorsport sectors, present at the event as staff and sponsors, represents an enormous added value for the training of young engineers. We, therefore, hope that in 2022 the event can be held entirely in person. Furthermore, we would like to bring back to Varano de' Melegari the static tests that made their debut in a virtual version on an online platform this year.*

*As ANFIA - concluded Mr Giorda - we are working uninterruptedly to make the event grow, increase its visibility and appeal worldwide, and enhance the relationships between universities and industries. Moreover, we aim to improve recruitment and networking opportunities for sponsor and partner companies. Finally, we would like to extend our sincere thanks for making this 2021 edition possible”.*

Yesterday, the **Endurance test** (275 points out of a total of 1,000) took place on the track. It aims to assess the overall performance of the individual cars in the race and is one of the competition's main events. It takes place on a total track length of around 22 km. Team members cannot intervene on the vehicle during the test; however, there is a driver change midway. The order in which the individual teams take to the track is determined by the results of the Autocross event, with the fastest teams coming last. The overall time of the endurance race is the sum of the times of each driver, plus any penalties, compared to the time of the fastest team on the track.

The dynamic events, on the whole, featured some excellent performances. The endurance event, which involved the Class 1C teams in the morning and the electric car class in the afternoon, displayed a superb level of the participating teams, reflected by the low number of retirements. These only occurred in the last few laps for common reasons related to the competition. Some teams stood out for their excellent times. The endurance track, which was sleeker and faster than

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in previous years, with some key areas that brought out the skills of individual drivers, was particularly appreciated by all the competing teams.

In the **Class 1C** dynamic test, first place went to the Joanneum Racing Graz team from U.A.S. Graz, followed by MoRe Modena Racing from the University of Modena and Reggio Emilia and the University of Padua with the Race UP Combustion team.

In **Class 1E**, Formula Student Team Tallinn from Tallinn University of Applied Sciences/Tallinn University of Technology won the endurance event, followed by munichMotorsport from the University of Applied Sciences Munich and TUfast e-technology from TU München.

In **Class 1D**, which ran the **Trackdrive** test instead of the Endurance, the Ecurie Aix Formula Student Team from RWTH Aachen took first prize, followed in second place by StarkStrom Augsburg Driverless from UAS Augsburg, the only two teams to complete the test.

During the award ceremony, the prizes for the static events - **Cost Event, Business Presentation Event and Design Event** - were also awarded, making the winners' podium official.

The **Cost Event** in Class 1D was won by the StarkStrom Augsburg Driverless team from UAS Augsburg, followed in second place by E-Team Squadra Corse Driverless from the University of Pisa and in third place by Sapienza Corse from the University of Rome La Sapienza. In Class 1E, first place went to the StarkStrom Augsburg Electric team from UAS Augsburg, followed, in second place, by KA-RaceIng E from Karlsruhe Institute of Technology and, in third, Dynamis PRC from Politecnico di Milano. Finally, for Class 1C: E-Team Squadra Corse of the University of Pisa, followed by UniBo Motorsport of the University of Bologna and Joanneum Racing Graz of UAS Graz.

In the **Business Presentation Event** for Class 1D, first place went to StarkStrom Augsburg Driverless from UAS Augsburg, followed in second place by Ecurie Aix Formula Student Team from RWTH Aachen and in third place by UniNa Corse from the Federico II University of Naples. In Class 1E, the Dynamis PRC team from the Politecnico di Milano took first position. In second and third place, they were followed by KA-RaceIng E from Karlsruhe Institute of Technology and the UniPR Racing Team from the University of Parma, respectively. Finally, for Class 1C: Joanneum Racing Graz from U.A.S. Graz, followed by E-Team Squadra Corse from the University of Pisa and Race UP Combustion from the University of Padua.

For the **Design Event** in Class 1D, first place goes to the E-Team Squadra Corse Driverless of the University of Pisa, followed by StarkStrom Augsburg Driverless of UAS Augsburg and, in third place, UniNa Corse of the Federico II University of Naples. In Class 1E we find KA-RaceIng E of Karlsruhe Institute of Technology in the first position, followed in second place by UniPR Racing Team of the University of Parma and, in third, by the Superior Engineering team of the University of Ljubljana. Finally, for Class 1C: UniBo Motorsport from the University of Bologna, followed by Joanneum Racing Graz from U.A.S. Graz and Polimarche Racing Team from the Università Politecnica delle Marche.

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We would also like to mention the special prizes and awards presented by the sponsors. For example, the **Automobili Lamborghini**' Best lightweight solution in chassis' award went to TUfast e-technology of TU München, the **Dallara**' Award for the Best Car/Resources balance' to KA-Racelng E of Karlsruhe Institute of Technology and the **Teoresi**' Electronics development process: innovative controls, methods and architectures award' to Dynamis PRC of Politecnico di Milano.

**GeicoTaikisha**, in its first year as a sponsor of Formula SAE Italy, a world leader in the design and construction of turnkey painting systems for car manufacturers, contributed by providing the special "Top Coating Award". The award was given to Dynamis PRC of the Politecnico di Milano, the team that presented the best treated and painted bodywork in quality and innovation. In particular, GeicoTaikisha considered the type of materials used, surface treatment, aesthetics, and livery of the body. The prize consists of a 6-month paid internship, with the possibility of employment, at the Group's Italian Headquarters in Cinisello Balsamo for one of the winning team members.

Further information can be found on the initiative's website (<https://www.formula-ata.it/>), where you can find the complete programme (<https://www.formula-ata.it/official-schedule/>), the list of participants (<https://www.formula-ata.it/registered-teams/>), the event handbook (<https://www.formula-ata.it/handbook-2021/>), the final results (<https://bit.ly/3oYorkr>) 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

### **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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