



PRESS RELEASE

FORMULA SAE ITALY 2025: THE WHZ RACING TEAM FROM UAS ZWICKAU SECURED FIRST PLACE IN THE ELECTRIC CAR CLASS. MORE MODENA RACING HYBRID ACHIEVED TOP HONOURS IN THE THERMAL COMBUSTION CAR CLASS FOR THE SECOND CONSECUTIVE YEAR AND ALSO WON THE DESIGN EVENT. MAINFRANKEN RACING E.V. FROM TUAS WÜRZBURG-SCHWEINFURT EXCELLED IN THE DRIVERLESS CAR CATEGORY. FINALLY, UNIBO MOTORSPORT ELECTRIC FROM THE UNIVERSITY OF BOLOGNA TRIUMPHED IN CLASS 3

In the combustion car category, the SapienzaCorse team from La Sapienza University of Rome secured third place overall; additionally, they achieved first place in the Cost event and second place in the driverless car category.

The Race UP Electric Padova team from the University of Padua followed closely behind, finishing in third place in the driverless car class

Varano de' Melegari, 15th September 2025 - The 20th edition of Formula SAE Italy, the international educational event organised by ANFIA in collaboration with SAE International, the "R. Paletti" Circuit of Varano de' Melegari and primarily sponsored by Magna, concluded yesterday with a closing ceremony at 20:30. Approximately 1,600 students from 14 countries participated, with a total of 49 teams competing, 40 from Europe, including 21 from Italy (representing 17 different universities), and 9 from outside Europe.

In Class 1CV (internal combustion cars), MoRe Modena Racing Hybrid from the University of Modena and Reggio Emilia secured first place for the second consecutive year. The team achieved outstanding scores in all events, finishing second in the Cost event and winning the Design event, in addition to the Endurance and Autocross challenges in Class 1C. In second place **BlueStreamline** from Transilvania University of Braşov, which also placed second in the Endurance and third in the Autocross. The **SapienzaCorse** team from La Sapienza University of Rome claimed third place, competing in two classes, achieving first place in the Cost event and second in the Autocross.

In Class 1EV (electric cars), the WHZ Racing Team from UAS Zwickau triumphed, earning strong scores in the static tests along with first place in both the Endurance and Autocross. **TU Wien Racing** from TU Wien took second place, being the runner-up in the Endurance 1EV and Autocross, while also winning the Design event. The **HAWKS Racing Team** from

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HAW Hamburg secured third place with notable performance in the Endurance and first place in the Cost event.

In **Class 3 (presentation of the car project only, without a prototype)**, the **UniBo Motorsport Electric Team** from the University of Bologna finished in first place. The **Bimasakti Racing Team** from Universitas Gadjah Mada came in second, and the **E-Agle Trento Racing Team** from the University of Trento took third.

In **Class 1DV (Driverless vehicles)**, the first prize was awarded to **Mainfranken Racing e.V.** from TUAS Würzburg-Schweinfurt, who excelled in the Autocross and Trackdrive. **SapienzaCorse** from La Sapienza University of Rome took second place, and **Race UP Electric Padova** from the University of Padua finished in third.

*"We are delighted with this 20th edition, says **Gianmarco Giorda**, General Manager of ANFIA, that saw a high level of participation, accompanied by enthusiasm and a willingness to engage in discussions. The juries and students worked constructively on several new elements, including the evaluation of the carbon footprint in the Cost event and the increased number of teams competing in combined class (manual and driverless driving classes). This was an excellent opportunity for the teams to test themselves against cutting-edge technologies. Every year, we are pleasantly impressed by the organisational and teamwork skills of these budding engineers. They spend months designing and producing their prototypes, a process which involves finding sponsors, managing suppliers, and coordinating resources, a particularly challenging task given the current climate in the European automotive industry. They also have to meet strict deadlines for delivering technical documents while navigating unforeseen events and challenges, which prepares them for real-world working conditions. Once again, this year, the international nature of the event brought together young people from 14 different countries - the most distant ones are Indonesia and India - to the small Motor Valley town that hosts us.*

I want to extend my gratitude to the 32 sponsors and partners, many of whom participated as jurors, technical inspectors, and track staff, for their support, which provided excellent recruitment and networking opportunities, further enhanced by the features of the FSAE Italy app.

The insights gathered during these five days are already directing us toward the 2026 edition, where we aim to increase opportunities for dialogue between automotive and

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motorsport companies and universities. Our goal is to foster the growth of young talents who will help shape the future of this rapidly evolving sector".

Overall, the **Dynamic tests** were successful, despite a slight decrease in the number of teams participating in the event, which can be attributed to the challenging situation in the automotive industry, particularly in Europe.

Yesterday's **Endurance test**, which accounted for 275 points out of a total of 1,000, aimed to evaluate the overall performance of individual cars in the race and is one of the most anticipated events of the competition. The track, approximately 22 km long, challenged both vehicles and drivers: no technical interventions were allowed during the race, and there was a driver change at the halfway mark. The results of the Autocross event determined the starting order. As in the previous year, the top five teams in the combined class 1CV/1EV+1DV started first in order to recharge their cars and participate in the Trackdrive planned for self-driving vehicles. The remaining teams then started from the fastest to the slowest. The overall Endurance time was calculated as the sum of each driver's times, plus any penalties, compared to the fastest team on the track.

A total of 24 electric cars and 9 combustion cars participated, bringing the total to 33 eligible vehicles.

The track, which appeared more streamlined than in previous years, was actually quite technical, showcasing the diverse skills of the drivers and presenting various challenges that highlighted their capabilities.

All electric cars in the race performed well throughout the test. The Zwickau team, which had already distinguished itself during the Autocross, took the lead, especially since Tallin's team, historically dominant in this class, had withdrawn just days before the competition. Essentially, the Endurance showcased the strengths highlighted in the Design event: the best-performing cars were those equipped with advanced vehicle dynamics control algorithms, which exhibited remarkable agility thanks to the effective management of four electric motors.

The Modena team also delivered a solid performance in the combustion class. With optimal design, combustion cars can still be competitive. We are awaiting the implementation of the hybrid system that the team presented to the judges but has not yet installed on the car. In specific designs, integrating the hybrid system with electric motors on the front wheels can enhance the car's agility, similar to what is already being seen in the electric class.

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Finally, it is essential to note that all cars in the combined class (both driver and driverless) participated in the Endurance, although not all completed the test. Due to their dual-class participation, these teams had the opportunity to excel in the manually driven Endurance test while also earning points in the driverless dynamic section.

In the **Endurance**, for **Class 1CV**, the MoRe Modena Racing Hybrid team from the University of Modena and Reggio Emilia claimed first place. BlueStreamline from Transilvania University of Braşov secured second place, while the Firenze Race Team from the University of Florence finished in third place.

WHZ Racing Team from UAS Zwickau secured first place in the Endurance for **Class 1EV**. TU Wien Racing from TU Wien finished in second place, while HAWKS Racing from HAW Hamburg came in third.

In **Class 1DV**, the Dynamic tests began with a subdued performance, particularly in the Acceleration test. However, there was a notable recovery in subsequent tests. The Roma La Sapienza team's car performed well in the Skidpad, showcasing a strong performance overall.

The Mainfranken Racing e.V. team faced an Acceleration issue but managed to repair their car in time for the Autocross, demonstrating superiority in their timing. Padova's vehicle wasn't among the fastest competitors, but it successfully showcased a functional autonomous driving system. Meanwhile, Florence's car showed improvement compared to previous years, completing several tests, including the Track Drive test, although it still has room for enhancement.

In the **Track Drive test**, which replaced the Endurance, Mainfranken Racing e.V. from TUAS Würzburg-Schweinfurt took first place, followed by Firenze Race Team from the University of Florence and Race UP Electric Padova from the University of Padua.

During the awards ceremony, prizes for the Static events - **Cost Event**, **Business Presentation Event**, and **Design Event** were awarded, officially recognising the winners.

In the **Cost Event** for Class 1DV, the Race UP Electric Padova team from the University of Padua secured first place, followed by UniNa Corse - Squadra Corse Federico II from the University of Naples Federico II in second place, and SapienzaCorse from the University La Sapienza of Rome in third place. In Class 1EV, first place went to the HAWKS Racing team from HAW Hamburg, with Race UP Electric Padova taking second and UPBracing Team e.V.

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from the University of Paderborn in third. Lastly, in Class 1CV, SapienzaCorse team from the University of Rome La Sapienza emerged in first place, followed by MoRe Modena Racing Hybrid from the University of Modena and Reggio Emilia in second, and UniBo Motorsport Hybrid from Alma Mater Studiorum - University of Bologna in third.

In the **Business Presentation Event** for Class 1DV, Race UP Electric Padova from the University of Padua claimed first place, followed by UniNa Corse - Squadra Corse Federico II in second and Schanzer Racing Electric e.V. from Technische Hochschule Ingolstadt in third. In Class 1EV, the top spot was taken by the Squadra Corse PoliTO team from the Politecnico di Torino, followed by TU Wien Racing from TU Wien in second and HAWKS Racing from HAW Hamburg in third. For Class 1CV, first place went to UniBo Motorsport Hybrid from Alma Mater Studiorum - University of Bologna, with Sapienza Corse from La Sapienza University of Rome in second, and Firenze Race Team from the University of Florence in third.

For the **Design Event** in Class 1DV, first place was awarded to UniNa Corse - Squadra Corse Federico II from the University of Naples Federico II, followed by SapienzaCorse from the University La Sapienza of Rome in second and Race UP Electric Padova in third. In Class 1EV, TU Wien Racing from TU Wien secured first place, with Race UP Electric Padova in second and UniNa Corse - Squadra Corse Federico II in third. Finally, in Class 1CV, first place went to MoRe Modena Racing Hybrid from the University of Modena and Reggio Emilia, followed by UniBo Motorsport Hybrid from Alma Mater Studiorum - University of Bologna in second, and Firenze Race Team from the University of Florence in third.

We want to highlight the special prizes and awards presented by various sponsors. The **Dallara** “Award for the best Car/Resources balance” was awarded to MoRe Modena Racing Hybrid from the University of Modena and Reggio Emilia. Additionally, **Ferrari S.p.A.** recognised the top 1CV and 1EV teams in the dynamic Endurance & Efficiency test: MoRe Modena Racing Hybrid for the Class 1CV and WHZ Racing Team from UAS Zwickau for the Class 1EV. The **FEV eXaV** prize for “Innovative Strategies for e-PWT System Control” went to Squadra Corse PoliTO from the Politecnico di Torino.

In another notable mention, the **Marelli Award** for the “Most Innovative Electronic Unit Onboard” was given to UniPR Racing Team from the University of Parma. This team showcased impressive innovation in the design and implementation of their Battery Management System (BMS), incorporating sophisticated thermal and mechanical management solutions, as well as an advanced and innovative engineering approach in the design of the BMS system for an all-electric Formula Student vehicle. Their solution

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included flexible PCBs and polyamide reinforcements, which significantly enhance fit and stability while ensuring effective thermal management. This design improves vehicle performance and reliability, while also minimising electro-thermal risks. The **Norelem Award** for “Best Team in Trackdrive” was presented to Mainfranken Racing e.V. from TUAS Würzburg-Schweinfurt.

The **Teoresi Group** awarded the “Teoresi Award 2025 for Electronics Development Process: Innovative Controls, Methods, and Architectures” to Squadra Corse PoliTO for designing an advanced electronic system. This innovative system integrates a proprietary interface with next-generation analysis and telemetry tools; based on neural networks, it enhances the control unit's performance in managing multiple electric motors simultaneously. Furthermore, the efficient analysis and production mode of the battery pack modules have improved battery status estimation and regenerative braking management.

Lastly, **ANFIA** awarded the title of **Best social networker on the FSAE Italy 2025 app** to the most active student on the platform. This app was introduced last year to facilitate matchmaking, for recruitment purposes, between university students and representatives from sponsor and partner companies, as well as to encourage networking. The prize went to Talha Müderrisoğlu from TU Istanbul Racing.

All further information can be found on the event website (www.formula-ata.it/), including the official rankings: www.formula-ata.it/results-2025/

At the following link, the official daily videos of FSAE Italy 2025: <https://bit.ly/4n3d9GM>

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ANFIA - Italian Association of the Automotive Industry

Founded in 1912, its aim for over 100 years has been to represent the interests of its members vis-à-vis public and private, national and international institutions and to study and resolve technical, economic, fiscal, legislative, statistical and quality issues in the automotive sector.

The Association is structured into 3 product groups, each coordinated by a President.

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Components: includes manufacturers of motor vehicle parts and components; *Car Design & Engineering*: includes companies active in the design, engineering, styling and design of motor vehicles and/or parts and components for the motor vehicle sector; *Manufacturers*: includes manufacturers of motor vehicles in general - including trucks, trailers, camper vans, special vehicles and/or vehicles dedicated to specific uses - or specific fittings and equipment mounted on motor vehicles.

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The automotive production chain in Italy

5,451 enterprises

272,000 employees (direct and indirect), 7.1% of those employed in the Italian manufacturing sector

113.3 billion Euro in turnover, equivalent to 9% of manufacturing turnover in Italy and 5.8% of Italian GDP

71 billion euro tax levy on motorisation

Formula SAE Italy

Formula SAE was founded in 1981 by the Society of Automotive Engineers (SAE). It is a university competition aimed at engineering students worldwide, challenging them to design and construct prototype single-seater competition cars, either combustion or electric, including self-driving models. The goal is to create vehicles intended for eventual commercialisation, adhering to specific technical and economic constraints, as if commissioned by an automotive company for a non-professional user.

During the event, student teams participate in two categories of tests: static and dynamic. Static tests include the Design Event, Business Presentation Event, and Cost Event, while dynamic tests consist of Acceleration, Skid Pad, Autocross, and Endurance. In the 'Driverless' participation class, the Endurance event is replaced by Trackdrive.

This educational event focuses on developing students' skills by providing them with a training experience that emphasises teamwork, adherence to regulations, and meeting deadlines. Participants are tested throughout the design and construction phases of their prototypes, facing various challenges along the way.

In Italy, Formula SAE made its debut in 2005, organised by the Associazione Tecnica dell'Autoveicolo (ATA). After 12 editions, the organisation of the event transitioned to ANFIA in 2017, following ATA's takeover by ANFIA. Since then, ANFIA has organised seven editions at the 'R. Paletti' Autodrome in Varano de' Melegari (Parma).

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

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