

2004 Clean Snowmobile Challenge

March 15 – 20, 2004 • Houghton, Michigan

Wisconsin-Madison takes 1st Place

"We decided to try something completely radical, so we did a lot of work with hybrid integration," said team captain Eric Schroeder, University of Wisconsin-Madison. "I'm just overwhelmed, he added. "I was here last year when we finished absolutely last and blew up our engine twice."

Saturday's win for the UW-Madison team was one for the books. The team climbed from last place in 2003 only to take 1st place at this year's competition due to enhancement in their event standings. Inspired by team members who had participated in Future Truck automotive competitions, this year's team built a completely new and modified hybrid gas-electric engine which included an electric motor for power assist on acceleration.

The UW-Madison team also received the Best Design Award presented by SAE International.

Taking second place for the second year in a row was Michigan Tech. This team who had a little trouble in the beginning with a gas-tank failure managed to turn their luck around and earn several awards such as the Quietest Snowmobile, Best Overall Performance, and Blue Ribbon Coalition Award for Most Practical Solution.

Finishing third was the University of Maine. Maine also received the Gage Products Award for best Fuel

Economy and tied with the University of Wisconsin-Platteville for the Emitec Award for Best Value.

In their second year hosting the event, the Keweenaw Research Center and MTU's Department of Mechanical Engineering – Engineering Mechanics welcomed 15 teams from United States and Canadian universities to compete in the fifth annual SAE Clean Snowmobile Challenge.

The object of this competition was produced by joint forces to work toward a common goal...the reduction of noise and emissions from snowmobiles without the sacrifice of performance by SAE International and CSC founders Dr. Lori Fussell and Teton County Commissioner Bill Paddleford. Though



We decided to try something completely radical, so we did a lot of work with hybrid integration

Eric Schroeder
Team Captain
University of Wisconsin-Madison



Taking second place for the second year in a row was Michigan Tech

these machines provide hours of winter fun for many recreationists they also present an ongoing environmental challenge in the form of excess exhaust emissions and high noise levels.

At this years event, organizer Jay Meldrum chose as the control sled a four-stroke Artic Cat 660 which is very clean and quiet for the teams to be measured against. Many teams who came to the competition increased their challenge by deciding to redesign and modify two-stroke snowmobiles which produce a higher level of both emissions and noise than any four-stroke.

Out of the 15 teams who came to compete, only one team came with the intention of not winning. McGill University in Montreal, Quebec came to the event with a sled that did not run (due to experiencing some technical difficulty during testing), however the team still made the trip to Houghton to introduced a completely new innovation. This team decided to design a purely electrical prototype

using a Bodine Electric Company's e-TORQ motor powered by lithium battery technology to achieve the lowest environmental impact possible. Their hope is that as battery technology improves, driven by the automobile industry's push for 42V systems that this new technology will be taken advantage of in recreational vehicles.

On Behalf of SAE and MTU, we had a great event and look forward to seeing everyone next year!



University of Maine third place finisher



SAE Standards for Mini Baja Participants

The SAE Standards that are relevant for SAE Mini Baja are available online. The SAE Standards are for the Backup Alarm and Backup Lights.

To view the SAE Standards that are relevant, Backup Alarms and Backup Lights, to SAE Mini Baja, please visit <http://www.sae.org/students/collegiate/regdetails.htm>. Select Competition Schedule/Registration. Select Update Team Info beside the Mini Baja event that you are participating in. You will then be prompted for your Username and Password. All paid student members have access to this page. You will now be able to view the SAE Standards as well as update team information.

Please Note:

Relevant SAE Standards

These standards are available on this student site in support of those students involved in the SAE student design competitions. They are to be used solely in support of the design competitions within the college environment. Further distribution in print or electronic format is prohibited. Copyright SAE International.

Backup Alarms

Backup Lights

Please review these standards before submitting questions to the SAE Mini Baja Technical and Safety Inspectors.

Mini Baja 100 in Arizona!

Bring your sunblock! Tucson, Arizona is the site for the 2005 Mini Baja 100. This event will be at the beautiful Caterpillar Tinaja Hills Training Center in Early June 2005. Exact dates have yet to be determined; however it will be either the first or second week of June. Caterpillar is providing an amazing facility and over ten square miles for the 100 mile competition. Caterpillar will be using their large equipment to clear the area once the track is designed. Chances are these extremely large vehicles will also be available for show at the competition. The meeting rooms are fully equipped with full audio/visual and communication capabilities.

The Mini Baja 100 is to celebrate the 100th Anniversary of SAE. Mini Baja is the longest running Collegiate Design Series event and is the perfect event to celebrate the 100th anniversary. Special promotions will be distributed at the event for the occasion.

The desert landscaping will make the Mini Baja 100 a true Baja event. Please keep your eyes open for information to be posted, as it comes available, on the Mini Baja Forum.

Breaking News!

FREE REGISTRATION

Do you have information, stories, or pictures that you want to share regarding your team?

Email them to CollegiateCompetitions@sae.org and qualify for a drawing for Free Registration to a 2005 event of your choice!

Mini Baja Technical and Safety Checklist

The Mini Baja Technical and Safety Checklist and the Drivetrain Certification Form are now available online at

<http://www.sae.org/students/minibajadocs.htm>. The form must be completed, signed and dated prior to technical inspection. Please follow the below instructions pertaining to the **Mini Baja Technical and Safety Checklist**:

- 1) Each vehicle must be pre-inspected by its team prior to presentation for technical inspection.
- 2) Teams must certify that, to the best of the team's knowledge, their vehicle passes all parts of the inspection process as shown on this Technical Inspection Form.
- 3) All boxes in the "Team Checked" column must be checked.
- 4) The faculty advisor and team captain must sign and date, above, that the team has completed its inspection.
- 5) A completed and signed Technical Inspection Form must be presented to the technical inspectors along with the car.
- 6) Teams entering more than one Mini Baja Competition must present a completed Technical Inspection Form at each event.

The **Drivetrain Certification Form** is on the last page of the Mini Baja Technical and Safety Checklist. Please follow the below instructions for this form:

- 1) Please fill out the form with all of the requested information.
- 2) The National Technical Board will keep the form. The form will be used to certify at anytime that a vehicle has the original components that it was using during technical inspection.
- 3) A completed and signed Drivetrain Certification Form must be presented to the technical inspectors along with the car.
- 4) Teams entering more than one Mini Baja Competition must present a completed Drivetrain Certification Form at each event.



2004 SAE Midwest Mini-Baja

The 2004 SAE Midwest Mini-Baja student design competition will be held in Milwaukee, Wisconsin. This year we are expecting one of the largest turnouts in the history of the Midwest event in Milwaukee with 136 cars registered from Universities all around the world being represented.

To accommodate the large turnout, an expanded format and new location were required for this year's event. The competition will take place Thursday, June 3rd 2004 through Sunday, June 6th 2004 at the Jefferson County Fairgrounds and Aztalan Raceway. The Jefferson County Fairgrounds will be the site for events taking place Thursday through Saturday, which include safety inspection, static judging and dynamic events. The Aztalan Raceway will be the site of the 2 heat races and endurance race on Sunday. Both sites are located in Jefferson County, WI which is halfway between Milwaukee and Madison, providing access to the resources and activities of two of Wisconsin's largest cities. The large number of registered cars and expanded format will require everyone's cooperation to ensure a safe and fun event.

For those that have been to Milwaukee for the Midwest Mini-Baja, you will once again enjoy the facilities at the Aztalan Raceway (www.aztalancycle.com). A motocross track carved out of the natural terrain of Lake Mills, WI. The challenging hills and transitions from clay to dirt to sand will provide all the vehicles with a thorough workout. The weather in Wisconsin in early June can still be unpredictable, providing an extra challenge. The field will be split into groups for the heat races. The top teams from each group will advance to the main endurance event. We have found this to be the best method of providing plenty of track time while keeping things exciting, fun and safe for everyone involved.

For those teams that find themselves with some spare time during the weekend, there are several interesting events taking place around the competition sites. The Champ Cars of the former CART series will be competing at the legendary Milwaukee Mile on Saturday night with activities taking place from June 3rd through 5th. Cajunfest will also be taking place at the Wisconsin State Fairgrounds June 4th through 6th. Also, the Madison International Speedway, a half-mile asphalt oval track, will be holding their weekly program on Saturday, June 5th. You also may want to swing through nearby Cambridge, WI to visit the hometown of 2003 NASCAR Winston Cup Champion Matt Kenseth.

The Midwest Mini-Baja website at www.geocities.com/saemilwaukee includes a tentative itinerary, hotel information, maps, event bulletins and other information.



Renew Your Membership

Students may renew or pay their membership dues online at <http://www.sae.org/students/index.htm> or call SAE Customer Service at 1-877-606-7323.

Graduates, transfer your Student Membership to Professional Membership. Transfer online today at <http://www.sae.org/students/membership/transfer.htm>

Student Newsletter Survey

Share your thoughts regarding the Collegiate Design Series!

The Student Newsletter Survey is now available at:

<http://www.surveymonkey.com/s.asp?u=93481347338>

FREE REGISTRATION

Do you have information, stories, or pictures that you want to share regarding your team?

Email them to CollegiateCompetitions@sae.org and qualify for a drawing for Free Registration to a 2005 event of your choice!



25th Anniversary of Supermileage

June 11-12, 2004
Marshall, Michigan
Eaton Proving Grounds

The 2004 Supermileage competition will be held at the Eaton Proving Grounds in Marshall, Michigan to celebrate its 25th year. Two corporations have been major contributors to Supermileage; Eaton Corporation and Briggs & Stratton. This year is no exception. In addition, Supermileage has been supported by the SAE Western Michigan Section which has played an integral part in supporting the competition from the beginning into the present.

Supermileage began as one event and then in 1984, a second Supermileage event on the West Coast was initiated. There were dual events until 1996, when the two events were combined into the Midwest event. Today, the Midwest competition is SAE's primary event and continues to challenge students to design a fuel efficient vehicle.

This year, 28 college and university teams along with 8 high school teams will compete for the top fuel efficient vehicle. The design reports for the competition were due by March 31st to Fred Kinney. There will be a 10 point penalty for each day that the design report is late. For up to date information regarding the 25th anniversary of Supermileage, please visit <http://www.sae.org/students/supermw.htm>.

Hotels

Holiday Inn Express
14884 West Michigan Avenue
Marshall, Michigan 49068
269-789-9301
269-789-9301 (fax)
www.focushotels.com

Amerihost Inn
204 Winston
Marshall, Michigan 49068
269-789-7890
877-782-2491
269-789-7891 (fax)
www.amerihostinn.com

Howards Motel
14884 West Michigan Avenue
Marshall, Michigan 49068
269-781-4201

Places to Eat

Applebee's – W. Michigan Avenue
Burger King – W. Michigan Avenue
Country Kitchen of Marshall – N. US. 27
Hungry Howies – S. Grand Street
Little Caesars – W. Michigan Avenue
Pizza Hut – W. Michigan Avenue
Subway – Winston Drive
Taco Bell – W. Michigan Avenue
Wendy's – W. Michigan Avenue
Shirley's Sweet Treats – W. Michigan Avenue

Stores

Darling & Son Ace Hardware – W. Michigan Avenue
Hemmingsen Drug Store; pharmacy, gifts, photos – W. Michigan Avenue
Stanley Lawn and Garden; outdoor power equipment – W. Michigan Avenue
Warman's Way Station; convenience store – E. Michigan Avenue

Aero Design West in Ft. Worth Texas

Aero Design West
Ft. Worth, Texas
June 18-20, 2004



Lockheed Martin is hosting this years Aero Design West event to be held at the Ft. Worth Thunderbirds flying field. Michael Bawden of Lockheed Martin, is organizing the event that is scheduled on June 18-20, 2004.

The Ft. Worth Thunderbirds are excited to host the flying portion of the Aero West event. Please visit their website, <http://www.sae.org/students/adweventinfo.htm>, for more information and directions to the flying field. For a map of the Ft. Worth area, please visit <http://www.fwthunderbirds.org/membership.htm>.

The Green Oaks Hotel, www.greenoakshotel.com, is approximately fifteen minutes from the flying field. Make sure to mention that you are with Lockheed Martin Aero Design West to receive the discounted room rates and make your room reservations soon! The room rate is only good until June 3rd. More detailed event information, such as the event schedule, will be available soon at <http://www.sae.org/students/adweventinfo.htm>.

As a reminder, three (3) copies of the Aero Design West Design Reports should be received, not postmarked, by Michael Bawden by May 7, 2004. Please mail the Design Reports to:

SAE Aerodesign
P.O. Box 150988
Fort Worth, TX 76108

Hotels

Green Oaks Hotel
(800) 433-2174
(817) 738-7311 (local)
www.greenoakshotel.com
Discounted Room Rate: \$69.00
plus tax
Mention Lockheed Martin Aero Design to receive discount
Reservations are to be made on or before June 3, 2004
Reservations can not be made online

Local Restaurants

7th Street Hamburger Co – under \$10
Crescent City Beignets – inexpensive
Kincaid's – under \$10
Old San Francisco Roadhouse – moderately priced

Stores

Target
Radio Shack
Sears
Walmart



Formula Student Keeps On Growing!

Formula Student, the European leg of the annual Formula SAE series, is set for another record breaking year. This year's event, to be held in the UK in July, is the seventh Formula Student and for the first time ever, the organizers (the Institution of Mechanical Engineers, IMechE) have had to close registration for cars in the two running classes early. At the time of writing (mid March) we currently have 64 running cars on the entry list, and two more on the wait list. This represents almost 75% growth on the 38 running cars attending the 2004 event! We also have 11 teams entered in the two non-running development classes, which are unique to Formula Student, and provide students and universities with valuable guidance and experience prior to building a complete car.

The 2003 event involved 54 teams from 18 countries and the overall winner was the University of Toronto, going one better than the runner-up spot they'd taken in 2002. A fine display in the endurance event, along with a win in the acceleration event and high scores in all the other events left them over 250 points clear of the rest of the field.

The European teams continued to make good progress, with teams from the UK winning the skidpan (Bath) and sprint events (Leeds). European teams also took a clean sweep of the static events, with Oxford Brookes winning the cost event, Stralsund, Delft and Bath sharing first place in the presentation event, and Delft also winning the design event. Delft decided it was going to challenge assumptions about Formula Student car weights, and aimed to build a 135kg car, a good 30% lighter than anything seen before. In the end it weighed in at 139kg, but the way the team had developed the real car from this basic concept was exemplary. Rumour has it that their 2004 car will be even lighter, so if it runs, they could be pressing for top honours this year!

The biggest cheer of the awards ceremony was reserved for the best endeavour prize awarded to the University of Delhi. Complete newcomers to the competition, they struggled against the odds but a late night and some great effort the next day saw them get their car (the first Indian designed and built car to compete in Europe) on to the track in time to take part in the endurance event.

Formula Student continues to develop as a truly global phenomenon. Teams from 4 continents and 19 countries will be taking part in 2004, including, again for the first time, teams from Japan, Australia and South Korea. A full listing of all the teams registered for the 2004 Event is available on the Registration page of the Formula Student web site, www.formulastudent.com. I'd like to thank all the teams that have registered for supporting Formula Student, look forward to a thoroughly enjoyable and exciting event, and wish all the students the very best of luck. Whether the overall winners comes from North America, Australia, Asia or Europe I cannot say, but I am certain that the camaraderie, the learning opportunities, the contacts with industry professionals, the energy, excitement, commitment and enjoyment that Formula Student inspires will leave everyone a winner in some sense or other.



Worthy winners: Toronto



Stunning design: Delft



Best endeavour: Delhi





The Passion for Performance

Carroll Shelby, Jack Roush, Steve Saleen, Dave Hill, John Coletti,

Dan Knott, Pete Spence, Ted Robertson, Phil Martens, J. T. Battenberg

**Corvette, Shelby Cobra, BMW, Toyota Racing Development, Cadillac XLR,
Cosworth, Prodrive, Ricardo, AVL**

All, just a mouse click away!

The Passion for Performance Program at the SAE World Congress - A Once-in-a-Lifetime Opportunity to Learn About High Performance Engineering from the Experts -

Now available as webcasts through the SAE website. Visit www.saemotorsports.org and page down to the Passion for Performance sessions.

One emotion wove its thread throughout more than two days of the Passion for Performance program at the SAE World Congress - the love of high performance cars. Racing and high performance legends Carroll Shelby and Jack Roush talked about converting a love of racing into successful business ventures. They shared the stage with relative new comer, Steve Saleen and ASC Vice President and SAE presidential nominee, Ted Robertson in Thursday's session on the importance of niche vehicles to the car companies.

These guys love cars and they love to compete. In response to a question from the audience about whose Mustang would win in a drag race, Roush had a gleam in his eye when he told Saleen, "I think I'd win. I'm bringing my 1,000 horsepower P-51 Mustang!" (a totally restored WW II fighter plane and one of the fastest piston-engined aircraft ever built).

"The Team Approach to High Performance", Wednesday morning, featured team leaders from a corporate racing program, two corporate high performance groups, and a high performance vehicle line. Pete Spence of Toyota Racing Development, John Coletti, Ford SVT, Dan Knott, DaimlerChrysler SRT, and Dave Hill, Vehicle Line Exec for the Corvette and all new Cadillac XLR discussed the different approaches they follow in developing teams to design and build some of the fastest cars on earth.

DON'T MISS THIS! In response to a question, they share what they are looking for when they select new team members. Looking for your dream job? This may be the information you need.

You'll laugh out loud and be amazed by John Force's presentation. Don't miss the intro put together by his daughter, Ashley, a recent film making graduate and newest driver on his team. Watch in amazement as he talks about what the loss of down force due to dropping a cylinder can do at more than 250 miles per hour.

Lotus, Cosworth, AVL, Ricardo, BMW, and Prodrive are companies famous the world over for designing high performance cars. Thursday morning's session brought company leaders together on one stage to talk about the influence European companies have on high performance design.

The last session of the program features a detailed discussion by the team leaders who developed the newest version of the Corvette (You know, the one being loaded on the transporter in one of the best TV commercials ever made.) and the all new Cadillac XLR. You'll find what is meant by the saying "an engineer's engineer" as you follow the Corvette team through a process that critically examines nearly every parameter on the last generation vehicle and makes improvements that result in the best Corvette ever. You'll also hear Vehicle Line Executive Dave Hill give hints on what's next on the drawing board. (Checkbooks ready?)

Don't forget, these sessions and all of the other presentations from the AVL Theater at the SAE World Congress can be viewed by going to www.saemotorsports.org.



Queen's University on the frozen Lake Ontario.
Driver: Adam Coombs

Wintertime Fun for Queen's University Mini Baja

Sometimes in the middle of the winter when you have been working on the new car for months on end, you just need to go have some fun. We decided to take last years car out onto the frozen Lake Ontario. It has been minus 35 C (that's about -30 F) for a few weeks now, plus the wind chill, so we are sure the ice is thick. We drove the car over the big chunks of ice that have been pushed up by the shifting of the ice, some one says that they would make an awfully good "ice" crawl for the Baja North we need to get started. Once the car is on the lake we drive all over the place just cruising along. Then we find a skating rink some one has cleared, and well the "doughnuts" start and never get old. Then some one has the idea to jump the drifts at the side of the rink, and once the car gets air the crowd begins to grow. Shovels appear and the jump takes shape, high and wider. It gets so big we decide a landing jump is needed and soon that appears. We now have traffic backed up on the lake side drive as people slow to watch the car launch over the now massive jump! Who says Mini-Baja is all work and no play?

Submitted by Adam Coombs of the Queen's University Mini Baja Team

Please note: SAE does not endorse unsafe vehicle practices that maybe listed above.

A Dell MP3 Player for Transferring Membership?

Student members that are graduating now have another reason to transfer their membership.

Those students that transfer by June 30, 2004 will be in the running for a Dell Digital Jukebox MP3 Player with the FM Transmitter Auto Kit. The Dell Digital Jukebox MP3 Player can store over 7000 songs, has 15 GB of storage and has a 2 inch LCD with a blue backlight. The kit allows you to take along your MP3 Player and play music in your car. Perfectly fits in a cup holder!

The benefits of transferring include FREE membership in the local SAE section, FREE attendance to SAE World Congress, FREE subscription to Automotive Engineering International or Aerospace Engineering and much more! Not to mention access to a network of 85,000 professionals throughout the world.

So, what are you waiting for? Visit

<http://www.sae.org/students/membership/> to transfer or look for a SAE staff member at one of the competitions for an application. Transfer your membership today and you'll enjoy all the benefits of SAE and maybe even a Dell MP3 Player!

Renew Your Membership

Students may renew or pay their membership dues online at <http://www.sae.org/students/index.htm> or call SAE Customer Service at 1-877-606-7323.

Graduates, transfer your Student Membership to Professional Membership. Transfer online today at <http://www.sae.org/students/membership/transfer.htm>



Sponsor Spotlight

The Briggs & Stratton Corporation is the largest manufacturer of air-cooled engines, consumer generators and pressure washers, in the world. Their engines are incorporated into a vast list of power products. With thousands of equipment manufacturers and distributors in over 108 countries, Briggs & Stratton provides a vital and reliable source of power to meet the needs of the industrial, lawn and garden, lifestyle, and recreational markets.

When most people think of Briggs & Stratton, they think of lawnmowers; however Briggs & Stratton is also one of the largest manufacturers of racing engines in the world. From racing karts to dragsters, from asphalt speedways to dirt ovals, Briggs & Stratton makes the engines that have been the choice for competitive racing. With a list of past Briggs & Stratton National champions that include Jeff Burton, Casey Atwood, Scott Sharp, Sam Hornish Jr., Ward Burton, Elliott Sadler, Jason Keller, AJ Foyt IV, Jerry Nadeau, Richie Hearn to name a few, Briggs & Stratton's involvement in racing has been a foundation for teaching drivers, both past and present.

For over 25 years, Briggs & Stratton has worked with the Society of Automotive Engineers (SAE International) in providing power for their Mini Baja and Supermileage programs. The SAE Mini Baja Program uses the Model 20 INTEK as their engine of choice. The SAE Supermileage Program uses the Model 091202 Type1016E1A1001 as their engine of choice.

SAE International is proud to recognize Briggs & Stratton as a Platinum Sponsor whose continuous participation offers the collegiate teams a great benefit of purchasing discounted engines for the competitions.

EVENT DEADLINES & REMINDERS

ALL EVENTS

- All students must bring to the competition a drivers license for identification purposes. DRIVERS MUST bring to the competition drivers license and medical insurance cards. If you do not have this information, you will not be able to participate!

AERO DESIGN WEST

- Design Reports, Plans and Payload Prediction Graph due May 7, 2004

FORMULA SAE

- Cost Report due April 1, 2004
- Fuel Type Order due April 15, 2004
- Paddock Spacing notification due April 15, 2004
- Students not participating in the event but who are interested in working the event will be compensated. For information contact Kathleen McDonald at katklauz@aol.com by April 15, 2004.
- Teams who are delinquent in meeting the March 15th deadline to send in team member names, faculty advisors and list of sponsors for publishing in this years program need to send them no later than April 9th to shellham@sae.org. If this information is not received by April 9th, your team will not be in the program.

- Online Specification Sheets should also have been filled out by March 15th deadline, however there are still teams who have not completed this. This information is pulled for publishing in the program; if you wish to still have your team published in the program the online specification sheet needs to be completed no later than April 9, 2004. If your team fails to meet this deadline, you will not be in the program.

WALKING ROBOT CHALLENGE

- Technical paper submission deadline is April 13, 2004 at Midnight EST.

MINI BAJA EAST

- Roll cage Specification sheet, Design Reports, & Cost Reports due April 9, 2004.

MINI BAJA MIDWEST

- Roll cage Specification sheet, Design Reports, & Cost Reports due May 15, 2004.

FOR DETAILED INFORMATION IN REGARDS TO DEADLINES, PLEASE REFERENCE EITHER MARCH 2004 NEWSLETTER OR EVENT RULE BOOK.

CORPORATE SPONSORS

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Clean Snowmobile Challenge

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Land & Sea, Inc.—FSAE and
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Leaf Racewear—FSAE and Mini Baja
Lincoln Electric Co.—FSAE
Gamma Technologies, Inc – FSAE
Hoosier Racing Tire—FSAE
Cycle Search International, Inc.—
FSAE
Goodyear Tire and Rubber
Company—FSAE
Spa Technique, Inc.—FSAE
Visteon Climate Control—FSAE
Performance Friction Corp.—FSAE
Performance Electronics Ltd.—FSAE
RCV Performance—FSAE
Titan Motorsport North America—
FSAE
Risse Racing Technology—FSAE
Superior Engine Technology—FSAE

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Visteon Climate Control—Powertrain
Cooling System Award—FSAE
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Engineering Design Award—
Mini Baja
Polaris—Polaris Innovative
Suspension Award – Mini Baja
TARDEC—Off Road Mobility Award—
Mini Baja
Mike Schmidt Memorial Mini Baja
Iron Team Award—Mini Baja
Honda R&D Americas, Inc.—
Endurance Award—Mini Baja
Briggs & Stratton—Overall
Performance Award –Mini Baja
Dayton Cup—Best Mini Baja team of
the year judged by the Dayton
Section – Mini Baja
Society of Plastics Engineers'—
Composites Division Award—FSAE
Henkel Technologies—Structural
Foam Award—FSAE
Hoosier Tire—Autocross Award—
FSAE
ArvinMeritor—Suspension System
Award—FSAE
Bruel & Kjaer—Bruel and Kjaer Quiet
Car Cup—FSAE
EDS—EDS Outstanding
Sportsmanship Award—FSAE
Lincoln Electric Co.—Lincoln Electric
Welding Award—FSAE
Ricardo, Inc.—Ricardo Powertrain
Award—FSAE
William C. Mitchell Rookie Award—
FSAE
Formula SAE Certificate of
Accomplishment - FSAE
Cost Award—Best Score in cost –
FSAE