



Bath's car: one to watch



For the first time ever, Formula Student was contested by a team from India. The University of Delhi presented a somewhat basic car, due to lack of resources. The Judges acclaimed it a triumph of resourcefulness and ingenuity and the team won the FISITA Award for "Best Endeavour".

Hertfordshire bidding for glory Down Under

The University of Hertfordshire fielded this car, derived from its pioneering monocoque machine profiled in depth in *Race Tech* in 2001. The UH 2003 machine was the lightest of the UK contingent at 220kg ready to run and had a respectable 70bhp at the rear wheels. It was the longest running of the UK cars in the Endurance Event, which was only completed by a handful of foreign teams in a year notable for the rate of attrition. The University of Hertfordshire is now seeking sponsorship to assist its planned participation in the Australian Formula SAE event this winter.

Formula Student gives British Universities a wake-up call

The UK's version of the Formula SAE contest covered elsewhere in this issue was something of a wake up call for British Universities, many of which are now offering motorsport-orientated courses. Held at

Finland's Helsinki Polytechnic with a carry-over car while fourth was Germany's University of Applied Sciences, Stralsund (picture 3). The highest UK team in the overall ranking was Oxford Brookes University, which took fifth

position. Not an impressive result given the UK's claim to be the world centre of the motorsport industry!

The longest-established UK Formula SAE team is that of Leeds University, whose transatlantic participation in Formula SAE 1997 led directly to the formation of the UK Formula Student event, which this year attracted over 50 entries. Leeds took a lot of well-deserved credit for its

monocoque machine in its early years but in slavishly evolving this design year-by-year it seems to have got itself into a rut that looks increasingly unlikely to bring further glory. This year's car (picture 4) was the fastest machine in the Sprint Event but overall the team could only manage ninth position. Over the last few years Bath University has developed a team with the strength to rival that of Leeds. At Bruntingthorpe it finished ahead of Leeds in the overall ranking with sixth position and it was fastest on the Figure of Eight skid pan test.

But the real talking point of this year's event (fastest on the skid pan was in two wheel drive configuration). One to watch, although the Judges commented of this car - 'could look better aesthetically! Contrast the well-engineered Leeds and Bath cars with the beautiful little machine from the Chalmers University of Technology, Sweden (picture 6). A close second (to Delft University of Technology, Holland) in Design, this car is not only superbly engineered but also looks the part in a way that few Formula SAE machines ever seem to manage.

The Formula SAE and Formula Student contests challenge teams to produce the prototype of a car for the amateur racer, which will be manufactured at the rate of four per day. Many Formula SAE productions are so dull looking (or worse) they would struggle to sell four a year, whereas replicas of the gorgeous Dan Gurney Eagle-styled Chalmers car - which will be profiled in depth in the next issue of *Race Tech* - would surely fly out of the showroom!

"The real talking point of the Bath car was an innovative hydraulic four wheel drive system"

Bruntingthorpe in England in July, Formula Student 2003 saw the top cars in the Design Contest come from elsewhere in Europe. The best car in the Dynamic Events was that of the University of Toronto, Canada.

Toronto (picture 1) was the overall winner of Formula Student 2003 with Rensselaer Polytechnic of New York, USA (picture 2) runner up. Third overall was

