

Defianz 2003 Against all odds



The Indian entry returning from the judging area

INSTITUTE OF MECHANICAL ENGINEERS

AN open-wheel race car design by a group of engineering students from the University of Delhi has won The FISITA Award for Best Endeavour at the Formula Student 2003 in the UK, recently.

The competition, an annual affair conducted by the Institute of Mechanical Engineers (ImechE), is for engineering students to conceive, design, fabricate and compete with small formula style racing cars. The whole programme is designed in such a way that young graduates are also exposed to marketing, time management, budgeting, presentation skills and other management issues related with prototyping a full-fledged automobile.

The Indian entry was christened Defianz 2003 by its makers to symbolise the numerous hurdles — both financial and logistical — that they had to defy to convert their dream

into reality. It was the first Indian entry ever and finished 34th overall.

The 'Best Endeavour' award is intended to recognise the team that has made the biggest contribution to the spirit of Formula Student and

JUDGES' NOTES

Here's what is posted on www.formulastudent.com about the Defianz 2003 –

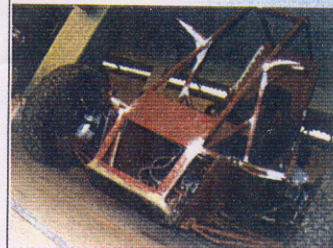
- Basic design from only available (heavy and agricultural) material.
- Oversize bolts and joints but supply and manufacturing limitations recognised and understood from the outset – good.
- Team demonstrated understanding of the underlying principles but lack resources.
- To achieve a running car, at their first attempt, is a triumph of resourcefulness and ingenuity.

made the best use of the resources available to them. It is given to a team that has not won any of the individual events that make up the overall Formula Student competition, but whose efforts merit particular praise and recognition.

Formula Student manager, Brian Robinson of ImechE said the Indian team was the most deserving winners of the FISITA Award for Best Endeavour. "The University of Delhi team had clearly fought against enormous odds to get a viable race car designed, constructed and transported to the UK," said Robinson on behalf of the organisers. "They also inspired a terrific spirit of camaraderie among all the other teams and officials to help them get through scrutineering and were able to run their car competitively. Quite rightly, they got the loudest cheer at the awards ceremony!"

Briefs

Performance Auto, Noida is doing extensive work in motorsport engineering under the banner of Performance Rallytech. After building numerous successful rally vehicles and sinfully fast road machines on the Maruti Esteem platform, they are currently involved with an interesting project of building a Mini Baja Racer. This project is being executed with a team of students from the Delhi College of Engineering and this vehicle is being designed and manufactured by in-house facilities and is scheduled to roll out this month. The team will then go on to compete in an international competition held by SAE International.



Wheelz, a Windows-based automobile dealership management software, has been introduced by Bangalore-based Ziac Software. It covers both front and back office operations as well as a screen sensitive kiosk option for customers to surf vehicle brands. The software generates automatic email and sms alerts too. Email info@ziacsoft.com for more details.

3M India, part of the \$16 billion US-based 3M group, is now offering car care services. The 3M Car Detailing programme offers exterior, interior and anti-corrosion treatments and also engine rejuvenation services.

Maruti has tied up with Bank of Mysore in a bid to attract customers with attractive interest rates.

New Siena will make its debut in Nepal, shortly. Fiat India has received an order for twenty 1.6-litre versions.

BOSCH RECOMMENDATIONS FOR SPARK PLUG SETTINGS

With the number of gas-powered vehicles on the rise, Bosch has recommendations for spark plug settings for better results. When operating on gas (CNG, LPG), internal working pressures are increased raising high voltage demand. With older ignition systems, this is compensated by reducing the electrode gap. Combustion temperatures are slightly higher with gas.

For Bivalent (Petrol/Gas) operation the ignition system provides

high voltage so electrode gap setting remains at 0.9mm. For retrofitted systems, the electrode gap is set to 0.7mm. The disadvantage here is that when running on petrol in stop-go traffic, this can lead to misfiring caused by carbon fouling.

For Monovalent (gas) operation in retrofitted vehicles, particularly with conventional battery ignition system, the electrode gap has to be set to 0.7mm. Misfires by fouling are not expected.

