



Press release

FORMULA SAE ITALY: THE STATIC EVENTS CONCLUDED YESTERDAY AND THIS MORNING THE FINALISTS OF THE BUSINESS PRESENTATION EVENT, DESIGN EVENT AND COST EVENT WERE ANNOUNCED

The winners of the static events will be announced tomorrow at the closing ceremony, scheduled for 8:30 p.m.

Varano de' Melegari, 13th September 2025 - The **Formula SAE Italy static events** concluded yesterday and the classifications were published this morning. Teams participated in various categories: 1CV (combustion cars), 1EV (electric vehicles), 1DV (driverless vehicles), and Class 3 (vehicle design without a prototype). The events included the Business Presentation event, Design event and Cost event.

Although the competition is not yet finished, the rankings have been released without disclosing the final placements of the podium finishers, which are listed in random order. The official winners of the static tests will be announced tomorrow during the closing ceremony at 8:30 p.m.

During the **Business Presentation event**, competing students are tasked with simulating a presentation of their proposed car in front of an audience of potential investors. Each team presents a business plan designed to convince the audience to invest in their project. The vehicle they bring to the competition must be viable in the market. Therefore, they must examine their business model, analyse the customer base and market, identify marketing and communication channels, and conduct a traditional economic and financial analysis, including return on investment and break-even point. Additionally, each team is required to make a specific investment request to the jury, which is divided into four commissions this year.

There were no significant changes to the rules this year, except for the video produced for the 'Racing Elevator Pitch' phase. Teams were asked to focus more on the business model and the quality of the video to emphasise the message needed to persuade the jury to analyse their project thoroughly.

The maximum score for the competition is seventy-five out of a total of 1,000 points.

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In the endothermic car category, the competition saw an increase in performance this year, with an all-Italian podium reflecting the country's strong motorsport culture. This has inspired teams to continue improving the performance of combustion engines. Conversely, the podium for the electric car class showcases the diversity of the European scene, particularly from countries with a rich automotive tradition.

During the team presentations, some unforeseen personal or technical issues arose. However, the students demonstrated excellent reaction and problem-solving skills, even under stressful conditions.

In the 1CV class, the finalists are as follows: **Firenze Race Team** from the University of Florence, **Sapienza Corse** from La Sapienza University of Rome and **UniBo Motorsport Hybrid** from Alma Mater Studiorum - University of Bologna.

For the Driverless Class (1DV), the finalists include **UniNa Corse - Squadre Corse Federico II** from the University of Naples Federico II, **Race UP Electric Padova** from the University of Padua and **Schanzer Racing Electric e.V.** from Technische Hochschule Ingolstadt.

In Class 1EV, the finalists are the **Squadra Corse PoliTO Team** from the Politecnico di Torino, the **HAWKS Racing Team** from HAW Hamburg and the **TU Wien Racing Team** from TU Wien.

In Class 3, which focuses on the presentation of car designs only, the finalists are the **Bengawan Formula Student Team** from Universitas Sebelas Maret, the **E-Agle Trento Racing Team** from the University of Trento and the **Bimasakti Racing Team** from Gadjah Mada University. It is hoped that next year, these teams will attend the event with their prototype cars to showcase their achievements.

The Design Event is one of the most fervent tests for students, with a maximum score of 150 points out of a total of 1,000. This event is judged by a jury of automotive experts, divided into twelve commissions—seven for Class 1EV, three for Class 1CV, and two for Class 1DV—comprising top designers. The focus of the evaluation is the engineering work behind the car.

This year, the evaluation categories were updated to align with modern vehicle architectures. The categories include Overall Vehicle, Vehicle Dynamics, Aerodynamics, Powertrain, Chassis, Driver Interface, and Low Voltage/Data Acquisition.

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Significant attention is given to the finals: after direct interaction between the judges and students in the pits, three teams from Class 1CV and three teams from Class 1EV are selected to participate. This is the moment when the best cars are publicly presented, allowing all judges to observe and compare them closely.

In this edition of the Design event, it is noteworthy that the timing at the end of the season showcases well-prepared cars, emphasising innovation and the development of cutting-edge technologies such as autonomous driving and the use of sustainable, lightweight materials. Additionally, there is a noticeable slowdown in the shift towards electric cars among teams, reflecting current industry trends this year.

The overall decline in participant numbers in most European Formula Student events reflects the significant crisis currently facing the European automotive sector, which regulatory challenges and instability in the global context have exacerbated.

In Class 1EV, the new entry from **UniNa Corse - Squadra Corse Federico II**, representing the University of Naples Federico II, joined forces with **Race UP Electric Padova** from the University of Padua and the **TU Wien Racing Team** from TU Wien to reach the finals.

In Class 1CV, there was an all-Italian podium, featuring **MoRe Modena Racing Hybrid** from the University of Modena and Reggio Emilia, **UniBo Motorsport Hybrid** from Alma Mater Studiorum - University of Bologna and **Firenze Race Team** from the University of Florence.

In Class 3, the standout projects included those from **UniBo Motorsport Electric** of Alma Mater Studiorum - University of Bologna, **E-Agle Trento Racing Team** from the University of Trento and **Bimasakti Racing Team** from Universitas Gadjah Mada.

In Class 1DV, the Design Event score is 200 points, compared to 150 points in the other classes. The points are awarded based on the development of the autonomous system rather than the design of the vehicle.

Overall, the competition level was high, and allowing students to participate in a double class was a rewarding experience. This decision broadened opportunities while maintaining the effort's sustainability, as it did last year. The presence of several Italian teams was appreciated, with four of them competing in the double class, all exploring driverless technology. Among these teams, Race UP Electric Padova showcased a well-designed car, especially for their first experience, having participated in Class 3 last year.

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Squadra Corse Driverless PoliTo also delivered a commendable project with a completely renewed team. Firenze Race Team brought fresh ideas, and their vehicle was imposing from a design perspective. For UniNa Corse - Squadra Corse Federico II, there was a significant improvement from last year's entry, both in terms of the driverless concept and the vehicle design. The two cars from Mainfranken Racing e.V. and Schanzer Racing Electric e.V. performed well, although they tended to place less emphasis on the autonomous driving system.

The finalists are as follows: **Race UP Electric Padova** from the University of Padua, the **UniNa Corse - Squadra Corse Federico II** team from the University of Naples Federico II, and **SapienzaCorse** from La Sapienza University of Rome.

Finally, the **Cost Event**, worth 100 points out of a total of 1,000, focuses on analysing cost reports based on the costing processes of individual cars. This year, a fascinating aspect was the "real case scenario" test. This challenge presented a fictional topic related to the car produced by each team, assessing their technical and economic skills through an interdisciplinary approach. The unique theme involved transforming the FSAE cars into flying machines (advanced aeromobility) and designing a system that would allow the aircraft to manoeuvre left and right (a cost-effective steering system), with a strong emphasis on evaluating the carbon footprint as well.

The assessment of the carbon footprint was a new addition this year and engaged all teams, although with varying levels of success. This challenge served as a growth opportunity for both the teams and the judges, who refrained from being overly prescriptive, given it was the first time addressing this issue.

Overall, the participants showed a strong level of preparedness. The finalists performed excellently, demonstrating empathy, teamwork, responsiveness, flexibility, and creativity.

The Cost Event test resembles an economics thesis on the car, while also considering key technical and production aspects. Teams are required to create their own tables and present them to the judges, explaining their methodologies and highlighting the verifiable and reliable sources of their data. One of the key assessment categories is cost understanding. This skill is evaluated through a document prepared by the teams before the event (the cost explanation file) and through a question-and-answer session during face-to-face discussions. This year, the "cost understanding" test focused on technical issues related to AI topics, aiming to leverage this technology to enhance team activities.

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It also explored managerial questions concerning potential future improvements in team member management and specific professional roles.

Beyond the specific costs of the car, the event addressed several highly relevant issues today, such as the environmental impact of vehicles and their production and disposal, make-or-buy decisions, the differences between prototype and mass production, and significant elements of resource planning and risk management.

The Cost jury consists of around thirty members divided into five commissions, who visit each team directly at their respective boxes. An international jury has also been confirmed for this edition.

The shortlist of the top three teams in Class 1CV includes **MoRe Modena Racing Hybrid** from the University of Modena and Reggio Emilia, **UniBo Motorsport Hybrid** from Alma Mater Studiorum - University of Bologna and **the Sapienza Corse Team** from La Sapienza University of Rome. In Class 1EV, the finalists are **Race UP Electric Padova** from the University of Padua, **HAWKS Racing** from HAW Hamburg and **UPBracing Team e.V.** from the University of Paderborn. Among the finalists in Class 3 are **UniBo Motorsport Electric** from Alma Mater Studiorum - University of Bologna, **Bengawan Formula Student Team** from Universitas Sebelas Maret and **Bimasakti Racing Team** from Universitas Gadjah Mada. Finally, in Class 1DV, the top teams are **UniNa Corse - Squadra Corse Federico II** from the University of Naples Federico II, **Race UP Electric Padova** from the University of Padua and **SapienzaCorse** from La Sapienza University of Rome.

In line with the **educational mission** of Formula SAE Italy, the feedback session held today from 9:30 a.m. to 12:45 p.m. for the static events was very well attended. During this session, the judging commissions interviewed teams individually upon request, aiming to provide constructive feedback for improvement. Year after year, the teams have demonstrated their ability to incorporate these suggestions into their proposals for the next competition. The students' engagement in the discussions this year was notably positive.

Additionally, yesterday afternoon's **Track Show** allowed students to experience hot laps with drivers in the **Dallara Stradale** and the **Ferrari 365 GTB/4** from the Ferrari Museum. They were also joined by the green **Alfa Romeo Giulia Quadrifoglio**, which was used during the filming of the movie "6 Underground," directed by Michael Bay, and driven by Italian drifting driver Federico Sceriffo.

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For more information, visit the initiative's website at www.formula-ata.it/. There, you can find the complete program at www.formula-ata.it/official-schedule/, the list of participants at www.formula-ata.it/registered-teams/ and all event details.

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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.

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.

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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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