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73 Minutes...

That was all it took...just 73 minutes after registration for FSAE 2005 opened all 140 slots were taken. Registration for FSAE 2003 closed in 111 days, for 2004 it took a little over 8 days, this year well, you had to be ready when it opened.

Since 2004 registration had closed fairly quickly and because we had been contacted by a number of teams that were unable to register, we made a concerted effort at captains meetings, online and through this newsletter to advise teams to be online and ready when registration opened.

During the few weeks some questions have been asked that are of general interest.

First – “Were some teams allowed to register early?” Yes, the top ten finishers at FSAE 2004, the top three from FSAE-A 2003 and the top three from Formula Student 2004, the winner of the FSAE Brazil demonstration event and the winner of the CDS Newsletter article submission drawing were given the opportunity to register during the week prior to October 4th. Seventeen of the eighteen eligible teams took advantage of the pre-registration offer.

73 Minutes... continued on page 2

FSAE cars lined up for the endurance phase of the competition.





Second – “Will there be a second FSAE event in 2006?” We are in the process of negotiating a contract for the site of FSAE West 2006. If the negotiations are successful and all the other ingredients come together as we anticipate then, YES, there will be a second Formula SAE Competition in California in the spring of 2006. Much time and effort goes into every detail of starting a second event. Please be patient with us.

Third – “If there’s a second event will registration for Pontiac still be limited to 140 cars?” Yes, the 140 team registration cap at FSAE is likely to be permanent for the future. However, for 2006, when two events are available, teams will only be permitted to register for one competition. After the first month we will open registration for both events to all teams until registration caps or deadlines are met.

Fourth – “How fast will registration close after there are two competitions?” We have no idea and neither does anyone else. So we’ll repeat the advice we always give “Be prepared to **Register Early!**”

Date Changed for Aero Design West

Aero Design West has been rescheduled to April 22-24, 2005. The new dates are final and have been updated on all Aero Design documentation.

The competition will be held once again in Ft. Worth, Texas. The flying portion of the competition will be at the Ft. Worth Thunderbirds R/C Club. The organizer, Chris Berardi, is a Senior Staff Engineer at Lockheed Martin and is a member of the Ft. Worth Thunderbirds R/C Club.

For more information on Aero Design West, including registration, please visit <http://students.sae.org/competitions/aerodesign/west/>.



ETS preparing for take-off at Aero Design West



Concordia University at Aero Design West



2005 Mini Baja Midwest Design Reports

The Mini Baja Midwest design judges have made the following suggestion to help teams write more useful design reports that will expedite the entire design judging process:

Divide your design report into sections that match the design categories found in rule 51.2.5 "Design".

Each section should discuss the elements of your car that relate to that category and, where appropriate, their relation to, and integration with, other parts of the design. Breaking the report into sections allows the judges evaluating each category to better understand your design approach.

Dividing your report by the design evaluation categories is not required, but is encouraged. Keep in mind that your design report is the resume of your car and it's only to your benefit to make it easy for the readers to find the parts they want to read.

As many of you know, design judging at Midwest is done at a series of evaluation stations at which the judges concentrate on a single design category – sectioning your report will facilitate that process and help the judges fully evaluate your work.



Nonmember Student Registration Fees to Increase

Beginning with the 2005 World Congress, nonmember students will be charged a \$25 registration fee to attend SAE major meetings.

Our current practice is to allow nonmember students to attend these events free of charge, however SAE has decided to make the registration fee mandatory unless the student is a member. SAE sees this as an opportunity to encourage the students into becoming members so they can fully realize what other opportunities SAE can provide them with for only a \$10 yearly membership fee.

Students will have the opportunity to join SAE in advance of the World Congress for \$10 and attend the event free. However, students will not be able to join on site for \$10. Those paying the \$25 registration fee will be offered a membership application to complete and submit (those completing the application will be entitled to a hard copy subscription to one of SAE's magazines.)

SAE will be communicating this change on Student Central and Congress promotions.



Student Central has a New Look!

We have redesigned our website to make it easier for you to find information.

Student Central is designed to be a one-stop shop for students, faculty advisors, and all others interested Xtreme Engineering. No matter if you need information on competitions, membership, student chapters, news, the SAE Store, or awards and scholarships; it is all on one page and only a click away.



Each individual competition website is designed to have all information in one central spot, hence the name Student Central. Select the competition of your choice and all of its information will appear including registering for the competition! No more clicking around to find what you need.

Do you want to purchase the new book *Hands-On Race Car Engineer*? It's easy with the SAE Store. Student Central's SAE Store will focus on hot items that young engineers would most likely enjoy. Would you like a discount on this book? Become a SAE Student Member and enjoy the benefit of discounts on SAE Technical Papers and Books. Join

SAE today as a student member for only \$10.00 on Student Central!

Take a step outside the classroom for some real world experience. Visit the Xtreme Engineering opportunities on SAE's Student Competitions website <http://students.sae.org/>.

2005 FSAE Rule Changes Affecting Vehicle Design

Although this article is available on the FSAE website, we have decided to republish it in the CDS Newsletter as a reminder.



A reasonably comprehensive list of the FSAE rule changes for 2005 has been published on the SAE website. However, it is appropriate to highlight a handful of changes that could affect the design of their 2005 car, and explain some of the rationale for these changes.

We have seen an increasing number of FSAE cars where, in very unlikely instance of another car hitting it sideways, it appears that there is insufficient side impact protection, and/or the driver is driving with his (or her) arms and elbows outside the structure.

Therefore, Rules 3.3.8.1 "Tube Frames" and 3.4.12 "Accessibility of Controls" have been changed.

We have seen cars where the top of the side impact protection was within the (old) Rules, but was obviously too low to give the protection we feel is necessary. Therefore, in Rule 3.3.8.1.A, the minimum height of the upper side impact member has been increased from 200 mm (7.87 ins.) to 300 mm (11.8 ins.). This now means that this upper member must be between 300 mm (11.8 ins.) and 350 mm (13.8 ins.) above the ground. You can have a tube, say an upper frame tube, above this, but there MUST be a tube between 300 and 350 mm above the ground. If you have a monocoque, a strict interpretation says that the top of the side of the cockpit alongside the driver can be no lower than 312.7 mm (12.3 ins.) above the ground (300 mm plus half the diameter of a 1 inch tube.) If you have designed a low side impact structure, sorry, you are going to have to raise it.



Also, Rule 3.4.12 "Accessibility of Controls" has been reworded so that all controls, e.g the gearshift, and the hands, arms and elbows that operate them, must be inside the side impact structure in plan view. In other words, your cockpit has to be wide enough for ALL your drivers to be able to drive with their elbows tucked inside the cockpit. Or, you will need to have the side impact structure sufficiently outboard to meet this requirement.

Another concern has brought about the new Rule 3.3.5.4 "Other Side Tube Requirements". In the past, we have seen some cars where there is a front roll hoop brace, or some other frame tube, that passes alongside the driver's neck. We are concerned about what might happen if the driver is thrown sideways, his (or her) shoulder goes under this tube, and his (or her) neck hits the tube. Some substantial method of preventing this from happening is required.

The last rules change to mention here is that in Rule 3.5.3.2 "Filler Neck Size and Sight Tube", the fuel sight tube has a minimum length, AND it must not run below the tops surface of the fuel tank. This latter change is to prevent the complete contents of the tank being dumped if the sight tube should fail.

Definition of a Stand-Alone Data Acquisition System 2005 FSAE Rule 4.3.7.4



Cost Report

One of the rules changes for 2005 is that the cost of certain data acquisition systems need not be included in the Cost Report. This change was made because data acquisition and the interpretation and use of that data are becoming ever increasing parts of an engineer's life, and must needed skills. As such, the Rules Committee does not want to discourage the use of data acquisition just because the system would then have to be declared in the Cost Report.

On the other hand, the teams are supposed to cost the actual vehicle they bring to the Competition. Also, the Committee asked, how would "mixed" systems be handled? Therefore, it was decided that we would allow "stand-alone" data acquisition systems to be omitted from the Cost Report.

The question has now been asked. "What is the definition of a stand-alone data acquisition system?"

The Rules Committee has decided that we will use the following definition:

A "stand-alone data acquisition system" is a system that:

- *Monitors and records only,*
- *Has no control or display function,*
- *Is removable without affecting the running of the vehicle, i.e. it is in a separate "box".*

Also, the cost of sensors that have no control or display output, e.g. steering angle, lateral or longitudinal acceleration, suspension movement, can be omitted from the Cost Report. However, those sensors that have a control or read-out (IP) function, e.g. engine speed, throttle position, water and oil temperature and pressure, must be included in the Cost Report.

If you have further questions or need further clarification, please email all questions to katklauz@aol.com.

2005 Formula SAE Push Bar Requirement

After a review of the Formula SAE site layout and our operating procedures the organizers have decided to require that, starting with the 2005 competition, cars must be moved using a push bar. This is an operating procedure change and is not part of the requirements and restrictions governing the vehicle itself. The new push bar requirement should not affect your vehicle design. A number of teams already use simple push bars of various designs and we leave it to you to produce a device that works well with your car.

Although for FSAE 2005 the push bar is being handled as a procedural requirement, the Rules Committee anticipates adding it to the rules starting in 2006.

Rule 5.11.1 "Moving Vehicles" is unchanged and remains in effect.

And, before anyone asks, the push bar is not part of the car and should not be included in either the cost or design reports.

2005 FSAE Operating Procedure Requirement - Push Bar

Each car must have a removable device that attaches to the rear of the car and allows two (2) people, standing erect behind the vehicle, to push the car around the event site. This device must be presented with the car at Technical Inspection.



SAE Detroit Section FSAE Workshop

A workshop on FSAE was hosted by the SAE Detroit Section on October 16, 2004. Presentations at the workshop were designed to provide a range of information to make student Formula SAE design teams more successful. The SAE Detroit Section encouraged SAE student chapters to bring their FSAE cars to share ideas and discuss problems with fellow student members.

Topics covered included:

Team issues:

- Leadership, team management and transition
- Time management
- Sponsorship, publicity, budget management

Vehicle issues:

- Vehicle design
- Suspension and chassis trends
- Optimizing vehicle performance

Resources:

- Rules (a Rules Committee Representative will be available to answer questions)
- Judging (an FSAE Judge will be available to answer questions)
- Industry partners

So that teams outside the Detroit Area can take advantage of the presentations, the accompanying PowerPoint presentations can be found online at the SAE Detroit Section website, <http://www.sae-detroit.org/sae/menu.wml?page=Student>.

The Presentations are:

Competition Overview

Michael Royce, DaimlerChrysler - retired

Tech Inspection Video & Event Rules

Michael Royce, DaimlerChrysler - retired

Sponsorship Overview

Alba Colon, GM Racing

Presentation Overview

Jennifer Vrenko, DaimlerChrysler

Cost Overview

Dan Cullen, DaimlerChrysler

Design Overview

Tony Lyscio, General Motors

How's this for a college graduation gift: FREE SAE membership!

We have great news regarding student members upgrading to professional SAE membership. SAE is now offering student members the first year of professional membership for FREE! Student members are eligible up to a year prior to graduation and one year following expiration of student membership after graduation. These individuals are required to submit a Transfer My Membership form online at: _

Alternately, these individuals may transfer by contacting SAE Customer Service Center (CustomerService@sae.org).

The discounted dues structure for upgrading student membership is: 1st year FREE, 2nd year \$40, 3rd year \$60, 4th year full dues. If you know a student member who is about to graduate or recent graduate, help us communicate this excellent opportunity for experiencing professional membership for free. These young members, who are the future of our organization, will now have one full year to get hooked on the benefits of SAE - for FREE!

Full Registered Teams List attending is followed:

Car #	University
3.....	The University of Newcastle
4.....	Deakin University
5.....	Swinburne University & TAFE
7.....	Birmingham University
8.....	The University of Adelaide
11.....	The University of Melbourne
12.....	University of Technology Sydney
13.....	University of Southern Queensland
15.....	UNSW at ADFA
17.....	University of Ballarat
21.....	Tokyo Denki University
22.....	The University of Sydney
24.....	University of Wollongong
27.....	University Missouri Columbia
39.....	RMIT University
41.....	The University of Queensland
46...	Queensland University of Technology
47.....	University of Auckland
61.....	Australian National University
63.....	University of New South Wales
66.....	Monash University
70.....	University of Western Australia
97.....	Rochester Institute of Technology

2004 Formula SAE – Australasia Competition

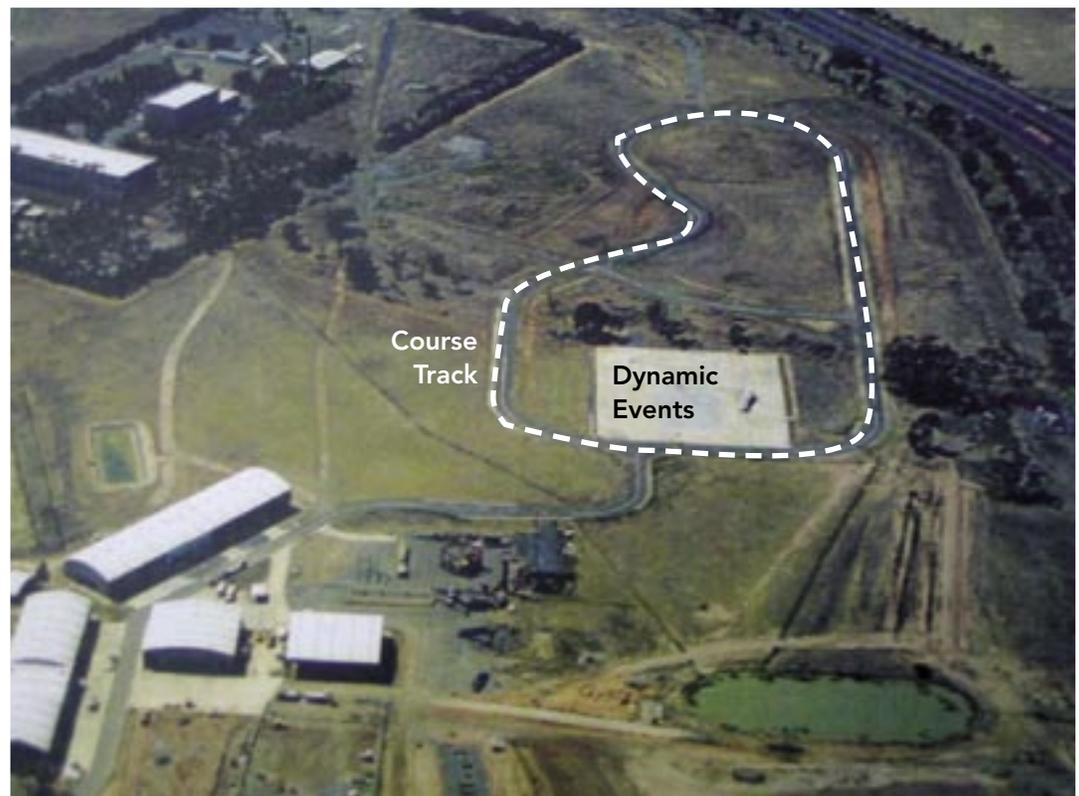
With exactly one month until the event, FSAE-A Staff and volunteers continue to work tirelessly to create another great event. Thirty (30) teams were registered; 19 Australian teams and 11 international. Registered from United States are Rochester Institute of Technology, University of Florida, and University of Missouri Columbia.

This year's event is being held December 1 – 5, 2004, at the Victoria University Driver Training Facility in Werribee, Victoria southwest of Melbourne.

Early in August the FSAE-A staff coordinated a visit at the new site to familiarize the teams with the competition site and to provide the opportunity for team leaders to meet one another. The Werribee autocross and endurance event course will include a rise in the track. This elevation change will be a contrast from the courses at previous FSAE-A events which were essentially flat.

The 2004 Australian Addendum has been updated and includes clarification on the endurance event scoring. FSAE-A Staff encourages all teams to familiarize themselves with all of the rules prior to the competition.

Aerial shot of the Victoria University Driver Training Facility in Werribee



Special Opportunity for Student Chapters: Two December Telephone/Webcasts

SAE is pleased to offer sections two simple ways to present great technical content to your Chapter members. Just subscribe to one or both of the telephone/webcasts taking place in December. All you need is a speaker phone, computer and projector to create a special Section event. The site fee allows you to invite an unlimited number of participants to your site!

Get \$50 off our regular site fee!

Choose one or both of these events:

*** Diesel Powertrains in the US Light Duty Vehicle Market: Public Opinion, Future Potential, Challenges and Opportunities Telephone/Webcast**

Presented by SAE in affiliation with the Diesel Technology Forum, I.D.# C0425
December 9, 2004 (11:30 a.m. - 1:30 p.m. ET) - Via Internet & Telephone

This 120-minute telephone/webcast will present new consumer and policymaker opinion research about diesels, an insider's review of the recent study by the Department of Energy including hybrid and diesel powertrains, perspectives on technical advancements, market issues and challenges, and new diesel product experience. Join us in a lively discussion with a panel of senior energy, OEM and supplier representatives, moderated by Allen Schaeffer, Executive Director, Diesel Technology Forum. Registration and full description online at: http://www.sae.org/servlets/pdEvent?OBJECT_TYPE=PDEventInfo&PAGE=getPDEventInfo&EVT_NAME=C0425

*** The Relevance of Energy Efficiency to the Future of Motorsports Telephone/Webcast**

Broadcast live from the SAE Motorsports Conference
Co-Sponsored by SAE and the Motorsport Industry Association, I.D.# C0422
December 2, 2004 (10:30 a.m. - 12:30 p.m. ET) -

Join SAE and MIA for a global webcast focusing on the opportunity that exists for the Motorsports industry by embracing energy efficient technologies. Registration and full description online at: http://www.sae.org/servlets/pdEvent?OBJECT_TYPE=PDEventInfo&PAGE=getPDEventInfo&EVT_NAME=C0422

If you have questions about this program or have an interest in organizing a Telephone/Webcast, contact Shirley Ann "Sam" Minehart, Program Manager, SAe-Learning at shirlm@sae.org or by phone at 724.772.8528.

Alta Karpenko to Receive the 2004 SAE Rumbaugh Outstanding Student Leader Award

Alta Karpenko, a 2004 engineering graduate of The University of Western Ontario, has been named this year's recipient of the Society of Automotive Engineers (SAE) Rumbaugh Outstanding Student Leader Award. Karpenko will be presented with the award during the Honors Convocation at the SAE World Congress in Detroit, Michigan, April 11-14, 2005. As part of the award, she will also receive free SAE lifetime adult membership and a monetary stipend.

This award, established by Max E. Rumbaugh, Jr., SAE Executive Vice President Emeritus, annually recognizes an outstanding SAE student leader, encouraging continued participation in SAE throughout his or her professional career. The award is based on leadership skills demonstrated during the student's senior year of undergraduate studies, and the recipient must be employed in a mobility-related industry at the time of selection.

Karpenko was nominated by the acting chair of the mechanical engineering department at the University of Western Ontario based on her exceptional participation and support of SAE activities. As an SAE student member, Karpenko served as both chair for the school's SAE Collegiate Chapter and captain of the SAE Aero Design® competition team. She also acted as liaison between the local professional SAE Chapter and the student group. Karpenko is described by her professor as "a dynamic and resourceful person, dedicated to the advancement of others as well as herself."

Karpenko graduated from The University of Western Ontario in June 2004 and is currently a mechanical engineer at Armatec Survivability Corporation, where she works on projects related to the protection of military ground vehicle crews from accidents and hostile threats.



Alta Karpenko

WIN with SAE International™

Join. Renew. Sponsor.

No matter which route you take, SAE membership is a winning proposition.

- New members win by becoming part of a student chapter and getting access to the benefits of SAE membership.
- Renewing members win by continuing your relationship with the society, to enhance your technical knowledge and career prospects
- Sponsoring members win by sharing the benefits of membership and strengthening your chapter.

Everyone has a chance to win great prizes – You are entered in our prize drawing when you join or renew, and get an additional entry for each new member you sponsor!

To be eligible, membership applications and renewals must be received by December 31, 2004

How to Enter

- Write your name and SAE membership number in the sponsor area at the top of the application on the back of this page
 - Make copies of the application
 - Give an application to everyone you know!
 - Ask new members to send in the application with their \$10 dues payment
- OR
- Ask prospective members to go online at students.sae.org, click on "Join now" and enter your SAE member number in the sponsor area. The more members you sponsor, the more chances you have to win these great prizes!*

*Void where prohibited by law. All SAE student members are eligible for this contest. You receive one chance in the drawing for each new student member you sponsor.

For more details and an application, visit <http://www.sae.org/students/studentpromo.pdf>

Great Prizes – Lots of Winners:

- 3 - iPods (20.0 GB storage)
- 1 - Nikon CoolPix 4.0 MP Digital Camera
- 1 - Palm One Handset Organizer
- 5 - Portable USB Hard Drives
- 10 - \$50 Best Buy Gift Certificates
- 10 - \$50 Gap Gift Certificates
- 10 - \$40 SAE Store Gift Certificates
- 100 - Hard-copy subscriptions to the SAE magazine of your choice: *Automotive Engineering International* or *Aerospace Engineering*

Another Chance to Win Free Registration for 2006!

SAE's Collegiate Design Series is once again holding the contest for Free Registration. All you have to do is submit an article to CollegiateCompetitions@sae.org in regards to your team. You can talk about what you have done in previous years, what you are planning for this year, if you have attended any conferences, held any competitions or worked with younger children, etc. The article is of your choice. All we ask of you is that you submit at least 500 words and some photos to compliment with the article. If we use your article, we reserve the right to edit as we choose and we will also put you in the drawing for FREE REGISTRATION. We will pick the winner after the end of the competition season in 2005.



WASHINGTON INTERNSHIPS FOR STUDENTS OF ENGINEERING

Summer Program on Engineering and Public Policy - June 6 to August 5, 2004

APPLICATION DEADLINE

10 DECEMBER 2004
(postmarked)

For application forms and more information, go to:

<http://www.wise-intern.org>

WISE Program
c/o IEEE-USA
1828 L Street, N.W.
Suite 1202
Washington, DC 20036-5104
Tel: 202.785.0017
Fax: 202.785-0835
E-mail: info@wise-intern.org

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Supported By



The Washington Internships for Students of Engineering (WISE) program offers a unique opportunity for eligible engineering students to spend a summer in Washington learning how government officials make decisions on complex technological issues and how engineers can contribute to legislative and regulatory policy decisions.

Throughout the nine weeks, students will meet with leaders in the Congress and the Administration, prominent non-governmental organizations, and industry. In addition, each student prepares a paper on a current engineering related public policy issue that is important to their sponsoring society.

Interns work under the guidance of an engineering faculty-member-in-residence and are mentored by their sponsoring society.

Interns receive a \$2100 stipend, a local travel allowance, and housing in the George Washington University dormitories.

Applications for WISE are sought from outstanding engineering students who display evidence of leadership skills and have a keen interest in public policy. Applicants should be undergraduate engineering students (juniors or seniors) or recent graduates beginning study in technology policy-related Master's program. Applicants must be citizens or legal permanent residents of the United States. Minority students are encouraged to apply.

Interested students must apply directly to one or more of the sponsoring societies of which they are a student member, using the application form provided at <http://www.wise-intern.org>.

WISE Alumni on WISE

"WISE helped me learn how the public policy arena is set up and operates, how technology, economics, and public policy work together."

"I had the most amazing summer of my life, and in a lot of ways, I wish it would never end."

"WISE was exactly what I had hoped for in terms of exposure to engineers in the public policy arena. It really opened my eyes to the possibilities for engineers outside of the traditional corporate setting. Whether or not I pursue a career with a public agency, I know this experience has made me a better engineer who is more in tune with the 'real' world of politics and government."

"The summer I spent in the WISE program was extremely influential on my career path. It gave me new insights into the types of career opportunities that could combine my interests in technology and public policy."



Get ready for the racing industry's premiere high-performance technology event!

2004 Motorsports Engineering Conference & Exhibition

November 30-December 2, 2004
Dearborn Hyatt
Dearborn, MI, USA

Plan to attend the industry's premiere high-performance technology event - the 2004 SAE Motorsports Engineering Conference & Exhibition. From its opening **keynote address by Max Mosley**, President of the FIA, the global sanctioning body for Formula 1, to its closing historical session covering the Golden Age of the CanAm series and the legendary confrontation between Henry Ford and the Wright brothers, the SAE Motorsports Engineering Conference breaks new ground.

Developed around the theme, "Change for Relevance," **the Executive Business Panel brings together for the first time the heads of the leading racing sanctioning bodies: FIA, Sportscar Club of America, NASCAR, the IRL, and the National Hot Rod Association** to discuss the challenges facing racers, track owners, and sanctioning bodies - providing exciting racing and competitive fields, controlling the high cost of racing, and assuring the safety of drivers, crew, and spectators.

Also for the first time, the **Conference will take an in-depth look at the business and technology achievements of the extreme sports of Motocross and Snocross** in two sessions scheduled for Wednesday, December 1. Other panels cover safety, engine and drivetrain, and vehicle design and development. A special event for young engineers interested in a career in racing is the **Young Engineers Panel, in which professionals will talk about the skills needed to work in racing and the best opportunities to find these sought-after jobs.**

Another highlight of Wednesday is the SAE Motorsports Engineering Conference Banquet, featuring a speech by **Neil Ressler, former head of Jaguar Racing and Vice President of Ford Motor Company.** **Herb Fishel, CEO, The Business of Motorsports,** is serving as honorary general chair and will provide the Opening Remarks on Tuesday, November 30.

Rounding out the event is an extensive program of technical sessions covering all aspects of racing from aerodynamics to engines, and an exhibit of many new products and services for race teams, plus racing vehicles of interest to all attendees.

Attend-Exhibit-Sponsor

To register, or for more information:

- Online: www.sae.org/msec
- Phone: 1-877-606-7323
(US and Canada only),
1-724-776-4970
- E-mail: CustomerService@sae.org

To exhibit or sponsor, contact
Doug Shymoniak at 724-772-4081
or e-mail shymonik@sae.org

Publications, seminars, technical
papers and more - Find it all at
motorsports.sae.org

We would like to thank the following sponsors for their support for the 2004 competition season

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EDS – Platinum Sponsor, FSAE
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ArvinMeritor, Inc. – Gold Sponsor, FSAE
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Gage Products – Gold Sponsor, Clean Snowmobile Challenge
MSA – Gold Sponsor, Clean Snowmobile Challenge
Lotus – Gold Sponsor, Clean Snowmobile Challenge
Continental Teves – Gold Sponsor, FSAE
Robert Bosch Corp. – Gold Sponsor, FSAE
Altair Engineering – Gold Sponsor, FSAE
Comsource Inc. – Silver Sponsor, FSAE
Cosworth Technology Inc. – Silver Sponsor, FSAE
Solidworks Corporation – Silver Sponsor, FSAE
Polaris – Silver Sponsor, FSAE
Polaris Industries Inc. – Silver Sponsor, Mini Baja
William C. Mitchell Software – Silver Sponsor, FSAE

EMITECH – Silver Sponsor, Clean Snowmobile Challenge
Blue Ribbon Coalition – Bronze Sponsor, Clean Snowmobile Challenge
ACSA – Bronze Sponsor, Clean Snowmobile Challenge
PCB Piezotronics – Bronze Sponsor, Clean Snowmobile Challenge
Portage Heath System – Bronze Sponsor, Clean Snowmobile Challenge
ThermoAnalytics, Inc. – Bronze Sponsor, Clean Snowmobile Challenge
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SAE Detroit Section – Bronze Sponsor, FSAE
Colder Products – Bronze Sponsor, Clean Snowmobile Challenge

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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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Goodyear Tire and Rubber Company – Goodyear Best Performance Award – FSAE

Visteon Climate Control – Powertrain Cooling System Award – FSAE
Honda R&D Americas, Inc. – 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
Robert Bosch Corporation – Engine Management System Award – FSAE
Continental Teves – Best in Class Brake System Award – FSAE
Society of Plastics Engineers' – Composites Division Award – FSAE
Henkel Technologies – Structural Foam Award – FSAE
Hoosier Tire – Autocross Award – FSAE
ArvinMeritor – Suspension System Award – FSAE
Briel & Kjaer – Briel 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
Presentation Award – Best Score in Presentation – FSAE
SAE Perserverance Award – Top 5 Rookie Team s with the highest overall points – FSAE
Spirit of Excellence Award – Top ten overall finishers – FSAE
Road & Track Triathlon Award – Trophy – FSAE