2014 9.2 TUE - 6 SAT

2014 Monozukuri Design Competition Since 2003
Student Formula Japan

Organized by Society of Automotive Engineers of Japan, Inc.
Ogasayama Sports Park - ECOPA
<table>
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<td>20-43</td>
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Celebrating the 2014 Student Formula Japan Competition

I would like to extend my heartfelt congratulations on the opening of the 2014 Student Formula Japan.

Thanks to Abenomics, the Japanese economy is on the road to recovery, with positive indicators that the long period of deflation is coming to an end. Scientific and technological innovation, the source and power driving economic growth, will play a critical role in ensuring that such growth continues. In the future, we will continue to intensely promote innovative scientific and technological progress to become the best country for innovation in the world.

In addition, Tokyo will host the Olympic and Paralympic Games in 2020, which will provide a perfect opportunity to present the fruits of Japanese scientific and technological innovation to the world. We intend to take the lead in resolving social issues and letting the world experience Japan as a prosperous, safe, and secure society.

This competition, where students cultivate their overall monozukuri ability by competing not only in the areas of vehicle performance and manufacturing cost, but also in terms of the design and presentation skills required to market the vehicle they designed, represents an extremely worthwhile endeavor that contributes to training proficient engineers who will support the Japanese industry.

For the students, planning, designing and making a racing car provides a concrete opportunity not only to experience the excellence and fascination of monozukuri, but also to learn the importance of management skills, leadership, as well as discovering and resolving problems through communication with other team members. This represents a high-level initiative that goes beyond the knowledge of engineering studied daily, and a rare and valuable experience toward playing an important role in the industry as future engineers.

I am told that, including the ICV and EV classes, a total of 96 teams from both inside and outside Japan have registered for this 12th competition, with 21 of those teams coming from outside Japan. I am delighted by this development, which illustrates the broad recognition and esteem enjoyed by this competition internationally as well as inside Japan.

Finally, I wish the best of luck to everyone in the participating teams, teachers, and university staff. At the same time, I would like to express my appreciation for the efforts of the Society of Automotive Engineers of Japan and everyone who has supported the planning and running of this competition, and I extend my congratulations to all involved.

Welcome to the 2014 Student Formula Japan

A record-breaking 96 teams (75 from inside Japan and 21 from outside Japan) have registered to enter this year’s 12th Student Formula Japan competition. By region, we have 1 team from Hokkaido, 1 from Tohoku, 32 from Kanto-Koshin’etsu, 18 from Tokai, Chubu and Hokuriku, 18 from Kansai, Chugoku and Shikoku, and 5 from Kyushu. From outside Japan, we have 5 teams from India, 4 from Thailand, 4 from China, 3 from Indonesia and 1 each from Iran, Taiwan, Germany, Vietnam, and Malaysia, for a total of 21 teams, the highest number of international entries to date. This event is gradually turning into the Asian hub for student formula competitions.

I hope that Japanese students will see this as a great opportunity to interact with students from many countries and actively engage them in technological and personal exchanges.

This competition was inaugurated in 2003 to provide training in practical monozukuri. Student teams compete over the full range of monozukuri proficiency, which encompasses conceptualizing and designing a vehicle, its performance in terms of acceleration, handling, and durability, its final concept and design, manufacturing, cost, and even presentation skills.

Experiencing the hardships, fascination, and enjoyment of monozukuri allows the students to cultivate team management and communication skills.

Over 12,000 students from the previous 11 competitions have benefitted from that experience and are now active on the front lines of monozukuri. I fervently hope that in the future, society will come to recognize this competition as a springboard that brings talented people to the automotive industry.

Finally, I wish the best of luck to everyone on the participating teams. I would also like to express my sincere thanks to the over 250 representatives from industry, academia and government for their support, collaboration and sponsorship, to the organizers in the host cities of Kakegawa and Fukuroi in Shizuoka Prefecture, to the corporations and universities who dispatched some 240 staff members to help run the competition and, last but not least, to each and every one of those staff members.
1. Purpose of Competition

To develop human resources that, through the support of government, industry, and academia, will contribute to the development and promotion of both automobile technology and industry by having the students play the main role in planning, designing, and constructing an automobile on their own in a competition of comprehensive monozukuri skills.

2. Fundamental Policies of the Competition

As an engineering society, to provide students with an opportunity for monozukuri for the purpose of:

1) helping the students to independently develop their comprehensive monozukuri skills.

2) increasing the educational value of the experience by providing the students with an opportunity for the practical application of skills and knowledge that are connected to their classroom studies.

3. Operating Guidelines of the Competition

1) To be a place where monozukuri skills are verified while placing the highest priority on ensuring safety.

2) To conduct the competition in connection with representatives of industry, government, and academia.

3) To conduct the competition with a wide range of both individual and corporate volunteers.

4) To conduct the competition as a non-profit, public enterprise.

5) To build a network of student formula competition participants that will contribute to exchange between engineers that transcends corporate frameworks.
## Entry Teams

### <ICV Class>

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# Schedule of Events

## 2014 Student Formula Japan Schedule

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**Opening hour for Public**
- **Day 1**: 9/2 (12:00~18:00), 9/3 (7:00~17:30), 9/4 (7:00~17:30), 9/5 (7:00~19:00), 9/6 (7:00~17:00 (Awards Ceremony~19:00))
- **Day 2**: 9/2 (10:00~18:00), 9/3 (7:00~17:30), 9/4 (7:00~17:30), 9/5 (7:00~19:00), 9/6 (6:30~17:00)
- **Day 3**: 9/2 (11:30~18:00), 9/3 (7:00~17:30), 9/4 (7:00~17:30), 9/5 (7:00~17:30), 9/6 (7:00~17:00)
- **Day 4**: 9/2 (10:30~19:30), 9/3 (6:30~19:30), 9/4 (6:30~19:30), 9/5 (6:30~20:00), 9/6 (6:30~20:00)
- **Day 5**: 9/4 (7:30~17:30), 9/5 (7:30~17:30), 9/6 (7:30~15:00)
- **Day 6**: 9/3 (9:30~17:30), 9/4 (7:30~17:30), 9/5 (7:30~17:00), 9/6 (7:30~14:00)

**Team Registration**
- **Day 1**: Head Quarter, Tech. Inspection Area, Paddock Area, Spectator Viewing Area, Practice Track
- **Day 2**: Tech. Inspection Area, Paddock Area, Spectator Viewing Area
- **Day 3**: Tech. Inspection Area, Paddock Area, Spectator Viewing Area
- **Day 4**: Tech. Inspection Area, Paddock Area, Spectator Viewing Area
- **Day 5**: Tech. Inspection Area, Paddock Area, Spectator Viewing Area
- **Day 6**: Tech. Inspection Area, Paddock Area, Spectator Viewing Area

**Tech. Inspection**
- **Day 1**: Rain, Tilt-Noise-Weight, Presentation Judging, Cost/Design Judging
- **Day 2**: Rain, Tilt-Noise-Weight, Presentation Judging, Cost/Design Judging
- **Day 3**: Rain, Tilt-Noise-Weight, Presentation Judging, Cost/Design Judging
- **Day 4**: Rain, Tilt-Noise-Weight, Presentation Judging, Cost/Design Judging
- **Day 5**: Rain, Tilt-Noise-Weight, Presentation Judging, Cost/Design Judging
- **Day 6**: Rain, Tilt-Noise-Weight, Presentation Judging, Cost/Design Judging

**Public Presentation**
- Spectator Viewing Area

**Awards Ceremony**
- Around Dynamic Events Area
Sponsors

■ S Class
Toyota Motor
Nissan Motor
Honda Motor

■ A Class
Mazda Motor
Fuji Heavy Industries
Kawasaki Heavy Industries
Schaeffler Japan
SUZUKI MOTOR
SolidWorks Japan
Tamadic
DENSO
Hitachi Automotive Systems
VSN
Mitsubishi Motors
Nissan Motor
Nissan Motor Light Truck
Nippon Shatai

■ B Class
Hino Motors
UD Trucks
AISIN AW
AISIN SEIKI
Aisin Engineering
ETAS
Isuzu Motors
AVL JAPAN
EXEDY
NOK
NTN
Autec Japan
Calsonic Kansei
KYGNUS SEKIYU
Keihin
JATCO
Shin Nippon Tokki
Sumitomo Wiring Systems
ZF Japan
Sensata Technologies Japan
Tyco Electronics Japan
Daihatsu Motor
dSPACE Japan
TBK
Nissan Motor Light Truck
Nifco
ESI Japan
NSK
HOUSE FOODS GROUP
Mitutoyo

■ C Class
TAISEISHA
Toyota Industries
Mitsubishi Electric
MEIDENSHA
Aichi Machine Industry
AZAPA
ADVICS
igus
ISUZU ADVANCED ENGINEERING CENTER
H-one
NSK-Warner
F.C.C.
FTTechno
OILES
OKAYA
OKITSURASEN
ONO SOKKI
SANGO
SANNO TEC
Q-TEK
Siemens PLM Software
JX Nippon Oil & Energy
JTB CHUBU Corp.

■ S Class
SHINA IRON WORKS
SUMICO LUBRICANT
Sumitomo Rubber Industries
DYNATECH
TS TECH
TOKAI KIRA
Toyo Tire & Rubber
TOYODA Gosei
TOYOTA Motor East Japan
TOYOTA AUTO BODY
Toyota Central R&D Labs
Toyota Technical Development
Toyota Boshoku
Nissan Shatai
Nissan Techno
NISSIN KOOGY
Nidec Elesys
HNK SPRINGCO
Nihon Michelin Tire
HINO Hutech
FUKAI MFG
Bridgestone
Bosch
Honda Techno Fort
Magna Powertrain
Magna International
MITSUI KINZOKU ACT
Mitsubishi Automotive Engineering
Musashi Seimitsu Industry
MOBITEC
YANMAR
Yutaka Giken
UNIPRES
The Yokohama Rubber
YOROZU
Romax Technology Japan

■ D Class
FUKUROI CHAMBER OF COMMERCE AND INDUSTRY
AISAN INDUSTRY
AISIN AI
AISIN COMCRUISE
AISIN TAKAOKA
Akebono Brake Industry
ASAHI TEC
ASMO
Ishikawa Gasket
ISUZU ENGINEERING
USUI KOKUSAI SANGYO KAIYSA
UCHIYAMA MANUFACTURING
AW ENGINEERING
A&D
AutoTechnicJapan
KIRIU
KOMYO RIKAGAKU KOGYO
JI Accident & Fire Insurance
SHOWA
Suzuyō
Sohshin
Taikisha
DAIDO METAL
Pacific Industrial
Tahō Kogyo
TACHI-S
DAD
TSUCHIYA
DEWE Japan
DENSOTECHNO
TOKYO R&DS
Tokio Marine & Nichido Fire Insurance
TOKYO BOEKI TECNO-SYSTEM
TOHNICHI Mfg
Toyo Denso
Toray Industries
TOYOTA TECHNO CRAFT
TOYOTA IRON WORKS
TOYOTA MODELLISTA INTERNATIONAL
NISHIKAWA RUBBER
Nishitetsu M-TECH
NICHRIN
Nissinbo Brake
Japan Auto Parts Industries Association
Nippon Seiki
Delphi Automotive Systems Japan
NGK SPARK PLUG
NIPPON DONALDSON
Virtual Mechanics
PIOLAX
HAMANAKODENSO
Bando Chemical Industries
PTC Japan
Hitachi Industry & Control Solutions
FUJII OZK
FUJITSU TEN
Future Technology
BRIDE
PRESS KOGYO
Vector Japan
Magnat Styr Japan
MathWorks Japan
MARUBENI INFORMATION SYSTEMS
MITSUBISHI STEEL MFG
MITSUBOSHI BELTING
YAMAHA MOTOR POWERED PRODUCTS
UNIVANCE
RECRUIT STAFFING

■ E Class
Takada kogyo
Tokyo-to Jidousha Jigyo Kyokai
ANEMONE
Association for the Promotion of Electric Vehicles
Hattasan Meibutsusu Dango
HOTEL KANZE

■ Award Sponsors
Japan Automobile Manufacturers Association
DAIKIN
Nicole Racing Japan
MOTUL S.A.

■ Supplier Sponsors
HORIBA
Otsuka Pharmaceutical

■ Thanks to
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Shizuoka Nursing Association
Kakegawa International Center
Nihon University
Shizuoka Institute of Science and Technology
Shizuoka University of Art & Culture
Bridgestone
Honda Meister Club
HORIBA
Japan EV Club
Japan Race Promotion
ONO Sokki
RAI M!
Protrad
Shizuoka Shizai
Snap-on Tools Japan
SOMOS
Suzuki Motor
Tohnochi Manufacturing
Toyota Motor Higashi-Fuji Technical Center
VIMO
Yamaha Motor
YAMATO GLOBAL LOGISTICS JAPAN
YAZAKI

(As of August 1, 2014)
Notices

We appreciate your cooperation for assuring a safe and pleasant event.

[Attention]

⚠️ You must not enter the Dynamic Events Area ("Dynamic Events Area" on the map) (except team members and examiners in possession of a pass permitting entry to the area).

⚠️ Please watch the dynamic events and practices from the designated areas. To prevent accidents, do not use flash when taking pictures while vehicles are being driven.

⚠️ People without permission are not allowed to enter the Team Pit.

⚠️ Please smoke in the designated smoking areas only. It is prohibited to smoke anywhere other than the designated areas.

⚠️ Please sort and throw trash into the appropriate bins.

⚠️ In hot weather, please take sufficient liquids and pay attention to your physical condition. If you feel sick, contact event staff as soon as possible to receive treatment from the nurses and doctors on call at the First Aid Station.

⚠️ Do not approach hornets and snakes that live in the area around the site. If you are bitten or stung, please contact event staff nearby or the organizer's office.

⚠️ Please follow instructions given by competition staff members.

[Disclaimer Notice]

⚠️ The organizers and sponsors, co-sponsors do not take any responsibility for damages or losses.

⚠️ The organizers are not liable for any changes made to the program.
<table>
<thead>
<tr>
<th>Awards</th>
<th>Prizecash/goods</th>
<th>Sponsored by</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Outstanding Performance Awards</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minister of Economy, Trade and Industry Award</td>
<td>Best overall in Dynamic &amp; Static Events</td>
<td>—</td>
</tr>
<tr>
<td>Minister of Land, Infrastructure, Transport and Tourism Award</td>
<td>This award recognizes the team who receives the best overall rating in safety, environmentally-friendly and advanced technology</td>
<td>—</td>
</tr>
<tr>
<td>Governor of Shizuoka Prefecture Award</td>
<td>This award recognizes the team who receives the best overall rating in Static Events, Acceleration, Skid-pad, Autocross, Noise, Efficiency, Safety, and Weight Reduction</td>
<td>—</td>
</tr>
<tr>
<td>JAMA Chairman Award</td>
<td>This award recognizes all the teams who participated in all Static &amp; Dynamic events, and who accomplished all the events</td>
<td>Total 600,000yen</td>
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<tr>
<td><strong>Categorised Awards</strong></td>
<td></td>
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<tr>
<td>ICV Spirit of Excellence Award</td>
<td>This award recognizes the top 6 finishers overall of ICV class</td>
<td>① 100,000yen ② 90,000yen ③ 80,000yen ④ 60,000yen ⑤ 50,000yen ⑥ 40,000yen</td>
</tr>
<tr>
<td>ONO Sokki</td>
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<td></td>
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<tr>
<td>EV Spirit of Excellence Award</td>
<td>This award recognizes the best overall of EV class</td>
<td>① 50,000yen + Goods</td>
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<tr>
<td>Daikin Industries/ Shizuoka Prefecture</td>
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<tr>
<td>Cost Award</td>
<td>This award recognizes the top 3 teams who receive the best score in Cost and Manufacturing Inspections</td>
<td>① 25,000yen ② 10,000yen ③ 5,000yen</td>
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<tr>
<td>DEWE Japan</td>
<td></td>
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<tr>
<td>Design Award</td>
<td>Top 3 teams in Design</td>
<td>① 50,000yen ② 30,000yen ③ 20,000yen</td>
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<tr>
<td>Autech Japan</td>
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<tr>
<td>Presentation Award</td>
<td>Top 3 teams in Presentation</td>
<td>① 40,000yen ② 30,000yen ③ 10,000yen</td>
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<tr>
<td>Toyo Tire &amp; Rubber</td>
<td></td>
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<tr>
<td>Acceleration Award</td>
<td>Top 3 teams in Acceleration</td>
<td>① 50,000yen ② 30,000yen ③ 20,000yen</td>
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<tr>
<td>Sumitomo Rubber Industries</td>
<td></td>
<td></td>
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<tr>
<td>Skid-pad Award</td>
<td>Top 3 teams in Skid-pad</td>
<td>① 25,000yen ② 10,000yen ③ 5,000yen</td>
</tr>
<tr>
<td>The Yokohama Rubber</td>
<td></td>
<td></td>
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<tr>
<td>Autocross Award</td>
<td>Top 3 teams in Autocross</td>
<td>① 40,000yen ② 30,000yen ③ 10,000yen</td>
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<tr>
<td>Bridgestone</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Endurance Award</td>
<td>Top 3 teams in Endurance</td>
<td>Goods</td>
</tr>
<tr>
<td>MOTUL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Efficiency Award</td>
<td>Top 3 teams in Efficiency</td>
<td>① 50,000yen ② 30,000yen ③ 20,000yen</td>
</tr>
<tr>
<td>Nihon Michelin Tire</td>
<td></td>
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<tr>
<td><strong>Special Awards</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rookie Award</td>
<td>This award recognizes the top rookie team of ICV class participating in FSAE Competition in Japan for the first time</td>
<td>ICV Class ① 20,000yen EV Class ① 20,000yen</td>
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<tr>
<td>JI Accident &amp; Fire Insurance</td>
<td></td>
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<tr>
<td>CAE Award</td>
<td>This award recognizes the most effective application of CAE</td>
<td>① 50,000yen ② 30,000yen ③ 20,000yen</td>
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<tr>
<td>Altair Engineering</td>
<td></td>
<td></td>
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<tr>
<td>Lightweight Engineering Award</td>
<td>This award recognizes the lightest vehicle of ICV class in the competition*1</td>
<td>ICV Class ① 30,000yen ② 20,000yen ③ 10,000yen</td>
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<tr>
<td>FUKAI MFG</td>
<td></td>
<td></td>
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<tr>
<td>Best Suspension Awards</td>
<td>This award recognizes the team whose spirit of suspension is deserving of great praise</td>
<td>① 30,000yen ② 20,000yen ③ 10,000yen</td>
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<tr>
<td>ZF Japan</td>
<td></td>
<td></td>
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<tr>
<td>Best Improvement Award</td>
<td>This award is intended to reward the team whose improvement in score is most outstanding compared to the last competition*2</td>
<td>Goods</td>
</tr>
<tr>
<td>Nicole Racing Japan</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EV Autocross Award</td>
<td>Top team in Autocross of EV Class</td>
<td>① 15,000yen</td>
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<tr>
<td>Association for the Promotion of Electric Vehicles</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sportsmanship Award</td>
<td>This award recognizes the 3 team whose spirit of sportsmanship is deserving of great praise</td>
<td>① 25,000yen each</td>
</tr>
<tr>
<td>Tamadic</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Best 3 View Drawing Award</td>
<td>This award is given to the team, which provided the most effective information to the Design Judges through their 3 view drawing. This information means the &quot;team's consideration&quot; in their design process. There is the document &quot;Three View Drawing Excellence&quot; on the FSAE website that SFJ Design Judges expect.</td>
<td>① 50,000yen</td>
</tr>
<tr>
<td>TOKYO R&amp;D</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Best Aero Award</td>
<td>This award is given to the team, which is considered to have made the best effective aerodynamics and hydrodynamics consideration for the racing car. The award will be totally judged through design report, design event, and result of dynamic event. Best Aero Award is a completely independent award, thus doesn't affect the design event score. Awarded team must finish at least the Autocross dynamic event.</td>
<td>① 50,000yen</td>
</tr>
<tr>
<td>TOKYO R&amp;D</td>
<td></td>
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</tr>
<tr>
<td>Powertrain Award</td>
<td>Top 3 teams in Autocross out of top 10 teams of the Powertrain section in Design</td>
<td>① 30,000yen ② 20,000yen ③ 10,000yen</td>
</tr>
<tr>
<td>AZAPA</td>
<td></td>
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</table>

*1 The team must participate in all events except Endurance.
*2 The team must participate in all events.
2014 Student Formula Japan is
Organized by
Society of Automotive Engineers of Japan (JSAE)

Under the patronage of

In association with

### Board of Student Formula Japan

<table>
<thead>
<tr>
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<th>Hiroyoshi Yoshiki</th>
<th>Toyota Motor Corporation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vice Chairman</td>
<td>Takao Kubozuka</td>
<td>Society of Automotive Engineers of Japan, Inc.</td>
</tr>
<tr>
<td>Members</td>
<td>Ichizo Aoyama</td>
<td>Suzuki Motor Corporation</td>
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<tr>
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<td>Tohru Ueda</td>
<td>Dainatsu Motor Co., Ltd.</td>
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<td>Naoaki Uchino</td>
<td>Hino Motors, Ltd.</td>
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<td>Kenichiro Kamai</td>
<td>DENSO Corporation</td>
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<td>Takaaki Kimura</td>
<td>Yamaha Motor Co., Ltd.</td>
</tr>
<tr>
<td></td>
<td>Hideaki Seki</td>
<td>Hitachi Automotive Systems, Ltd.</td>
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<td>Takehide Takahashi</td>
<td>Japan Auto Parts Industries Association</td>
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<td></td>
<td>Jun Takemura</td>
<td>Mitsubishi Motors Corporation</td>
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<td>Hiroshi Nakahara</td>
<td>Kawasaki Heavy Industries, Ltd.</td>
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<tr>
<td></td>
<td>Mitsuo Hitomi</td>
<td>Mazda Motor Corporation</td>
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<td></td>
<td>Naofumi Fujie</td>
<td>Aisin Seiki Co., Ltd.</td>
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<td>Naoya Fujimoto</td>
<td>Nissan Motor Co., Ltd.</td>
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<tr>
<td></td>
<td>Hirohide Furutani</td>
<td>National Institute of Advanced Industrial Science and Technology</td>
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<tr>
<td></td>
<td>Yasuhiro Honda</td>
<td>Kokushikan University</td>
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<tr>
<td></td>
<td>Satoshi Maeda</td>
<td>Fuji Heavy Industries Ltd.</td>
</tr>
<tr>
<td></td>
<td>Kazutoshi Yoshida</td>
<td>Japan Auto-Body Industries Association Inc.</td>
</tr>
</tbody>
</table>

### Student Formula Japan Implementation Committee

<table>
<thead>
<tr>
<th>Chairman</th>
<th>Masatomo Kobayashi</th>
<th>Honda R&amp;D Co., Ltd.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vice Chairman</td>
<td>Hideto Arigaya</td>
<td>Oiles Corporation</td>
</tr>
<tr>
<td>Members</td>
<td>Kichiro Takai</td>
<td>Chubu University</td>
</tr>
<tr>
<td></td>
<td>Tadashi Tamashou</td>
<td>Nissan Motor Co., Ltd.</td>
</tr>
<tr>
<td></td>
<td>Takashi Tsuchiya</td>
<td>Shizuoka Institute of Science and Technology</td>
</tr>
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<td></td>
<td>Hirotaka Nakazawa</td>
<td>Honda R&amp;D Co., Ltd.</td>
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<tr>
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<td>Yoshi Ito</td>
<td>Yamaha Motor Co., Ltd.</td>
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<td>Hideki Enomoto</td>
<td>Kanazawa University</td>
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<td>Masakatsu Ohsugi</td>
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<td>Hideki Oka</td>
<td>Suzuki Motor Corporation</td>
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<td>Hideki Kaseyama</td>
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<td>Masahiko Katayama</td>
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<td>Yoshio Kano</td>
<td>Kanagawa Institute of Technology</td>
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<td>Koji Kumagai</td>
<td>Nissan Motor Co., Ltd.</td>
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<td>Hirohiko Kuroda</td>
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<td>Makoto Zeno</td>
<td>Dainatsu Motor Co., Ltd.</td>
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<td>Hiroki Nagayama</td>
<td>Nissan Motor Co., Ltd.</td>
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<td>Tohru Nishiuchi</td>
<td>Nissan Motor Co., Ltd.</td>
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<td>Masahiko Hasegawa</td>
<td>Aisin Seiki Co., Ltd.</td>
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<td>Mitsuhiko Fukuta</td>
<td>Shizuoka University</td>
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<td>Atsushi Honda</td>
<td>Kawasaki Heavy Industries, Ltd.</td>
</tr>
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<td>Yasuhiro Honda</td>
<td>Kokushikan University</td>
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<td>Yoshihiro Masuda</td>
<td>SOMOS Co., Ltd.</td>
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<td></td>
<td>Masaru Morikawa</td>
<td>Honda R&amp;D Co., Ltd.</td>
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<td>Masahiro Mori</td>
<td>Toyota Motor Corporation</td>
</tr>
<tr>
<td></td>
<td>Kouichi Yamagishi</td>
<td>Toyota Motor Corporation</td>
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</table>

### Student Formula Japan Rules Committee

<table>
<thead>
<tr>
<th>Chairman</th>
<th>Kouichi Yamagishi</th>
<th>Toyota Motor Corporation</th>
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<td>Hiroshi Miyake</td>
<td>UD Trucks Corporation</td>
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<tr>
<td>Observers</td>
<td>Masatomo Kobayashi</td>
<td>Honda R&amp;D Co., Ltd.</td>
</tr>
<tr>
<td></td>
<td>Ken Suzuki</td>
<td>(Volunteer)</td>
</tr>
</tbody>
</table>

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Competition Staffs

Student Formula Japan

Competition Staff Members

AISIN SEIKI
AICHIKIKAI
Aichi Institute of Technology
Isuzu Motor
NSK-Warner K.K.
OILES
AUTECH JAPAN
ONO SOKKI
Calsonic kansei Corp.
Kawasaki Heavy Industries
KEIHIN
Komatsu
Sato Press
JATCO
Showa
Suzuki
SUZUKI MOTOR
Sumitomo Rubber Industries
ZF Japan
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DAIKIN INDUSTRIES
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Chubu university
DENSO
Tokyo R&D
Dome
Toyo Tire & Rubber
TOYO DENKI SEIZO
Toyota Motor
Toyota Motor East Japan
Toyota Industries
TOYOTA AUTO BODY
Toyota Technical Development
Nissan Motorsports International
Nissan Motor
Nissan Shatai
NISSIN KOGYO
NHK SPRING
HITACHI
Hitachi Automotive Systems
Hino Motors
Fuji Heavy Industries
FUJITECNO
Bridgestone
Bridgestone Plant Engineering
PRESS KOGYO
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Mazda Motor
Mitsubishi Motors
Meidensha
Yamaha Motor
UD Trucks
Yokohama Rabbar
YOROZU
Kanagawa Institute of Uniunst
Kanazawa University
Kokushikan University
Shizuoka University
Shizuoka Institute Science and Technology
Nihon University
FUKUI UNIVERSITY OF TECHNOLOGY
Yokohama National University
<table>
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<tr>
<th>Car No</th>
<th>School Name</th>
<th>Color</th>
<th>Frame</th>
<th>Body-work</th>
<th>Suspension</th>
<th>Overall Length</th>
<th>Overall Height</th>
<th>Front Track</th>
<th>Rear Track</th>
<th>Gross Vehicle Mass</th>
<th>Fr-Br Weight Dist.</th>
<th>Ground Clearance</th>
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<tbody>
<tr>
<td>1</td>
<td>Kyoto University</td>
<td>Pearl White &amp; Dark Blue</td>
<td>Aluminum spaceframe</td>
<td>CFRP</td>
<td>Double unequal length A-arm Push rod</td>
<td>2908 mm</td>
<td>1230 mm</td>
<td>1250 mm</td>
<td>1250 mm</td>
<td>185 kg</td>
<td>41.59 kg</td>
<td>25 mm</td>
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<tr>
<td>2</td>
<td>Osaka University</td>
<td>Black &amp; Lime Green</td>
<td>steel spaceframe with CFRP - Al Honeycomb Sandwich Panel</td>
<td>GFRP</td>
<td>Double unequal length A-arm Push rod</td>
<td>3050 mm</td>
<td>1350 mm</td>
<td>1250 mm</td>
<td>1250 mm</td>
<td>220 kg</td>
<td>50.50 kg</td>
<td>30 mm</td>
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<td>3</td>
<td>DOSHISHA UNIVERSITY</td>
<td>Blue/White/ Doshisha Purple</td>
<td>steel spaceframe</td>
<td>GFRP</td>
<td>Double unequal length A-arm Push rod</td>
<td>2373 mm</td>
<td>1149 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>240 kg</td>
<td>48.52 kg</td>
<td>30 mm</td>
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<td>4</td>
<td>Nagoya University</td>
<td>Pearl White</td>
<td>steel spaceframe</td>
<td>CFRP</td>
<td>Double unequal length A-arm Push rod</td>
<td>3000mm</td>
<td>1479mm</td>
<td>1250 mm</td>
<td>1200 mm</td>
<td>240 kg</td>
<td>45.55 kg</td>
<td>20 mm</td>
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<td>5</td>
<td>Kyoto Institute of Technology</td>
<td>Blue</td>
<td>steel spaceframe Fibercarbon and glass</td>
<td>GFRP</td>
<td>Double unequal length A-arm Push rod</td>
<td>2570 mm</td>
<td>1180 mm</td>
<td>1180 mm</td>
<td>1180 mm</td>
<td>165 kg</td>
<td>45.55 kg</td>
<td>30 mm</td>
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<td>6</td>
<td>Yokohama National University</td>
<td>black &amp; Wine red</td>
<td>steel spaceframe</td>
<td>GFRP</td>
<td>Double unequal length A-arm Push rod</td>
<td>2926 mm</td>
<td>1194 mm</td>
<td>1275 mm</td>
<td>1275 mm</td>
<td>205 kg</td>
<td>44.56 kg</td>
<td>38 mm</td>
</tr>
<tr>
<td>7</td>
<td>Nihon Automobile College</td>
<td>Yellow</td>
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<td>Induction type</td>
<td>Fuel tank Volume</td>
<td>Shifter</td>
<td>Final Drive &amp; Differential</td>
<td>Brakes</td>
<td>Unique Features &amp; Notes</td>
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<td>YAMAHA WR450F</td>
<td>450cc</td>
<td>48ps/9000rpm</td>
<td>4.1kgf/9000rpm</td>
<td>Naturally aspirated 3.0L</td>
<td>Manual &amp; Pneumatic Shifter</td>
<td>Shaft Drive &amp; CUSCO LSD for Capuccino</td>
<td>2 outboard</td>
<td>Drive Train System with Shaft Drive &amp; Full Adjustable LSD / Ball Joint integrated with Hub Unit</td>
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<td>10inch Hooler 18.0 × 6.0-10</td>
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<td>Manual</td>
<td>Differential</td>
<td>2 outboard</td>
<td>Standard</td>
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<td>10inch Douglas ATV</td>
<td>Kawasaki ZX-6R</td>
<td>599cc</td>
<td>69ps/8500rpm</td>
<td>5.2kgf/7900rpm</td>
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<td>Manual</td>
<td>SUPERTRAC limited slip differential</td>
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<td>Shaft F.C.C TRAC</td>
<td>2 outboard</td>
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<td>5.2kgf/8000rpm</td>
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<td>Mechanical LSD</td>
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<td>Mechanical LSD</td>
<td>2 outboard</td>
<td>Mechanical LSD</td>
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<td>Manual</td>
<td>Chain Drive &amp; F.C.C TRAC</td>
<td>2 outboard</td>
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<td>599cc</td>
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<td>Manual</td>
<td>Chain Drive &amp; F.C.C TRAC</td>
<td>2 outboard</td>
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<td>Chain Drive &amp; F.C.C TRAC</td>
<td>2 Outboard Disk</td>
<td>Short Wheelbase</td>
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<td>13 inch OZ Racing 205/510 R13 Continental</td>
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<td>599cc</td>
<td>71ps/10000rpm</td>
<td>5.1kgf/8000rpm</td>
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<td>Chain Drive &amp; F.C.C TRAC</td>
<td>2 Outboard Disk</td>
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<td>5.1kgf/8000rpm</td>
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<td>Manual</td>
<td>Chain Drive &amp; F.C.C TRAC</td>
<td>2 Outboard Disk</td>
<td>Short Wheelbase</td>
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<td>Chain Drive &amp; F.C.C TRAC</td>
<td>2 Outboard Disk</td>
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<td>Chain Drive &amp; F.C.C TRAC</td>
<td>2 Outboard Disk</td>
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<td>Chain Drive &amp; F.C.C TRAC</td>
<td>2 Outboard Disk</td>
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<td>Chain Drive &amp; F.C.C TRAC</td>
<td>2 Outboard Disk</td>
<td>Short Wheelbase</td>
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## Team Information (Vehicle Specifications)

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<th>Car No</th>
<th>School Name</th>
<th>Color(s)</th>
<th>Frame</th>
<th>Body-work</th>
<th>Suspension</th>
<th>Overall Length</th>
<th>Overall Height</th>
<th>Ground Clearance</th>
<th>Gross Vehicle Mass</th>
<th>Fr/Rr Weight Dist.</th>
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<tr>
<td>31</td>
<td>Tongji University</td>
<td>black and red</td>
<td>steel spaceframe</td>
<td>Carbon fiber</td>
<td>Double unequal length A-arm Push rod</td>
<td>3159mm</td>
<td>1283mm</td>
<td>35 mm</td>
<td>227 kg</td>
<td>45.65 kg</td>
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<tr>
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<td>Double unequal length A-arm Push rod</td>
<td>1620 mm</td>
<td>1220 mm</td>
<td>35 mm</td>
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<tr>
<td>32</td>
<td>Kobe University</td>
<td>Dark metallic blue</td>
<td>steel spaceframe</td>
<td>GFRP</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2980 mm</td>
<td>1331.9 mm</td>
<td>30 mm</td>
<td>220 kg</td>
<td>50.50 kg</td>
</tr>
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<td>Double unequal length A-arm Pull rod</td>
<td>1590 mm</td>
<td>1200 mm</td>
<td>30 mm</td>
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<tr>
<td>33</td>
<td>Shibaura Institute of Technology</td>
<td>yellow &amp; black</td>
<td>steel spaceframe</td>
<td>GFRP</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2889 mm</td>
<td>1198 mm</td>
<td>30 mm</td>
<td>225 kg</td>
<td>48.52 kg</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td>Double unequal length A-arm Pull rod</td>
<td>1620 mm</td>
<td>1200 mm</td>
<td>30 mm</td>
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<td>30 mm</td>
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<tr>
<td>34</td>
<td>Kanazawa Institute of Technology</td>
<td>red</td>
<td>steel spaceframe</td>
<td>GFRP</td>
<td>Aluminum alloy Double unequal length A-arm Pull rod</td>
<td>2850 mm</td>
<td>1055 mm</td>
<td>45 mm</td>
<td>215 kg</td>
<td>48.52 kg</td>
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<td>Aluminum alloy Double unequal length A-arm Push rod</td>
<td>1550 mm</td>
<td>1200 mm</td>
<td>45 mm</td>
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<td>35</td>
<td>Aichi Institute of Technology</td>
<td>Red</td>
<td>Steel Spaceframe</td>
<td>GFRP</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2750mm</td>
<td>1246mm</td>
<td>50 mm</td>
<td>240 kg</td>
<td>45.65 kg</td>
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<td>Double unequal length A-arm Pull rod</td>
<td>1562mm</td>
<td>1232mm</td>
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<td>36</td>
<td>Waseda University</td>
<td>dark red</td>
<td>steel spaceframe</td>
<td>GFRP</td>
<td>Double unequal length A-arm Pull rod</td>
<td>3090 mm</td>
<td>1140 mm</td>
<td>40 mm</td>
<td>270 kg</td>
<td>49.51 kg</td>
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<td>Double unequal length A-arm Pull rod</td>
<td>1680 mm</td>
<td>1200 mm</td>
<td>40 mm</td>
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<td>37</td>
<td>Okayama University</td>
<td>black and green</td>
<td>steel spaceframe</td>
<td>GFRP</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2668 mm</td>
<td>1059 mm</td>
<td>30 mm</td>
<td>200 kg</td>
<td>50.50 kg</td>
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<td></td>
<td></td>
<td></td>
<td>Double unequal length A-arm Pull rod</td>
<td>1550 mm</td>
<td>1200 mm</td>
<td>30 mm</td>
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<td>30 mm</td>
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<td>38</td>
<td>Nippon Institute of Technology</td>
<td>gold</td>
<td>steel spaceframe</td>
<td>CFRP</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2550mm</td>
<td>1200mm</td>
<td>25 mm</td>
<td>185 kg</td>
<td>48.52 kg</td>
</tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Double unequal length A-arm Pull rod</td>
<td>1540mm</td>
<td>1250mm</td>
<td>25 mm</td>
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<td>25 mm</td>
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<td>39</td>
<td>College of Science &amp; Technology/Nihon University</td>
<td>tricolour</td>
<td>steel spaceframe</td>
<td>GFRP</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2714mm</td>
<td>1184mm</td>
<td>57 mm</td>
<td>240 kg</td>
<td>40.60 kg</td>
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<td></td>
<td>Double unequal length A-arm Pull rod</td>
<td>1550mm</td>
<td>1190mm</td>
<td>57 mm</td>
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<td>57 mm</td>
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<td>40</td>
<td>Kyushu Institute of Technology</td>
<td>Red</td>
<td>steel spaceframe</td>
<td>GFRP</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2850 mm</td>
<td>1145 mm</td>
<td>43 mm</td>
<td>230 kg</td>
<td>48.52 kg</td>
</tr>
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<td></td>
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<td></td>
<td>Double unequal length A-arm Pull rod</td>
<td>1600 mm</td>
<td>1200 mm</td>
<td>43 mm</td>
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<td>43 mm</td>
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<tr>
<td>41</td>
<td>Osaka Institute of Technology</td>
<td>Yellow &amp; Red</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2883 mm</td>
<td>1198 mm</td>
<td>60 mm</td>
<td>247 kg</td>
<td>40.60 kg</td>
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<td>Double unequal length A-arm Pull rod</td>
<td>1600 mm</td>
<td>1200 mm</td>
<td>60 mm</td>
<td></td>
<td>40.60 kg</td>
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<td>42</td>
<td>Shizuoka Institute of Science and Technology</td>
<td>livery blue</td>
<td>Steel spaceframe</td>
<td>CFRP</td>
<td>Double wishbone with direct damper</td>
<td>2350 mm</td>
<td>1250 mm</td>
<td>60 mm</td>
<td>205 kg</td>
<td>48.52 kg</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Double wishbone with direct damper</td>
<td>1600 mm</td>
<td>1180 mm</td>
<td>60 mm</td>
<td></td>
<td>60 mm</td>
</tr>
<tr>
<td>Wheels &amp; Tires</td>
<td>Engine</td>
<td>Displacement</td>
<td>max. power</td>
<td>max.torque</td>
<td>Induction type</td>
<td>Fuel tank Volume</td>
<td>Shifter</td>
<td>Final Drive &amp; Differential</td>
<td>Brakes</td>
<td>Front</td>
</tr>
<tr>
<td>---------------</td>
<td>--------</td>
<td>--------------</td>
<td>------------</td>
<td>------------</td>
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<td>--------------------------</td>
<td>--------</td>
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</tr>
<tr>
<td>13inch RAYS 80/5.0-13 Hoisier Bias</td>
<td>1PC40E HONDA CBR600RR</td>
<td>599cc</td>
<td>60ps/8000rpm</td>
<td>4.5kgf/75rpm</td>
<td>Naturally aspirated 4.5L</td>
<td>Manual</td>
<td>Chain Drive &amp; FC TRAC</td>
<td>2 outboard</td>
<td>2 outboard Brembo calipers</td>
<td></td>
</tr>
<tr>
<td>Wheels: 13/6.5J 14.5 Tires: Goodyear Eagle RS 20 x 7.0-13 Stick</td>
<td>113ST YAMAHA YZ-R6</td>
<td>599cc</td>
<td>60ps/1150rpm</td>
<td>5.5kgf/700rpm</td>
<td>Naturally aspirated 5.5L</td>
<td>Manual</td>
<td>Chain Drive</td>
<td>2 outboard</td>
<td>2 outboard Advics calipers</td>
<td></td>
</tr>
<tr>
<td>13inch RAYS TE37 20.5/6.0-13 Hoisier Bias</td>
<td>1PC40E HONDA CBR600RR</td>
<td>599cc</td>
<td>60ps/8000rpm</td>
<td>5.5kgf/700rpm</td>
<td>Naturally aspirated 6.0L</td>
<td>Manual Electric Shifter</td>
<td>Chain Drive</td>
<td>2 outboard</td>
<td>2 outboard Willwood calipers</td>
<td></td>
</tr>
<tr>
<td>13inch TWS AI Wheel 20.5 x 7.0 Hoisier R26B</td>
<td>1SUZUKI GSX-R600 L3</td>
<td>599cc</td>
<td>78ps/11000rpm</td>
<td>6.1kgf/700rpm</td>
<td>Naturally aspirated 4.5L</td>
<td>Manual</td>
<td>Electric shifter</td>
<td>Chain Drive &amp; DREXLER</td>
<td>2 outboard</td>
<td>2 outboard Nissin calipers</td>
</tr>
<tr>
<td>13inch RS Watanabe 18.0/6.0-10 Hoisier</td>
<td>1PC40E HONDA CBR600RR</td>
<td>599cc</td>
<td>65ps/11500rpm</td>
<td>6.8kgf/8000rpm</td>
<td>Naturally aspirated 5.5L</td>
<td>Manual</td>
<td>Chain Drive</td>
<td>2 outboard</td>
<td>2 outboard Nissin calipers</td>
<td></td>
</tr>
<tr>
<td>13inch Watanabe Mag 180/510-13 BRIDGESTON Hoisier</td>
<td>1PC40E HONDA CBR600RR</td>
<td>599cc</td>
<td>61.2ps/10000rpm</td>
<td>5.8kgf/7000rpm</td>
<td>Naturally aspirated 6.5L</td>
<td>Manual</td>
<td>Chain Drive</td>
<td>2 outboard</td>
<td>2 outboard Nissin calipers</td>
<td></td>
</tr>
<tr>
<td>13inch RS WATANABE Mag 8 spokes 20.5 x 7.0-13 Hoisier</td>
<td>1YAMAHA WR450FW J332E</td>
<td>450cc</td>
<td>29.1ps/9000rpm</td>
<td>37.7rpm/7000rpm</td>
<td>Naturally aspirated 3.8L</td>
<td>Manual</td>
<td>Chain Drive</td>
<td>2 outboard</td>
<td>2 outboard Brembo calipers</td>
<td></td>
</tr>
<tr>
<td>13 inches Lenso, Hoisier 20.5/6.0-13 front tire, Hoisier 20.5/7.13 rear tire</td>
<td>1SUZUKI YZF-R6 2012</td>
<td>600cc</td>
<td>70ps/11000rpm</td>
<td>7kgf/7500rpm</td>
<td>Naturally aspirated 5L</td>
<td>Power shifter</td>
<td>Friction plate</td>
<td>2 outboard</td>
<td>2 outboard front brembo calipers</td>
<td></td>
</tr>
<tr>
<td>10inch F-LT-R 450 R Watanabe Hoisier 19.5 x 6.5-10</td>
<td>1LD4 SUZUKI LT-R450</td>
<td>450cc</td>
<td>55ps/6500rpm</td>
<td>5.0kgf/6500rpm</td>
<td></td>
<td>Manual</td>
<td>Turbocharged 4L</td>
<td>Chain Drive Mechanical LSD</td>
<td>2 outboard</td>
<td>1inboard brembo calipers</td>
</tr>
<tr>
<td>13inch WAFENG Aluminum Wheel 205/510-13 Continental</td>
<td>1SUZUKI GSX-R-600</td>
<td>600cc</td>
<td>95ps/11000rpm</td>
<td>60PSi/m/9595rpm</td>
<td>Naturally aspirated 5.2L</td>
<td>Pedal &amp; Manual</td>
<td>Chain Drive</td>
<td>2 outboard</td>
<td>2 outboard floating Wilwood calipers</td>
<td></td>
</tr>
<tr>
<td>13inch Braided Aluminum Wheel 20.5 x 7.0-13 Hoisier</td>
<td>1ZX600PF Kawasaki ZX-6R</td>
<td>599cc</td>
<td>75ps/11000rpm</td>
<td>7kgf/7500rpm</td>
<td>Naturally aspirated 4.0L</td>
<td>Manual</td>
<td>Chain Drive</td>
<td>2 outboard</td>
<td>2 outboard Nissin calipers</td>
<td></td>
</tr>
<tr>
<td>13 inch RAYS TE37 20.5 x 7.0-13 Hoisier</td>
<td>1PC40E HONDA CBR600RR</td>
<td>599cc</td>
<td>65ps/11500rpm</td>
<td>5.8kgf/5900rpm</td>
<td>Naturally aspirated 6.0L</td>
<td>Manual</td>
<td>Chain Drive</td>
<td>2 outboard</td>
<td>2 outboard Wilwood calipers</td>
<td></td>
</tr>
<tr>
<td>13inch Magnesium alloy wheel 6.0J offset ± 0 20.5 x 6.0-13 Hoisier</td>
<td>1NSUZUKI GSX-R600 K9</td>
<td>599cc</td>
<td>74ps/8400rpm</td>
<td>7.3kgf/7300rpm</td>
<td>Naturally aspirated 4.5L</td>
<td>Electric actuated shifter / Manual</td>
<td>Chain Drive</td>
<td>2 outboard</td>
<td>2 outboard Nissin calipers</td>
<td></td>
</tr>
<tr>
<td>13inch OZ OZ Racing 79 x 125 Dunlop SLICK Radial 190/505R13</td>
<td>1BGR YAMAHA Venture</td>
<td>499cc</td>
<td>80ps/11250rpm</td>
<td>5.2kgf/9000rpm</td>
<td>Naturally aspirated 4.0L</td>
<td>Manual</td>
<td>Chain Drive</td>
<td>2 outboard</td>
<td>2 outboard Nissin calipers</td>
<td></td>
</tr>
<tr>
<td>13 inch RAYS 20.5/7.0-13 Hoisier R25B</td>
<td>1SUZUKI GSX-R 600 K8</td>
<td>599cc</td>
<td>66ps/11500rpm</td>
<td>6.8kgf/10500rpm</td>
<td>Naturally aspirated 7.0L</td>
<td>Manual</td>
<td>Electric shifter</td>
<td>Chain Drive &amp; F.C.C. TRAC</td>
<td>2 outboard</td>
<td>2 outboard Brembo calipers</td>
</tr>
<tr>
<td>10inch RAYS 20.5 x 7.0-13 Hoisier Bias</td>
<td>1Kawasaki KLX450R</td>
<td>449cc</td>
<td>40ps/9000rpm</td>
<td>4.0kgf/7000rpm</td>
<td>Naturally aspirated 3.0 L</td>
<td>Electric shifter</td>
<td>Chain Drive</td>
<td>2 outboard</td>
<td>2 outboard Nissin calipers</td>
<td></td>
</tr>
<tr>
<td>Front10inch Keizer $19.5 x 6.5 Hoisier Rear 10inch RS Watanabe 19.5 x 6.5 Hoisier</td>
<td>1SR YAMAHA Venture Multi purpose</td>
<td>500cc</td>
<td>88ps/12500rpm</td>
<td>5.2kgf/9000rpm</td>
<td>Naturally aspirated 3L</td>
<td>Manual</td>
<td>Chain Drive, Automatic</td>
<td>2 outboard</td>
<td>2 outboard Nissin calipers</td>
<td></td>
</tr>
<tr>
<td>13inch watanabe Brookepe Mag20.5 x 7.0 R25B</td>
<td>12008 YAMAHA YZF-R6</td>
<td>599cc</td>
<td>65ps/11000rpm</td>
<td>4.5kgf/9000rpm</td>
<td>Naturally aspirated 4.6L</td>
<td>Manual</td>
<td>Chain Drive</td>
<td>2 outboard</td>
<td>2 outboard Nissin calipers</td>
<td></td>
</tr>
<tr>
<td>13inch RS Watanabe Hoisier 20.5/7.0-13 R25B</td>
<td>1Kawasaki ZX600PE</td>
<td>599cc</td>
<td>70ps/11000rpm</td>
<td>5.3kgf/9000rpm</td>
<td>Naturally aspirated 4.8L</td>
<td>Manual</td>
<td>Chain Drive &amp; F.C.C TRAC</td>
<td>2 outboard</td>
<td>2 outboard Wilwood calipers</td>
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</tr>
<tr>
<td>13inch OZ Racing 20.5/6.0-13 Hoisier R26B</td>
<td>12008 SUZUKI GSX-R600</td>
<td>599cc</td>
<td>70ps/13000rpm</td>
<td>5.1kgf/11500rpm</td>
<td>Naturally aspirated 4.5L</td>
<td>Pneumatic Shifter</td>
<td>Chain Drive</td>
<td>2 outboard</td>
<td>2 outboard Nissin calipers</td>
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</tr>
<tr>
<td>13inch RAYS TE37 20.5/6.0-13 Hoisier</td>
<td>1SUZUKI LT-R450</td>
<td>450cc</td>
<td>40ps/7500rpm</td>
<td>3.8kgf/6000rpm</td>
<td>Super Charger 3.5L</td>
<td>Manual</td>
<td>Chain Drive</td>
<td>2 outboard</td>
<td>2 outboard brembo calipers</td>
<td></td>
</tr>
<tr>
<td>Car No</td>
<td>School Name</td>
<td>Color(s)</td>
<td>Frame</td>
<td>Body-work</td>
<td>Suspension</td>
<td>Overall Length</td>
<td>Overall Height</td>
<td>Front Track</td>
<td>Rear Track</td>
<td>Gross Vehicle Mass</td>
</tr>
<tr>
<td>-------</td>
<td>--------------------------------</td>
<td>------------</td>
<td>------------------------</td>
<td>--------------------</td>
<td>-----------------------------------------------------------------------------</td>
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<td>----------------</td>
<td>-------------</td>
<td>-------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>43</td>
<td>Kinki University</td>
<td>black</td>
<td>steel spaceframe</td>
<td>FRP</td>
<td>Double wishbone unequal length A-arm Push rod</td>
<td>2780 mm</td>
<td>1135 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>240 kg</td>
</tr>
<tr>
<td>44</td>
<td>Gifu University</td>
<td>black</td>
<td>steel spaceframe</td>
<td>FRP</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2700 mm</td>
<td>1135 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>220 kg</td>
</tr>
<tr>
<td>45</td>
<td>Chiba University</td>
<td>black &amp; blue</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2800 mm</td>
<td>1195 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>300 kg</td>
</tr>
<tr>
<td>46</td>
<td>Niigata University</td>
<td>Deep green</td>
<td>Steel spaceframe</td>
<td>FRP</td>
<td>Double unequal length A-arm Push rod</td>
<td>2670 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>260 kg</td>
</tr>
<tr>
<td>47</td>
<td>University of Fukui</td>
<td>Orange/Black</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Push rod</td>
<td>2528.7 mm</td>
<td>1167.7 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>250 kg</td>
</tr>
<tr>
<td>48</td>
<td>Saitama Institute of Technology</td>
<td>white</td>
<td>steel spaceframe</td>
<td>FRP</td>
<td>Double wishbone</td>
<td>2565 mm</td>
<td>1085 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>225 kg</td>
</tr>
<tr>
<td>49</td>
<td>Kanazawa University</td>
<td>Black,Blue</td>
<td>steel spaceframe</td>
<td>FRP</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2770 mm</td>
<td>1046 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>180 kg</td>
</tr>
<tr>
<td>50</td>
<td>The University of Tokyo</td>
<td>metallic</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Push rod</td>
<td>2780 mm</td>
<td>1100 mm</td>
<td>1250 mm</td>
<td>1250 mm</td>
<td>200 kg</td>
</tr>
<tr>
<td>51</td>
<td>Tokyo Denki University</td>
<td>TDU Original</td>
<td>Steel tubular space-frame</td>
<td>FRP</td>
<td>Double A-arms, Pull rod actuated Original spring/damper unit</td>
<td>2472 mm</td>
<td>1074 mm</td>
<td>1180 mm</td>
<td>1120 mm</td>
<td>165 kg</td>
</tr>
<tr>
<td>52</td>
<td>Sojo University</td>
<td>Red &amp; Black</td>
<td>steel spaceframe</td>
<td>FRP</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2515 mm</td>
<td>1018 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>260 kg</td>
</tr>
<tr>
<td>53</td>
<td>Tokyo University of Science,Yamaguchi</td>
<td>orange</td>
<td>steel spaceframe</td>
<td>Glass Fiber Reinforced Plastics</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2700 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>225 kg</td>
</tr>
<tr>
<td>54</td>
<td>Tottori University</td>
<td>Black</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Push rod</td>
<td>2790 mm</td>
<td>1220 mm</td>
<td>1100 mm</td>
<td>1100 mm</td>
<td>250 kg</td>
</tr>
<tr>
<td>55</td>
<td>Universitas Gadjah Mada</td>
<td>red</td>
<td>steel spaceframe</td>
<td>Fiber-Glass</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2846 mm</td>
<td>1255 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>230 kg</td>
</tr>
<tr>
<td>56</td>
<td>Shizuoka University</td>
<td>orange</td>
<td>steel spaceframe</td>
<td>Fiber-carbon</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2850 mm</td>
<td>1165 mm</td>
<td>1210 mm</td>
<td>1180 mm</td>
<td>225 kg</td>
</tr>
<tr>
<td>57</td>
<td>Honda Technical College Kansai</td>
<td>white</td>
<td>aluminium space-frame</td>
<td>paper nylon</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2650 mm</td>
<td>1130 mm</td>
<td>1230 mm</td>
<td>1230 mm</td>
<td>149 kg</td>
</tr>
<tr>
<td>58</td>
<td>Meisei University</td>
<td>Black &amp; Red</td>
<td>steel spaceframe</td>
<td>Duralumin</td>
<td>Double unequal length A-arm Pull rod</td>
<td>3004 mm</td>
<td>1395 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>204 kg</td>
</tr>
<tr>
<td>59</td>
<td>College of Industrial Technology,Nihon University</td>
<td>deep blue</td>
<td>steel spaceframe</td>
<td>FRP</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2247 mm</td>
<td>1255 mm</td>
<td>1140 mm</td>
<td>1180 mm</td>
<td>190 kg</td>
</tr>
<tr>
<td>60</td>
<td>Setsunan University</td>
<td>white</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2800 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>260 kg</td>
</tr>
<tr>
<td>61</td>
<td>Shizuka Professional College of Automobile Technology</td>
<td>Yellow</td>
<td>multi tubular frame</td>
<td>FRP</td>
<td>Wishbone Suspension</td>
<td>2320 mm</td>
<td>1350 mm</td>
<td>1127 mm</td>
<td>1127 mm</td>
<td>180 kg</td>
</tr>
<tr>
<td>62</td>
<td>Okayama University of Science</td>
<td>green &amp; white</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2630 mm</td>
<td>1267 mm</td>
<td>1127 mm</td>
<td>1127 mm</td>
<td>240 kg</td>
</tr>
<tr>
<td>63</td>
<td>Aoyama Gakuin University</td>
<td>green &amp; black</td>
<td>steel spaceframe</td>
<td>FRP</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2600 mm</td>
<td>1250 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>190 kg</td>
</tr>
<tr>
<td>Wheels &amp; Tires</td>
<td>1 Engine</td>
<td>Displacement</td>
<td>max power</td>
<td>max.torque</td>
<td>Induction type</td>
<td>Shifter</td>
<td>Final Drive &amp; Differential</td>
<td>Brakes</td>
<td>Unique Features &amp; Notes</td>
<td></td>
</tr>
<tr>
<td>---------------</td>
<td>----------</td>
<td>--------------</td>
<td>-----------</td>
<td>------------</td>
<td>---------------</td>
<td>---------</td>
<td>---------------------------</td>
<td>--------</td>
<td>-------------------------</td>
<td></td>
</tr>
<tr>
<td>13inch RAYS 20.5x7.0-13 Hoosier R255</td>
<td>1 Kawasaki ZX600PE</td>
<td>599cc</td>
<td>97ps/10000rpm</td>
<td>2.7kg-m/8000rpm</td>
<td>Manual Electric Shifter</td>
<td>Chain Drive</td>
<td>F.C.C TRAC LSD</td>
<td>2 outboard</td>
<td>2 outboard Nissin calipers</td>
<td></td>
</tr>
<tr>
<td>13inch RAYS TE37 180/510-13 BRIDGE STONE Bias</td>
<td>2 SUZUKI GS600K6</td>
<td>599cc</td>
<td>90ps/11000rpm</td>
<td>2.6kgf/10000rpm</td>
<td>Naturally aspirated 5.5L</td>
<td>3-speed sequential paddle shift</td>
<td>Chain Drive</td>
<td>F.C.C TRAC</td>
<td>1 outboard</td>
<td>1 outboard Nissin calipers</td>
</tr>
<tr>
<td>13inch RAYS TE37 20.5x7.0-13 R25A Hoosier Bias</td>
<td>3 SUZUKI GSX-R600(K8)</td>
<td>999cc</td>
<td>63.5ps/12000rpm</td>
<td>5.5kgf/10500rpm</td>
<td>Naturally aspirated 5.0L</td>
<td>Manual, Paddle Shifter</td>
<td>Chain Drive &amp; F.C.C TRAC</td>
<td>2 outboard</td>
<td>2 outboard Nissin calipers</td>
<td></td>
</tr>
<tr>
<td>13inch RS Watanabe Magnesium 190/505_13 DUNLOP</td>
<td>4 SUZUKI GSX-R600</td>
<td>999cc</td>
<td>60.0kw/11000rpm</td>
<td>5.0kgf/7300rpm</td>
<td>Naturally aspirated 6.5L</td>
<td>Manual</td>
<td>Chain Drive &amp; F.C.C TRAC</td>
<td>2 outboard</td>
<td>2 outboard Nissin calipers</td>
<td></td>
</tr>
<tr>
<td>13inch RAYS 160/50VR1 YOKOHAMA radial</td>
<td>5 SUZUKI TSX-660</td>
<td>999cc</td>
<td>75ps/11500rpm</td>
<td>6.0kgf/7000rpm</td>
<td>Naturally aspirated 4.2L</td>
<td>Manual</td>
<td>Chain Drive, Mechanical LSD</td>
<td>2 outboard</td>
<td>2 outboard AP calipers</td>
<td></td>
</tr>
<tr>
<td>10inch keizer6J 2.0 slick 18.0 x 6.0-10 Hoosier Bias rain 13.5 x 6.5-10 Hoosier Bias</td>
<td>6 SUZUKI LT-R450</td>
<td>450cc</td>
<td>40.0ps/9000rpm</td>
<td>0.5N・m / 6500rpm</td>
<td>Naturally aspirated 4.0L</td>
<td>Manual</td>
<td>Shaft &amp; F.C.C TRAC</td>
<td>2 outboard Nissin calipers</td>
<td>2 outboard Nissin calipers</td>
<td></td>
</tr>
<tr>
<td>10inch YAMAHA ATV 18.0 x 6.0-10 R25B Hoosier</td>
<td>7 KAWASAKI ZXR-600 K9</td>
<td>600cc</td>
<td>75ps/11500rpm</td>
<td>5.4kgf/7000rpm</td>
<td>Naturally aspirated 6.0L</td>
<td>Manual</td>
<td>Chain Drive</td>
<td>F.C.C TRAC</td>
<td>2 outboard</td>
<td>2 outboard Nissin calipers</td>
</tr>
<tr>
<td>10inch KEISSER Rim with Original Dish 6.0/18.0-10 Hoosier Bias</td>
<td>8 HONDA CRF450X</td>
<td>450cc</td>
<td>48ps/7500rpm</td>
<td>3.8kgf/7000rpm</td>
<td>Naturally aspirated 3.8L</td>
<td>Manual</td>
<td>Chain Drive DREXLER 2010 Formula STUDENT LTD</td>
<td>2 outboard</td>
<td>2 outboard TDU original calipers</td>
<td></td>
</tr>
<tr>
<td>10inch RAYS TE37 20.5/6.0-13 Hoosier Bias</td>
<td>9 HONDA CBR600RR</td>
<td>900cc</td>
<td>110ps/1500rpm</td>
<td>6.5kgf/3000rpm</td>
<td>Naturally aspirated 7.0L</td>
<td>Manual Electric Shifter</td>
<td>Chain Drive &amp; F.C.C TRAC</td>
<td>2 outboard</td>
<td>2 outboard Bremshe calipers</td>
<td></td>
</tr>
<tr>
<td>10inch RAYS TE37 20.5 x 6.0-13inch R25B Hoosier</td>
<td>10 HONDA CR600RR</td>
<td>600cc</td>
<td>75ps/12000rpm</td>
<td>4.1kgf/7750rpm</td>
<td>Naturally aspirated 5.0L</td>
<td>SemiManual Sureshac</td>
<td>Electric Shifter</td>
<td>Chain Drive 3.9-2.1 limited slip differential</td>
<td>4 outboard TOKICO calipers</td>
<td>2 outboard BREMBO calipers</td>
</tr>
<tr>
<td>10inch 0Racing Fr. &amp; Racing Rear R. 20.5/7.1X10 HOOSIER TIRE</td>
<td>11 HONDA CBR900</td>
<td>600cc</td>
<td>75ps/11500rpm</td>
<td>5.4kgf/7000rpm</td>
<td>Naturally aspirated 6.0L</td>
<td>Manual</td>
<td>Chain Drive</td>
<td>F.C.C TRAC</td>
<td>2 outboard</td>
<td>2 outboard Nissin calipers</td>
</tr>
<tr>
<td>10inch OZ Racing Wheel Hoosier</td>
<td>12 KAWASAKI ZX-6R (60Model)</td>
<td>599cc</td>
<td>No data</td>
<td>No data</td>
<td>Naturally aspirated 6.0L</td>
<td>Manual</td>
<td>Chain Drive</td>
<td>F.C.C TRAC</td>
<td>2 outboard</td>
<td>2 outboard Nissin calipers</td>
</tr>
<tr>
<td>10inch RAYS Watanabe Mg 18.0 x 6.0-10 Hoosier Bias</td>
<td>13 HONDA CBR600RR</td>
<td>600cc</td>
<td>75ps/11500rpm</td>
<td>5.4kgf/7000rpm</td>
<td>Naturally aspirated 5.0L</td>
<td>Manual</td>
<td>Sureshac</td>
<td>Side Engine Layout</td>
<td>Diffuser</td>
<td></td>
</tr>
<tr>
<td>10inch RAYS TE37 155/65R13 YOKOHAMA ADVAN A038</td>
<td>14 HONDA CBR600RR</td>
<td>600cc</td>
<td>75ps/11500rpm</td>
<td>5.0kgf/7000rpm</td>
<td>Naturally aspirated 5.0L</td>
<td>Manual</td>
<td>Chain Drive</td>
<td>F.C.C TRAC</td>
<td>2 outboard</td>
<td>2 inboard Nissin calipers</td>
</tr>
<tr>
<td>10inch RAYS TE37 155/60R13 YOKOHAMA ADVAN A038</td>
<td>15 HONDA CBR600RR</td>
<td>600cc</td>
<td>75ps/12000rpm</td>
<td>5.5kgf/7000rpm</td>
<td>Naturally aspirated 3.8L</td>
<td>Manual</td>
<td>Chain Drive</td>
<td>F.C.C TRAC</td>
<td>2 outboard</td>
<td>2 inboard Bremshe calipers</td>
</tr>
<tr>
<td>10inch RAYS TE37 155/65R13 YOKOHAMA ADVAN A038</td>
<td>16 HONDA CBR600RR</td>
<td>600cc</td>
<td>75ps/12000rpm</td>
<td>4.9kgf/7000rpm</td>
<td>Naturally aspirated 3.6L</td>
<td>Manual</td>
<td>Chain Drive</td>
<td>F.C.C LSD</td>
<td>2 outboard</td>
<td>2 outboard Nissin calipers</td>
</tr>
<tr>
<td>10inch RAYS VOLK 175/60R13 DUNLOP DREZZAD00</td>
<td>17 SUZUKI GSX-R600</td>
<td>999cc</td>
<td>126ps/13500rpm</td>
<td>7.0kgf-m/11500rpm</td>
<td>Naturally aspirated 6.0L</td>
<td>Manual</td>
<td>Chain Drive</td>
<td>F.C.C LSD</td>
<td>2 outboard</td>
<td>2 outboard Nissin calipers</td>
</tr>
<tr>
<td>10inch RAYS VOLK 175/60R13 DUNLOP DREZZAD00</td>
<td>18 SUZUKI LT-R450 K6 L404</td>
<td>450cc</td>
<td>36.0ps/8300rpm</td>
<td>3.66N・m / 5600rpm</td>
<td>Naturally aspirated 4.5L</td>
<td>Manual</td>
<td>Suzuki LT- A500F F.Differential</td>
<td>1 outboard</td>
<td>1 outboard Nissin calipers</td>
<td></td>
</tr>
<tr>
<td>10inch ROKYHAMA ADVAN 165/59R2 72V</td>
<td>19 HONDA CBR600RR</td>
<td>600cc</td>
<td>75ps/11500rpm</td>
<td>4.9kgf/7000rpm</td>
<td>Naturally aspirated 3.6L</td>
<td>Manual</td>
<td>Chain Drive</td>
<td>F.C.C LSD</td>
<td>2 outboard</td>
<td>2 outboard Nissin calipers</td>
</tr>
<tr>
<td>ADVAN A050 175/60R13 YOKOHAMA</td>
<td>20 HONDA CBR600RR</td>
<td>600cc</td>
<td>75ps/12000rpm</td>
<td>4.2kgf/7500rpm</td>
<td>Naturally aspirated 3.5L</td>
<td>Manual</td>
<td>Shaft Torsen</td>
<td>Side Engine Layout</td>
<td>2 outboard</td>
<td>1 inboard Nissin calipers</td>
</tr>
<tr>
<td>10 inch RS Watanabe Aluminium EDGHT SPOKE 165/70-10 YOKOHAMA ADVAN A03P</td>
<td>21 YAMAHA WR450F J326E</td>
<td>449cc</td>
<td>60ps/9000rpm</td>
<td>5.5kgf/6500rpm</td>
<td>Naturally aspirated 7.5L</td>
<td>Manual</td>
<td>Shift Drive &amp; FC CTRAC limited slip differential</td>
<td>2 outboard</td>
<td>2 outboard Bremshe calipers</td>
<td></td>
</tr>
<tr>
<td>Car No</td>
<td>School Name</td>
<td>Color/s</td>
<td>Frame</td>
<td>Body-work</td>
<td>Suspension</td>
<td>Overall Length</td>
<td>Overall Height</td>
<td>Front Track</td>
<td>Rear Track</td>
<td>Gross Vehicle Mass</td>
</tr>
<tr>
<td>--------</td>
<td>-------------</td>
<td>---------</td>
<td>---------------------------</td>
<td>---------------------------------------</td>
<td>----------------------------------------</td>
<td>----------------</td>
<td>----------------</td>
<td>-------------</td>
<td>-------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>64</td>
<td>Institut Teknologi Sepuluh Nopember</td>
<td>turquoise blue</td>
<td>steel spaceframe</td>
<td>Fiber-carbon</td>
<td>Double unequal length A-arm Push rod</td>
<td>2932 mm</td>
<td>1267 mm</td>
<td>1300 mm</td>
<td>1200 mm</td>
<td>181.5 kg</td>
</tr>
<tr>
<td>65</td>
<td>VIT UNIVERSITY, INDIA</td>
<td>Black base with golden stripes</td>
<td>Steel spaceframe</td>
<td>Fiber-glass (FRP)</td>
<td>Double unequal length A-arm Push rod</td>
<td>2900 mm</td>
<td>1135 mm</td>
<td>1335 mm</td>
<td>1300 mm</td>
<td>300 kg (including driver of 67 kg)</td>
</tr>
<tr>
<td>66</td>
<td>The University Of Kitakyusyu</td>
<td>Green and White</td>
<td>steel spaceframe</td>
<td>GRP</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2700 mm</td>
<td>1205 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>220 kg</td>
</tr>
<tr>
<td>67</td>
<td>University of Toyama</td>
<td>black and yellow</td>
<td>steel spaceframe</td>
<td>GRP</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2700 mm</td>
<td>1260 mm</td>
<td>1150 mm</td>
<td>1150 mm</td>
<td>260 kg</td>
</tr>
<tr>
<td>68</td>
<td>Hiroshima Institute of technology</td>
<td>Emperor-Green</td>
<td>steel space pipe frame</td>
<td>aluminium alloy plate</td>
<td>Double unequal length A-arm Pull rod with torsionbar</td>
<td>2400 mm</td>
<td>1130 mm</td>
<td>1100 mm</td>
<td>1050 mm</td>
<td>185 kg</td>
</tr>
<tr>
<td>69</td>
<td>Tokyo Technical College Setagaya Formula Team</td>
<td>Navy Blue</td>
<td>steel spaceframe</td>
<td>FRP</td>
<td>Double unequal length A-arm Wishbone</td>
<td>2415 mm</td>
<td>1203 mm</td>
<td>1095 mm</td>
<td>1230 mm</td>
<td>250 kg</td>
</tr>
<tr>
<td>70</td>
<td>Fr. CONCEACO RODRIGUES COLLEGE OF ENGINEERING</td>
<td>BLACK</td>
<td>STEEL SPACEFRAME</td>
<td>FIBER REINFORCED PLASTIC</td>
<td>DOUBLE UNEQUAL LENGTH PUSH ROD SUSPENSION</td>
<td>2700 mm</td>
<td>1200 mm</td>
<td>1480 mm</td>
<td>1420 mm</td>
<td>290 Kg</td>
</tr>
<tr>
<td>71</td>
<td>Prince of Songkla University</td>
<td>Blue</td>
<td>Tubular spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2320 mm</td>
<td>1350 mm</td>
<td>1140 mm</td>
<td>1240 mm</td>
<td>225 kg</td>
</tr>
<tr>
<td>72</td>
<td>Harbin Institute of Technology at Weihai</td>
<td>charming black/light blue</td>
<td>CFRP Monocoque</td>
<td>CFRP</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2955 mm</td>
<td>1350 mm</td>
<td>1160 mm</td>
<td>1150 mm</td>
<td>158 kg</td>
</tr>
<tr>
<td>73</td>
<td>Honda Technical College Kanto</td>
<td>Tricolor</td>
<td>steel spaceframe</td>
<td>Plastic Pet</td>
<td>Double unequal length A-arm Wishbone</td>
<td>2065 mm</td>
<td>1089 mm</td>
<td>1213 mm</td>
<td>1187 mm</td>
<td>165 kg</td>
</tr>
<tr>
<td>74</td>
<td>NATIONAL INSTITUTE OF TECHNOLOGY, JAMSHEDPUR</td>
<td>Grey Black</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Push rod</td>
<td>2944 mm</td>
<td>1242 mm</td>
<td>1340 mm</td>
<td>1280 mm</td>
<td>300 kg</td>
</tr>
<tr>
<td>75</td>
<td>Toyama Prefectural University</td>
<td>red</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2400 mm</td>
<td>1242 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>250 kg</td>
</tr>
<tr>
<td>76</td>
<td>Southern Taiwan University of Science and Technology</td>
<td>Black &amp; Yellow</td>
<td>steel space frame</td>
<td>Carbon Fiber</td>
<td>Double unequal length A-arm Push rod</td>
<td>2706 mm</td>
<td>1278 mm</td>
<td>1100 mm</td>
<td>1100 mm</td>
<td>190 kg</td>
</tr>
<tr>
<td>77</td>
<td>M.H. Saboo Siddik College Of Engineering</td>
<td>Black, Green White, Orange, Blue.</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Push rod</td>
<td>2900 mm</td>
<td>1300 mm</td>
<td>1270 mm</td>
<td>1200 mm</td>
<td>280 kg</td>
</tr>
<tr>
<td>78</td>
<td>Kokushikan University</td>
<td>White</td>
<td>steel spaceframe</td>
<td>FRP</td>
<td>Double unequal length A-arm Push rod</td>
<td>2502 mm</td>
<td>1048 mm</td>
<td>1240 mm</td>
<td>1200 mm</td>
<td>225 kg</td>
</tr>
<tr>
<td>79</td>
<td>Chiba Institute of Technology</td>
<td>Blue &amp; Black &amp; Lime green</td>
<td>Tubular Frame</td>
<td>Glass fiber reinforced plastics</td>
<td>Double wishbone suspension</td>
<td>2900 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>200 kg</td>
</tr>
<tr>
<td>80</td>
<td>Institut Teknologi Bandung</td>
<td>not determined yet</td>
<td>steel spaceframe</td>
<td>Fiberglass</td>
<td>Double unequal length A-arm Pull rod with torsionbar</td>
<td>2370 mm</td>
<td>1333 mm</td>
<td>1465 mm</td>
<td>1430 mm</td>
<td>300 kg</td>
</tr>
<tr>
<td>81</td>
<td>HuBei University of Automotive Technology</td>
<td>white and black</td>
<td>steel space frame</td>
<td>Carbon-fiber</td>
<td>Double unequal length A-arm Push rod</td>
<td>3050 mm</td>
<td>1320 mm</td>
<td>1200 mm</td>
<td>1170 mm</td>
<td>230 kg</td>
</tr>
<tr>
<td>82</td>
<td>Maejo University</td>
<td>Black/ Green</td>
<td>Steel Spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Push rod</td>
<td>2450 mm</td>
<td>1160 mm</td>
<td>1100 mm</td>
<td>1080 mm</td>
<td>185 kg</td>
</tr>
<tr>
<td>83</td>
<td>Acropolis Technical Campus, Indore</td>
<td>Red &amp; Black</td>
<td>Mild Steel SAE 101B</td>
<td>ABS &amp; FRP</td>
<td>Double Wishbone Unequal Length A-Arm</td>
<td>2667.8 mm</td>
<td>1253.2 mm</td>
<td>1162.05 mm</td>
<td>1162.05 mm</td>
<td>300 kg</td>
</tr>
<tr>
<td>84</td>
<td>Ferdowsi University of Mashhad</td>
<td>N/A</td>
<td>Steel Spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Push rod</td>
<td>2760 mm</td>
<td>1200 mm</td>
<td>1220 mm</td>
<td>1160 mm</td>
<td>240 kg</td>
</tr>
</tbody>
</table>
Being a first year team, we have incorporated a standard approach of keeping the design as simple as possible and that the ultimate goal of the team is to design and manufacture a car which is reliable enough to compete in an international standard competition.

- Turbocharger system
- Turbocharger system
<table>
<thead>
<tr>
<th>Car No</th>
<th>School Name</th>
<th>Color s</th>
<th>Frame</th>
<th>Body-work</th>
<th>Suspension 1</th>
<th>Overall Length 1</th>
<th>Overall Height 1</th>
<th>Front Track 1</th>
<th>Rear Track 1</th>
<th>Gross Vehicle Mass 1</th>
<th>Fr/R Weight Dist. 1</th>
<th>Ground Clearance 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>86</td>
<td>Hanoi University of Science and Technology</td>
<td>Red</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Push rod</td>
<td>3090 mm</td>
<td>1230 mm</td>
<td>1400 mm</td>
<td>1590 mm</td>
<td>250 kg</td>
<td>45.55</td>
<td>60 mm</td>
</tr>
<tr>
<td>88</td>
<td>Universiti Teknologi Malaysia Kuala Lumpur</td>
<td>Yellow</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Push rod</td>
<td>1676 mm</td>
<td>1600 mm</td>
<td>1229 mm</td>
<td>1259 mm</td>
<td>250 kg</td>
<td>40.60</td>
<td>80 mm</td>
</tr>
<tr>
<td>E1</td>
<td>Shizuoka Institute of Science and Technology</td>
<td>Bluely</td>
<td>steel spaceframe</td>
<td>CFRP</td>
<td>Double wishbone with direct damper</td>
<td>2350 mm</td>
<td>1250 mm</td>
<td>1180 mm</td>
<td>1160 mm</td>
<td>275 kg</td>
<td>50.50</td>
<td>60 mm</td>
</tr>
<tr>
<td>E2</td>
<td>Tohoku University</td>
<td>Black</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Push rod</td>
<td>2830 mm</td>
<td>1390 mm</td>
<td>1325 mm</td>
<td>1325 mm</td>
<td>200 kg</td>
<td>45.55</td>
<td>65 mm</td>
</tr>
<tr>
<td>E3</td>
<td>Kanagawa Institute of Technology</td>
<td>Championship</td>
<td>Steel Spaceframe</td>
<td>Fiber-glass</td>
<td>Double equal length A-arm Pull rod</td>
<td>3120 mm</td>
<td>1160 mm</td>
<td>1220 mm</td>
<td>1200 mm</td>
<td>320 kg</td>
<td>47.53</td>
<td>40 mm</td>
</tr>
<tr>
<td>E4</td>
<td>Harbin Institute of Technology at Weihai</td>
<td>Carbon black, emerald, ivory white</td>
<td>Monocoque</td>
<td>Carbon fiber</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2731 mm</td>
<td>1121 mm</td>
<td>1160 mm</td>
<td>1120 mm</td>
<td>215 kg</td>
<td>45.55</td>
<td>40 mm</td>
</tr>
<tr>
<td>E5</td>
<td>Kanagawa University</td>
<td>Zindblue</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Push rod</td>
<td>2800 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>1200 mm</td>
<td>450 kg</td>
<td>30.70</td>
<td>60 mm</td>
</tr>
<tr>
<td>E6</td>
<td>Toyota Technical College Nagoya</td>
<td>-</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2600 mm</td>
<td>1180 mm</td>
<td>1250 mm</td>
<td>1250 mm</td>
<td>300 kg</td>
<td>35.65</td>
<td>30 mm</td>
</tr>
<tr>
<td>E7</td>
<td>Kyushu Institute of Technology</td>
<td>White and blue</td>
<td>steel spaceframe</td>
<td>Fiber-glass</td>
<td>Double unequal length A-arm Pull rod</td>
<td>2816 mm</td>
<td>1262 mm</td>
<td>1400 mm</td>
<td>1200 mm</td>
<td>330 kg</td>
<td>40.60</td>
<td>50 mm</td>
</tr>
<tr>
<td>E8</td>
<td>Chulalongkorn University</td>
<td>Black &amp; Blue</td>
<td>Steel Spaceframe</td>
<td>CFRP</td>
<td>Double unequal length A-arm Push rod</td>
<td>3013 mm</td>
<td>1188 mm</td>
<td>1340 mm</td>
<td>1250 mm</td>
<td>360 kg</td>
<td>45.55</td>
<td>100 mm</td>
</tr>
</tbody>
</table>

**Notes:**
- **Color s:** The color schemes for different university cars.
- **Frame:** The material used for the frame.
- **Body-work:** The type of bodywork used, such as CFRP.
- **Suspension:** Details of the suspension system, including types of A-arms and push rods.
- **Overall Length:** The overall length of the car.
- **Overall Height:** The overall height of the car.
- **Front Track:** The front track width.
- **Rear Track:** The rear track width.
- **Gross Vehicle Mass:** The gross vehicle mass.
- **Fr/R Weight Dist.:** The front-to-rear weight distribution.
- **Ground Clearance:** The ground clearance.

**Additional Features:**
- **Original Battery:** Types of batteries used, such as Li-ion, LiFePO4, etc.
- **Unique Features & Notes:** Details of unique features and notes relevant to each car.
<table>
<thead>
<tr>
<th>Wheels &amp; Tires</th>
<th>Engine</th>
<th>Displacement</th>
<th>max. power</th>
<th>max. torque</th>
<th>Induction type</th>
<th>Fuel tank Volume</th>
<th>Shifter</th>
<th>Final Drive &amp; Differential</th>
<th>Brakes</th>
<th>Unique Features &amp; Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>13inch KIA MORNING 175/50-15 MAXXIS</td>
<td>HONDA CBR600RR 2006 1599cc 105.6HP / 13250rpm 4.418lb.ft / 10750rpm</td>
<td>Using fuel pump (electric fuel injection system) 5L</td>
<td>Manual</td>
<td>Chain &amp; Planetary differential</td>
<td>2 outboard</td>
<td>No unique features</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13inch Kancil Wheels20.5 x 7.0-13 Hoosier Slick</td>
<td>Yamaha YZF-R6 600cc Engine 600cc</td>
<td>Naturally aspirated 7.5L</td>
<td>Manual</td>
<td>1.5 way LSD</td>
<td>2 outboard Racing Boy calipers</td>
<td>Custom Pneumatic Paddle Shifter</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13inch RAYS TE37 20.5/6.0-13 Hoosier</td>
<td>Permanent magnet synchronous (Non brush), Motenergy ME0913.1, 1 unit ① 12[kW] ② 30[kW] ③ 90[Nm]</td>
<td>Student built 1 speed Gear Box</td>
<td>Chain Drive LSD</td>
<td>2 outboard Nissin calipers</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13inch RAYS A-LAP 20.5x7.0-13 Hoosier</td>
<td>Nissin SR Motor, 1 unit ① 21[kW] ② 75[kW] ③ 119[Nm]</td>
<td>no</td>
<td>Chain Drive, Quaife Helical LSD</td>
<td>2 outboard brembo calipers</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13inch WatanabeMagnetoluminescent 20.5 x 6.0-13</td>
<td>Permanent magnet synchronous motor, Enmax 228, 1 unit ① 45[kW] ② 80[kW] ③ 200[Nm]</td>
<td>Li-ion</td>
<td>Chain Drive, conical friction disc limited slip differential</td>
<td>2 Full floating disc brake</td>
<td>Monocore, a carbon fiber rims, carbon fiber suspension</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13inch RAYS TE13 20.5 x 7.0-13 1R25A Hoosier</td>
<td>PMAC motenegy DLC-28 ① 15[kW] ② 38[kW] ③ 100[Nm]</td>
<td>LiFePo4 ① 70.4[V] / 85.8[V] ② 5.1[kWh] / 100[Ah]</td>
<td>non</td>
<td>Chain drive,QUAIFE</td>
<td>compact EV</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>R5 watanabe 13-6.5J + 14.5 Goodyear EAGLE RS 20 x 6.5-13</td>
<td>Hi Performance 社 AC35-26.25 1 unit ① 33[kW] ② 61.85[kW] ③ 128[Nm]</td>
<td>LiPo ① 155.4V / 176.4V ② 6.216kWh / 40Ah</td>
<td>Non Shift</td>
<td>Chain Drive, F.C.C LSD</td>
<td>2 Outboard calipers</td>
<td>Torsion Bar Spring Suspension (Ununite Suspension)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1inch SUZUKI ATV 130/430-10 DUNLOP Bias</td>
<td>Permanent magnet synchronous motor, ME0913.1, 1 unit ① 12[kW] ② 30[kW] ③ 90[Nm]</td>
<td>Lithium iron phosphate battery ① 72[V]/84[V] ② 3.6kWh / 500Ah</td>
<td>Nothing</td>
<td>Chain Drive &amp; LSD</td>
<td>2 Outboard AJP calipers</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>13inch Lenso VPD 160/60 R13 TOYO PROXES R888</td>
<td>AC induction, HPEVS AC-35, 1 unit ① 62[kW] ② 128[Nm]</td>
<td>LiFePo4 ① 153.6V / 175.2V ② 6.144kWh / 40Ah</td>
<td>None</td>
<td>2 Stage - Chain Drive LSD</td>
<td>2 Outboard Brembo Calipers</td>
<td>CFR Body work, Regenerative Brake</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- ① Front ② Rear
- 1st gear fixing
- 2 outboard brembo calipers
- 2 outboard Racing Boy calipers
- 2 outboard calipers
- 2 outboard Nissin calipers
- 2 Full floating disc brake
- Full floating disc brake
- Full floating disc brake
- 1 outboard No unique features
- 1 outboard
- 1 outboard brembo calipers
- 2 Outboard AJP calipers
- 2 Outboard calipers
- 2 Outboard calipers
- 2 Outboard calipers
- 2 Full floating disc brake
- 2 Full floating disc brake
- 2 Full floating disc brake
- 2 Full floating disc brake
1 Kyoto University

**Members**
- Junichi Izawa [FA] Iwao Yamaji [MBR]
- Takami Ogawa, Shigeysoshi Okiishi, Kazuki Ohashi, Atsuki Matsuoka, Kazuki Sonoda, Yuki Tanaka, Kaia Yuasa, Taio Matsumoto

**Car Features and Team Aspirations**
- KZ-RR12, which is avant-garde vehicle, was born by reforming a frame and drivetrain completely. Successful victories are aimed at with the vehicles of completely different approach from the former.

**Team sponsors**

2 Osaka University

**Members**
- Makoto Suminakai [FA], Kenji Yoshida [FA], HImutoru Akamatsu [FA]
- Jun Hayashi [FA], Daigo Izumi [MBR], Toshiaki Sato, Kaname Tatani, Kenta Tabuchi, Takumi Tokihoya, Dai ske Tatani, Shingo Kusabue, Katsuhiko Hotta, Toshiyuki Aoki, Takuto Ishida, Daichi Oura, Naoya Kaya, Tatsuto Takeda, Ryo Osako, Syogo Kaji, Taichi Yano, Hirokiyo Inoue, Hisashi Kato, Ryosuke Narimoto, Syueki Ikeda, Yosuke Guji, Yoshihiro Shi inya, Tetsuya Nakanishi, Sana Harada, Yu Mitsuhashi, Keitaro Mori

**Car Features and Team Aspirations**
- We think ideal vehicle dynamics in the development fast vehicle, and we develop the vehicle for becoming reality the ideal vehicle dynamics. We follow up essence of ideas in not only a vehicle developments, but also project operation. Our goal is to be the winner in design and endurance events. And we will win the competition.

3 Doshisha University

**Members**
- Ikeshita Yoshitane [FA], Fujii Teru [FA], Tanaka Tatsuya [FA]

**Car Features and Team Aspirations**
- "The car which has fast and has a nice drivability. This is the concept that we raise; so we tried to improve the drivability and exercise performance compatibly. We are aiming the overall victory that is our earnest wish.

4 Nagoya University

**Members**

**Car Features and Team Aspirations**
- All the new FEM-11 entity in machine concept. "Formula Entertainment Machine. True value of the machine lead to win.

**Team sponsors**
Kyoto Institute of Technology

● Members

● Car Features and Team Aspirations
  The racing car is characterized by "compact and light." It has a single-cylinder engine and fiber technology with which our university is familiar.

The most significant weight change is height reduction. We completed a shake-down test in April 1st to go for test-driving more frequently and to realize all potential of the vehicle.

The 1st place overall. It’s where we need to go again. Especially, we’re going to win Endurance.

Team sponsors


Yokohama National University

● Members

● Car Features and Team Aspirations
  Having spent aregrettable year as we said to get last year’s NYFP-13 into shape, we have created this year’s NYFP-14 to show the real potential and the capability to claim victory. We have taken over the main characteristics of the previous car: We are ready to claim our first, long-challenged win.

Nihon Automobile College

● Members

● Car Features and Team Aspirations
  The FF-05 FN-05 has been developed in order to realize higher reliability and drivability by improving some defects in the previous machine to achieve excellent durability while being light weight, so that the driver would be able to concentrate on the controllable driving. We, Formula Factory NATS, verify our advantage to aim for the first time overall victory, our long-challenged wish.

Team sponsors
  Honda Motor, TMC, WAKO CHEMICAL, NISSAN PARTS CHIBA SALES, WPI, Software Creation, FUKA MHL, MAC MACHINERY TRUCKS, R.A., F.C.C., Otker Japan, Motoki Engineering, WEST RACING CARS, AVD / MoTeC JAPAN, KINOKUNI Enterprise, ISB, TAN-ES WHEEL SUPPLY, RAC

Keio University

● Members

● Car Features and Team Aspirations
  Our team has focused on "light weight and low center of gravity" from HF-05, and has made a lot of efforts to sophisticate the packaging of "single-cylinder engine and 10inch tires". In this year, too, we have a goal of getting a podium.

Team sponsors
  RK JAPAN,com, Amman Industry,NTI, AUTOBACS SEVEN,Keizer Aluminum Wheels,KINOKUNI Enterprise, KIYOYA KOOGYO, KUMIHAURA BIKE WORKS, Shoten KOSUIAN, G o s h o w o r k s, KHK Kohara Gear Industry,X.A.M Japan,SIVAX, JFE, QUICKHANYU JOUJANKEN, SUZUKI


9

Tokyo University of Science

- **Members**
  - [CP] Takeshi Kawai
  - Yasuo Kagawa
  - Misa Ishimura
  - Seiya Kawabe
  - Hidemitsu Kimura
  - Yutarou Takamato
  - Kosuke Yoshiyama
  - Toru Moriyama
  - Hitoshi Nagasawa
  - Yuki Aketi
  - Eriko Kozaki
  - Yoshio Sakoh
  - Asuka Sawada
  - Ikuto Zirno
  - Zin You

- **Car Features and Team Aspirations**
  - I felt that turning characteristics had a weak point from a result of last year. Therefore I produced it with the goal of a turning performance gain this year.

10

Toyo University of Technology

- **Members**
  - Keisuke Takahashi
  - Hideki Yanadai
  - Toshiaki Yasui
  - Akihiko Mitsubishi
  - Shohei Shiraki
  - Shinni Yamada
  - Satoru Kawakami
  - Yushi Araki
  - Kouhei Nishino
  - Keisuke Yamada
  - Daiki Itozaki
  - Shota Yonezawa
  - Kohei Yoshioka
  - Shoma Choji
  - Genki Tomoda
  - Tatsuya Fuji
  - Yuya Fujisawa
  - Ryo Machiki
  - Kita Yamamoto
  - Ryujin Yonekawa
  - Tsuyoshi Tani
  - Daiki Sada
  - Tadamasu Kurosawa
  - Naoto Izumi
  - Toshiki Isaka
  - Tatsuya Yamaguchi
  - Yuutarou Yokote
  - Yoshikazu Yamazaki
  - Kenta Tanaka
  - Tsuyoshi Miyazaki
  - Shion Tachibana
  - Yuki Sano
  - Yoshino Ebisuno
  - Naoto Inoue
  - Masaki Takamizawa
  - Ryuei Kobayashi
  - Takeru Sato
  - Yuya Sugawara
  - Takeru Okano
  - Takahiro Miyachi

- **Car Features and Team Aspirations**
  - In this fiscal year, we reconsidered the basic layout including monococque shapes and suspension geometries for the concept of "improvement of corner escape velocity".
  - We aim to become Top 10 at Endurance event with our brand new car "TG09".

11

Tokai University

- **Members**
  - Shotaro Nara
  - Masashi Yoshinaga
  - Kato Hideaki
  - Yoshiaki Nojima
  - Masahide Nomura
  - Taiki Nakahara
  - Takanori Okado
  - Toshiki Saito
  - Kojima Takumi
  - Masahiro Kida
  - Tomoki Sato
  - Satoru Mano
  - Kohei Sato
  - Naoki Ishida
  - Akiko Futatsugi
  - Takanori Miyamoto
  - Yuki Matsuda
  - Leona Furuchi

- **Car Features and Team Aspirations**
  - This year it is listed as a concept of "pursuit-of convinced of the ultimate originality", it is possible to ensure sufficient reliability, still gave the development of a machine which adopts the innovative technology and. Redesign of the piston, and the use of full carbon monococque, we have adopted a new technology for both engine-chassis. Also, take the time to test run and the engine matching, we finished it to the 'ultimate machine' to the machine. I aim to Japan tournament overall victory of Tokai University's first year.

12

University of Yamanashi

- **Members**
  - Kazuki Nakamura
  - Hiroyuki Tsunoda
  - Tutomu Tanzawa
  - Rikuya Matsuno
  - Takashi Uiyama
  - Keita Katsumata
  - Naoto Sasaki
  - HIROKI hatsumi
  - Tadahiro Inoue
  - Minehiro Huijita
  - Miya Watanabe
  - Takahiro Aikawa
  - Shou Iwabuki
  - Kazuma Kiyu
  - Kosuke Ikeda
  - Daiti Sekiguti
  - Kengo Nonomura
  - Nanako saigou
  - Masayama Kenntaro
  - Mikio Wakabayashi

- **Car Features and Team Aspirations**
  - Shingen14 was aimed at turning performance further and tried to aero package. I will aim for top finishers in this year's machine was a significant advance.
13 Nagoya Institute of Technology

● Members
CP Yusuke Sawai [FA1], Kazuhiyo Kitamura [FA2], Youziuru Ishino [FA3]

CP Shinya Hayakawa [MBR], Akiyoshi Endo, Domy Sakai, Yasura Dodo, Toshikiyo Mishima, Yohei Kanamori, Ritsuka Nakagawa, Kimihiro Nagase, Yutaka Nakamura, Shingo Maeda, Yoshiki Matsumoto, Masato Kumanou, Yuuyu Kobayashi, Erina Sahashi, Kyohei Takai, Madoka Tabata, Takashi Tomida, Daichi Matsuyama, Taku Watanabe, Takeshi Watanabe, Daiki Ikeda, Yuu Otsuka, Hayato Demura, Tatsuya Toyama, Takumi Nakagawa, Seiz Hattori, Takeru Kihiki, Masataka Hirano, Kouta Yamamoto, Kouichirou Yoshioka

● Car Features and Team Aspirations
N.I.T.-12 is the cornering machine based on the lightweight packaging by the single cylinder engine and 10-inch wheels. It was regrettable that troubles occurred at competition in last year, so we will do our best and aim at the podium of the earnest desire.

14 Tokyo City University

● Members
CP Hiroaki Kubota [FA1], Yuki Mihara [FA2], Miura Kouta [FA3], Kenji Nakagawa [MBR], Kouji Ishikawa, Takuya Kanazawa, Hiroaki Kubota, Shun Kondo, Kazuki Shiyomiyai, Naoko Tagawa, Shouta Nakajima, Issei Nomura, Saya Mukai, Tibas Amano, Daijiro Ishii, Takumi Ito, Shingo Ono, Aran Sashita, Satoshi Takashi, Akihiro Nakada, Kazuya Matunaga, Yukihiide Matumoto, Kohei Aoyama, Keisuke Arai, Tomoki Nakayama, Daisuke Hara, Aomi Miyazaki, Takazumi Ishinami, Toshikio Inuduka, Kouki Ota, Tatsuya Kawahara, Yui Kobayashi, Shin Shihana, Yuta Sekiguchi, Shunpei Hisamitsu, Takaki Morimoto, Shun Yokoyama, Shigeki Kawachi, Yoshihiro Sakai, Akira Soshi, Yusuke Nagano, Daigo Kobayashi, Shun Satou, Hiroki Hukumitsu, Shouhei Yamagata, Kenta Tomizawa, Shintaro Aizawa, Yuya Ishikawa, Ryouchi Morimaya, Kaho Tanaka, Ryousuke Inami, Yuki Okamura, Ei Sugahara, Takeru Shinohara

● Car Features and Team Aspirations
In this year 2014, we've designed our new machine M2014 with the concept "Quickness in motion". We are aiming at the top of the 1st prize in dynamic events.

15 Utsunomiya University

● Members
CP Keita Tsuchiya [FA1], Hitoshi Sugiyama [FA2], Naoto Kato [MBR], Naoya Ueshiro, Atsushi Hirayama, Shin'ya Ozeki, Shoya Ito, Takaya Saito, Eiji Kida, Syunsuke Watanabe, Kazuki Iida, Junichiro Chiba, Masayuki Okabe, Yuto Muro, Yuki Ono, Fauzani Azmy Iska, Yanagi naoto, Yuya Yamashita, sinozou ryunosuke, Kaho Miura

● Car Features and Team Aspirations
In the current fiscal year, vehicles UF-12 makes a concept "high performance which is easy to treat", tends to treat a driver, and aims at the car which can pull out marginal performance.A convention aims at comprehensive 800pt.

16 Osaka City University

● Members
CP Tomohiro Minami [FA1], Tadao Kawai [MBR], Tomoaki Mitsubishi, Hiroki Tanaka, Tatsuya yoshikawa, Kazuhiro Iwai, Ryuji Ozawa, Yuiuchiro Hashimoto, Naoya Kumagai, Daisuke Shimizu, Yasuhiro Matsuyama

● Car Features and Team Aspirations
Vehicle concept for this year is fast vehicle who can ride it. We aim for top 10 overall in this competition.
Team Information (Members and Sponsors)

17 Osaka Sangyo University

**Members**
  - Kaoru Ohta, Kouki Furukawa, Koki Shibahara, Takuya Matuo, Naoki Yokoyama, Daisuke Nisida, Tomoyo Hayashi, Takafumi Uemura, Yuta Namiki, Masaki Morita, Keiji Tsutsumi, Yoshikazu Motone, Yuichi Tamura, Haruka Fuji, Mamoru Kaiyama

**Car Features and Team Aspirations**
In order to increase the turning performance of our vehicle through a reduction of the yawing moment of inertia, we have completely redesigned the vehicle packaging. We aim to achieve a good result at the static events, which we were not good at in the past, and reach the top ten of the overall ranking.

**Team sponsors**
- Kawasaki, Tani iron works, Sportslandtico ma, SolidWorks, RS TAICHI, Iida, NTN, F. C.C., Kuni chemical, Dow kake, Sawa plating industry, Sunayama plant, Sumitomo wiring systems, Daizai, Nichimoto, Daihatsu Radiator Industries, Daishin Motor, Takata, Nissin ind ustrial, Matsuda, Misumi, Mepatech, Moriyasu iron works, RAYS, Wako chemical, Marshall, IA Technologies, Altair Engineering, Matlab Works, Binni giken, Kyowa industry, Osaka Sangyo University

18 Hiroshima University

**Members**

**Car Features and Team Aspirations**
This year, we held up the concept of “weight saving and concentration of mass” and developed PF-5R. We completed the vehicle which has high performance and lightweight. We will bring out machine performance and aim to rank in the top 10 prize.

**Team sponsors**

19 Ritsumeikan University

**Members**
- CP: Shota Miyake [FA1] Keiko Watanabe [MBR]
  - Taishi Asano, Kohei Emoto, Naoto Miyawaki, Takanaka masahiro, Takuma Abe, Keisuke Arai, Tohru Ohnishi, Kohei Uematsu, Kotohara Yasuhiro, Masataka Fujita, Akihiro Higashiya, Yuuto Akaba, Shinya Fuji, Mikiya Kawasaki, Kyou Nakagawa, Fuma Ozawa, Kouki Kawakami, Yoshimasa Jokai, Keita Motoya, Motoaki Maruno, Takahiro Yamamoto, Daiki Yamamoto, Kazuki Minato, Takuma Yamauchi, Makoto Chudo

**Car Features and Team Aspirations**
Last year, it is possible to leap to 19 from 56, we were able to win the jump-up prize. I did in March the shakedown this year. I will refine the machine to the limit by September tournament will be held. I aim to first place in the dynamic event by our beautiful and fast machine.

**Team sponsors**

20 Tokyo University of Agriculture and Technology

**Members**
- CP: Shuhei Itakura [FA1] Takayoshi Kamada [MBR]
  - Shungho Aoki, Takatsugu Sato, Takumi Natori, Naohiro Watanabe, Shinhou Wang, Tsuyoshi Muto, Yuuta Shiyama, Ogino Makoto, Ren kitagawa, Kai Saito, Naoyasu Murayama, Yuto Sawama, Masashi Iida, Junsuke Miyoshi, Ippei Hashimoto, Ayaka Kamiyama, Yuma Yukishita, Yusuke Kume, Zur Iizati Binti Zainalkefi, Riku Koyama, Ema Watanabe

**Car Features and Team Aspirations**
Our machine concept in this year is “improvement of reliability and productivity”. We improved the problem of our last year machine as designed our machine suppress the trouble that we could assume. We want to face the competition this year in a state to be able to say the driver and the machine is complete and want to leave more excellent results than last year.

**Team sponsors**
- RS-Components, Aoki motors, WEST RACING CARS, NOK, NTN, F.C.C., FC design, OSCO industries, KYOGA Industries, KEIYO BEND, KONDO KAGAKU, CITY CART, SYNFOR, Sumitomo Wiring Systems, Solid Works Japan, Times Mobility Networks, TRAD, NAIKAI INTER CIRCUIT, Nihata gear, Nisshin Kogyo, Nihon Automobile College, NICHIRIN, Pront hi-1000.com, FUZAI MFG, Honda Motor, Yutaka Giken, RAYS, WAKO CHEMICAL, TUT Mechanical Systems Engineering, TUT Kyukai
21 Sophia University

**Members**

- CP: Yuha Aishima [FA1]
- PA: Takashi Suzuki [MBR]
- KA: Kazuki Tokita
- MI: Misaki Ito
- KK: Koki Okamoto
- MB: Masato Kawaguchi
- GP: Gen Kihōka
- Yuwa Nitta
- NK: Nako Watanabe
- TK: Takeru Watanabe
- NA: Naoya Kimata
- CH: Chihiro Takei
- MI: Misako Shimada
- YI: Yoshibori Ishikawa
- TM: Tetsumi Fujimoto
- YU: Yusuke Arai
- SH: Shun Ichikawa
- TK: Takuma Sakakibara
- YJ: Yuji Murata
- MO: Moe Matsui
- AN: Naoki Takamura
- SA: Reo Saitou
- YK: Yusaku Otsu
- HI: Hirofumi Sasai
- AR: Arisa Sugishita
- IK: Ikuro Tanaka
- D: Rio Doshida
- YF: Yuiro Fujita
- NF: Nagayama Miyabi
- KY: Kuronuma Ayumi
- KO: Kurowa Naoto
- FM: Fukuda Motoki
- YH: Hayashi Takeru
- KU: Kaku Uhann
- MI: Mizushima Tomoki
- IL: Yang Changlong
- DU: Chao Ren
- WA: Wang Jieping
- YI: Inayoshi Taro
- NH: Yoshiki Fukuhara
- YK: Yuki Ito

**Car Features and Team Aspirations**

We followed the concept of the former year, ‘in order to increase average speed, we improve bottom speed and keep top speed.’ Moreover, we4 flushed up uncompliances for the greater competitive performance.

22 Kogakuin University

**Members**

- CP: Takeshi Hanazaki [FA1]
- PI: Hiromichi Nozaki [MBR]
- HJ: Hajime Takeuchi
- SK: Seiji Okita
- SH: Shunyō Kitsukawa
- KB: Kimbara Kaoru
- KY: Koyo Nozaki
- KO: Naoki Kabawabashi
- KM: Kentorī Morii
- AK: Akihiro Okura
- HI: Hiroto Uchimaya
- CH: Liahara Chiori
- AK: Akira Mano
- SH: Shintaro Yoshimura
- RS: Risako Koike
- FE: Fumitaka Ando
- DA: Daichi Hashimoto
- YU: Yumi Miyake
- YH: Yuta hayakawa
- YO: Yuta Oshino
- KB: Kobayashi
- YS: Yushi Nishimura
- YS: Yashihi Asaoka
- TAK: Tomonori Yoshikata
- YM: Yuma Sakamoto
- T: Tetsuo Kobori
- HI: Hirofumi Miyazaki
- DI: Doki Yuichi
- NR: Nakashima Ryoei
- KN: Katsushi Nagumo
- YO: Ryota Toyama
- FM: Fuminari Magara
- YU: Yui Hamazaki
- DA: Daigo Ninuma
- TS: Tatsuya Kaneno
- KY: Koyuyama Tomoki
- CS: Chishun tsuji
- YU: Yumamoto
- YSH: Yoshiteru Yamada
- CH: Yukimoto Chihaya

**Car Features and Team Aspirations**

Our KRT14 has designed for obtaining both of power and cornering ability, especially cornering ability. So KRT14 equips Aerodynamic wings for the first time ever for us so that gain a cornering power. We aim to within 10 place.

23 Toyota Technical College Nagoya

**Members**

- CP: Taira R [FA1]
- TE: Tetsuya Hayakawa [MBR]
- MT: Masayuki Utsumiyama
- HI: Hiroki Obokata
- RO: Roya Hori
- KA: Kazuki Imaeda
- DA: Daiki Yoshimura
- SO: Sosuke Ueno
- YU: Yuya Jinnai
- MI: Mitsuhiro Usukuma
- YS: Yusuke Ishimoto
- TK: Takuya Kawamura
- KO: Kohei Tabayashi
- T: Takuro Iwamoto
- YS: Yoshihito Ishida
- KH: Ken Kawase
- TS: Tsubasa Sato
- SY: Syoko Takeda
- MT: Motorhio Kabawata
- YS: Yusuke Torino
- MI: Minoru Sakamoto
- SH: Shunsuke Kitamura
- KE: Keita Shinkoshi
- IT: Miyanaga

**Car Features and Team Aspirations**

Our vehicle’s main concept is “Easy driving, and easy maintenance”, because our situation is student in the technical college. We think “easy to maintain” is important as well as the speed, in designing vehicle. We aim at the future better than the results of our senior who got a “Jump-up Prize” in last year.

24 Institute of Technologists

**Members**

- CP: Akihiko Oyoshi [FA1]
- KA: Kaoru Haras [FA2]
- MI: Minoru Mitsui [MBR]
- K: Kenta Yamamoto
- TI: Toshihito Arai
- SI: Ichinori Muramatsu
- DO: Syojo Urano
- K: Kengo Takeshi
- TM: Yusuke Tomita
- RO: Reo Nemer
- NA: Naoki Hasegawa
- TA: Tadashi Matsumoto
- MI: Hiroya Miyazima
- SI: Suguru Takuya
- K: Kasai Daigo
- KAN: Kenko Haruki
- KM: Komada Ruri
- SA: Satoshi Yoshimiti
- TK: Takeshi Nishimura
- TM: Toshiaki Shimamoto
- YH: Yohei Wada
- YK: Yamababashika Takuma
- Y: Yama Daly
- K: Kazuya Iwana Yuto
- H: Hashimoto Takuya

**Car Features and Team Aspirations**

This year’s car concept is “a machine with good maintainability”, and we have connected last year’s problems. Our team also aims to improve the amount of self-sufficient production, close pay attention to quality, and finish in the top ten. We will give our best.
29

King Mongkut's University of Technology Thonburi

- **Members**
  - CP: Saran Thammasirikul [F1] Surachate Chutima [MBR]
  - Thanawat Wongpattanakul, Peeranat Saichin, Norawit Somchit, Tanapon Rugti, Suparik Paksontipong, Chonawat Nuya, Terasak Panita, Kongpob Laimangkorn, Jaymoen Wannasiri, Kullawat Yingrukaraokeo, Narakin Junta, Tanic Leunanonchai

- **Car Features and Team Aspirations**
  - “BP VI”, the ninth generation of KMUTT Formula Student cars. This year we design our car base on the core concept of maximum power per weight ratio so we have improve the power with the new engine and also reduce our car’s weight. we aiming to gain higher overall place and gain some podium in SFJ 2014

- **Team sponsors**
  - Exceedy, Ovisio, Cubra International, SKF, Naspa Asia, Delcam, Toyota, Concare, KMUTT, KMAC, Ital

30

Kurume Institute of Technology

- **Members**
  - CP: Takuya Haraguchi [F1] Daisuke Azumi [F2] Shigeru Ikeeda [F3]
  - Kouchi Kiyiama [MBR]

- **Car Features and Team Aspirations**
  - Our team’s car has a turbocharger with single cylinder engine. In the next competition, of course we aim our car will pass all dynamic events and gets more points in the static events.

31

Tongji University

- **Members**

- **Car Features and Team Aspirations**
  - This year, TJU Racing has first equipped its race car with aerodynamic packages, together with a well-designed suspension system. The engine is tuned to respond fast and furious; the careful optimization of structures has reduced weight without compromising stiffness. But beyond all this, it’s our determination to touch all our limits and push it further.

32

Kobe University

- **Members**
  - CP: Ryota Nakao [F1] Keiichi Shirase [MBR]

- **Car Features and Team Aspirations**
  - Last year, we retired in endurance. This year, we design the new vehicle to achieve high level “run, turn, stop”, it is basic element of the car, and the driver easy to treat.
  - We aim 780pt and 3rd position or more of total score
33 Shibaura Institute of Technology

**Members**


**Car Features and Team Aspirations**

Our new competition vehicle S011 concept is “Coring Machine”. S011 has new suspension geometry, aerodynamic devices and 4 cylinders engine PC40E lighter than old one. We aim to win the top six of the competition with S011.

34 Kanazawa Institute of Technology

**Members**


35 Aichi Institute of Technology

**Members**


**Car Features and Team Aspirations**

We improved as based on vehicle of last year and succeed in weight saving and reconsidering of drive system. We aim to run the whole distance.

36 Waseda University

**Members**


**Car Features and Team Aspirations**

WFP 2014 is the 3rd car built by WFP, which targets improved fundamental performance and higher drivability, and is characterized by introducing aerodynamic devices. WFP has been through the early stage since the establishment of the team in 2009, and now has to create more competitive car aiming to win the competition. This year WFP sets a goal of placing top 15 overall and top 10 in dynamic events.

**Team sponsors**

Okayama University

Members

CP: Takayuki Kusumi [F1] Nobuyuki Kawaihara [F2] Hiroshi Kinoshita
Yuta Ogino, Yuuke Kitamura, Hiroki Tani, Hirotaka Masuda, Mayu Mizoguchi, Bunta Morii, Masanobu Watanabe, Kazuki Deguchi, Yasutaka Tomomatsu, Toshiki Kawai, Masatoshi Ochi, Jun Motojiro, Hayato Matsumura, Yuta Konishi, Ryota Wakabayashi, Tomoya Miyamoto, Shori Sugata, Shota Hashimoto

Car Features and Team Aspirations
We aim at "completing all competition" which we haven’t achieved in recent years and take us to within 20th of total score. Therefore, we reconsidered fundamentally and designed "OUFP-10" by fundamental theory. Consequently we designed very simple machine.

Team sponsors

Nippon Institute of Technology

Members


Car Features and Team Aspirations
The concept of our machine in this year is normal evolution. The machine was designed based on our machine for last competition, so we were able to shorten the production period compared with last year. That the machine was completed early led to performing sufficient test run, and, as a result, we were able to improve the reliability of our machine. We aim to finish all events of the competition.

Team sponsors
Nippon Institute of Technology, Yamaha Motor, BODY SHOP MASUDA, Junior motor park Quick Hanu, Hara park Miyagino, RS Watanabe, Dow kaku, NITE Saitama University Industry-Exchange Association (Secretariat), Nisin Kogyo, Solid Works Japan, Takabara Shoji, AVO/ MoTEC Japan, West Racing Car, Fuji seimitsu, Wako Chartner, SEI, BAYS, NTN, F.C. C-C link master, Doo style, Kyoai sangoa, Sakae kouma, NIKko technical, IRS, Gymale energy, Fariz molding, Kaneko, Shimbo kiko, Ganada, Otec Suzuka, Terada, Sudo Shuichi, Takada dental, Its Animal Hospital, Hagihara construction, Ate giken, Tazura Kanzo, Nakamura construction

College of Science and Technology, Nihon University

Members


Car Features and Team Aspirations
Vehicle NU-CST/012 Place the "challenge and evolution" concept this year. We did the design and manufacture in mind a new attempt and knowledge accumulated in the respective group. We aim to overall victory and to finish all events which could not be achieved last year.

Team sponsors
Ri you my, MO/Watarabe, IRS, SPH, UNBR AO, NTN, F.C. KIK, KIK, koukenkanda, san kyo material, SANWA PILING INDUSTRY INCORPORATED COMPANY, JOHAN KEY, SUZUKI, SEVENTH NIGHT, Software Cradle, SolidWorks Japan, TAIYO PIPE BENDER, Daide: MetalDevil thechnica, DE CK, nakanokagaku NISSAN, MECST, NIH SPRING, VSV, Future Technology, plus PLOT, HONDA, MISUMI, Minebea, YAMAHA, WAKO’S

Kyushu Institute of Technology

Members


Car team philosophy is "All for Speed- Challenge to speed-". We suffered from a machine trouble two years ago and last year. We develop a machine in a concept with "high reliability" this year.

Team sponsors
RAC, Ishihara Radiator, Air Gases Kitaguchi, NTN, F.C. Kawasaki Kinoski, Yona, YON, Sasaki, MECST, NIH SPRING, S, Future Technology, plus PLOT, HONDA, MISUMI, Minebea, YAMAHA, WAKO’S
Team Information (Members and Sponsors)

41 Osaka Institute of Technology

- Members
  - Satoshi Ueno [FA1], Kazunori Kuwahara [FA2], Seiji Tsurimoto [MBR]

- Car Features and Team Aspirations
  We have set the concept common Target, we focused on weight reduction in this year. Last year, we had a frustrating thought in retirement, however, the target of our team in this year is 6th place in overall ranking.

42 Shizuoka Institute Science and Technology

- Members

- Car Features and Team Aspirations
  This year’s machine concept is “Simple”. We designed the machine with an emphasis on productivity and operability. Machines equipped with single cylinder-engine and supercharger. This package unit is good effect for “easy to drive” and “easy to make”.
  Then our goal is finish in podium.

43 Kinki University

- Members
  - Atsushi Horiyama [FA1], Shinni Kajiwara [MBR], Tadama Nakamura, Naohiro Kuchitsuka, Hongyu Yua, Kazuki Fujimoto, Shuei Tanaka, Miyaagaya Takashi, Murata Keisuke, Soshiro Hanaki, Yoshihito Yamazaki

- Car Features and Team Aspirations
  Last year the machine which on you achieve the goal of improving the traction and output increase adoption of SC, due to optimization of the dry sump to [KFR-10], suspension suitable for tournament course, more competition, such as by the use of electromagnetic shift this year I finished it on the same machine where you win. Complete machine of this fiscal year (KFR-11) is high, I’m going to win with the aim higher greedily. Sometimes teamwork is also improving.

44 Gifu University

- Members
  - Takaumi Tsutsun [FA1], Tadayoshi Irie [FA1], Satoshi Kikuchi [MBR], Shoki Kagamia, Kao Terasishita, Tatsuya Barino, Takato Kawada, Masaoki Yagi, Kiri Kuro, Takeaki Oya, Yuki Mori, Kazuki Okada, Masaki Omokawa, Masato Morii, Kuni Shotaka, Haruhisa Miyu, Isai Noriyuki, Kurada Tsuchiya, Shota Okuyama, Taichi Shimizu, Kento Ando, Masanari Kurata, Kanako Sakakibara, Ryota Nakazawa

- Car Features and Team Aspirations
  GFR014 is developed with the concept of “reliability”. We accomplish making the engine lighter than before by decreasing unused the first, fifth, sixth gears in the gear box, integrating solid drive shafts and carbon suspension arms in order to complete the endurance run. With GFR014, we eagerly desire to getting 615 points and the position within the top 10.

Team sponsors


- Shizuoka Institute Science and Technology: RS-components, IRS, IGUSA, &E, NTN, NSK, Warner Misea, AVO, MitsuP.JAPAN, OETIKER JAPAN, OGU, Quick Hamama, KYO. ELYOYWA/KOITO MANUFACTURING, SHIMA I RON WORKS, Sumitomo Wiring Systems, SUZUKI, Suzuki System Technology, Sumyo shio, SEKI MONOTUKURI Laboratory, Sensata Technologies Japan, SHOEI, Solid Works Japan, DAiKIN INDUSTRIES, DAIDO KGYOGI, TH, TOSHIBA, Yutaka Body Shop, Toyodenki, Fuji MFG, Fujicom, Communications, PROMAD FULX, Belle Carries, Poland DG, YUTAKA, UNIVEZ


- Gifu University: SUZUKI, SHINBA IRON WORKS, MISUMI, Solid Works, Sumitomo Wiring Systems, NTN, OGU MFG, MISUMI, IWATA MFG, DAIDO DM solution, TRINITY, tsubo-purasue, Nabeya Bi-tech, COC, FURUKAWA BATTERY, Hantion yuensei, MAKITA, Pacific Industril, KONDO KAGAKU, HIKARI MANUFACTURE, Gifu Auto Body, FUKI MFG, NIGUCHI SOULI, ALT AIR ENGINEERING, KINOHAK Enterprise
Chiba University

Members


Car Features and Team Aspirations

"Car X Fun - Attraction to participate in motor sports for more people -" is our product concept of this year’s car. We have exploited our car based on the competition towards the competition. We achieve an ability and maintainability, and challenge the competition united our team.

Team sponsors

Attract, IDEMITSU KOSAN, NMB, NTN, Niwot Automotive College, HRI, MAKE-UP, FMS, KINOKUNI ENTERPRISE, KURASAKI, OKAN, KEY, DENSO, TOYO, TOMICHI, TOYOTA Chiba Rental and Lease, HI-LEX, Corporation, FUKUMISUMI, MetalWorks, YUTAKA, Ray’s Works, KIYOSHI, KEIYIBar, TEM+BER ET Systems, SHINJUKU, Radiator, Super Auto back CHIKIWA, SUMICO, Sumitomo Wiring Systems, SolidWorks, Japan, DOW, TAKATA, Chiba University: The Department of Technology, DOOKAI, TOHKOKU Radiator, Top Line Products, NISIN, NG, NHK, Spring, Build Damage, Marubeni Information Systems, Yamaoh Motor, AOD, MOBARATARI Circuit, RAYCRAFT, Tracingservice, [Special Thanks]: Chiba University, The Department of Technology, Chiba University, The Department of Technology, Chiba University: Automobile Club, Chiba University, Chiba University, Formula Project.

Niigata University

Members

Masato Ikura, Yuki Ogura, Takesi Yamagata, Akinoi Hosaka, Tatsuya Yosida, Syunpei Itou, Masato Isomoto, Ryouta Ogawa, Ryou Tomita, Tomohiro Nakamata, Yoshiaki Maeda, Tomoyuki Matuzawa, Kouhei Mori, Kazunori Yahata, Taisuke Yamada, Masahumi Abe, Misa Otsda, Takeyuki Okuta, Yusuuke Inagaki, Takuya Inamura, Hiroyi Enod, Ryohei Komatu, Ryo Sijyama, Rikuya Takakura, Yuiki Hirakoe, Hiro Fukusima, Teruyuki Watanabe, Jun Kidou

Car Features and Team Aspirations

The car this year miniaturized the whole vehicles and targeted "autocross." As a team, it aims at the results more than the last fiscal year, and by extension, higher rank winning a prize that the results depression for the past several years should be wiped away.

University of Fukui

Members

Ryo Mukai, Shogo Fujii, Kazuhiro Oda, Kazuya Yamauchi, Shungo Yoshimura, Kinshiro Sakamoto, Akiyoshi Takami, Osake Masatake, Masaki Nanbu, Chihiro Kamata, Momo Kusakabe, Shinji Tsukuda, Tatsuya Imai, Ryuchi Sato, Takuya Yamamoto, Reo Obara

Car Features and Team Aspirations

The concept for this year is "Pleasure." I elaborated the machine of three elements, economy, comfort, and beauty. In addition, the outright ran the whole event, we aim to top finishers is what this year.

Team sponsors


Saitama Institute of Technology

Members


Car Features and Team Aspirations

We aimed weight and high rigidity in each place with reference to the machine in the previous year. Shorten front bulkhead for space saving and Review of the power train around, realize the improvement in drivability and maneuverability.

Team sponsors

SUZUKI, NTN, NISSIN KOGYO, DAIICHI KOGYO, TOYO DENGYO, DENSO, KYOCERA, AOD, F.C.C, Cybernet Systems, YMHA, FIBER M I T A L, ROYAL, NACHI, F U J I SEMITSU, SHIHEMATSU, KOSHUHA Precision, Nobao, OKA, Saitama Institute of Technology
49 Kanazawa University

- Members

- Car Features and Team Aspirations
  - The vehicle this year planned a run performance gain in a concept in "Born to Run". I largely lightweighted by changing the tire from 13 inches to 10 inches, and having reviewed the weight of each part.

- Team sponsors
  - ALTECHNO, RS, SANSAI, ISHIHARA-METAL MANUFACTURING, Uno Sarto, NTN, ENUMA CHAIN MFG, MSC Software, SP TADAO, OKAJIMA PIPE, Otsu kaitai, Kanazawa Kogyo, Kanazawa University

50 The University of Tokyo

- Members

- Car Features and Team Aspirations
  - Our new model UTFP15 is 2nd car in our team featuring 10-inch wheels, V-type engine and shaft drive system. We improve reliability, and made our car fundamentally complete.

- Team sponsors

51 Tokyo Denki University

- Members

- Car Features and Team Aspirations
  - To win the other machines in the turning performance, we thoroughly small size, weight, light center of gravity and the newly developed many parts, frame, intake system, fuel tank, etc. We win by taking advantage of team force a few elite type.

- Team sponsors
  - Acm, AMINEX, ATOMIC, GM brake, CVN, DASSAULT SYSTEMES, Fuji Electric, Fuji Electric FA Components & Systems, Hashi, HIRANO SEIKASHU PLICO, Honda, Honda Cars Satama, INOUE BORING, KANTO Machinetech, KATSUKI WORKS, KEIHIN, KOKEN, KOGANESEI KIKI, Kunimi

52 Sojo University

- Members

- Car Features and Team Aspirations
  - Trouble was frequently last year. The concept for this year is "improved reliability". Our goal is All competitors finish. I will achieve what this year.

- Team sponsors
  - Honda, NTN, Solid Works Japan, F.C.C., KYDO, YSVN, RAYS, hokushin electronic service, Time’s Carental, KumamotoChikami, superAUTO BAC, KumamotoToshiyoshi bypass, SAKE BODY, Fuji Lightweight, Tohoku seikasho
Tokyo University of Science, Yamaguchi

**Members**

CP: Kazuki Ishimoto [FA1], Takao Kijima [FA2], Atsuhi Takayama [MBR]
Osamu Harage, Masaya Sonohara, Masaharu Teroue, Yosiki Sato, Takanori Kakkara, Humiya Koga, Yuuki Motomura, Naoki Yasuaita, Takahumi Irie, Yohei Nagatomi, Syouta Nomura, Naohiro Akisada, Yuki Akiyoshi, Yuki Abe, Taiga Uemori, Fumiyuki Kitou, Ryosuke Sakai, Kentai Takayama, Ryoya Tanaka, Kenta Tokuno, Kouhei Higuchi, Hiroki Fukunaga, Kousei Maniwa, Mao Yamagata, Naoto Okura

**Car Features and Team Aspirations**

We, the TUSY formula team, hope to bring a successful conclusion to our operations and our ultimate ambition is to make at least 35% of the cars function properly while fulfilling all the requirements of the whole course. To realize this goal, we thoroughly adjusted our machine’s balance weight and appreciably lowered its center of gravity. We therefore anticipate a considerably higher performance ratio and significantly better results than previously achieved.

**Team sponsors**

Nissan, NTN, Bayside, SolidWorks, MISUMI, Masaya, Htsuta, Sunlight, Asahi Manufacturing, Towa Chemical, Wako Chemical, Kondo Chemical, Enterprise, Honda, F.C.C., JPS, Auto Echo.

Tottori University

**Members**

CP: Daiki Takeuchi [FA1], Naoki Kawamori [MBR], Kouki nakatsukasa, Yuki Ishii, Kentai Ninali, Kousuke Nakamura, Yuhei Iwamoto, Kouya Yahiro, Tatsuya Nakamura, Ryuchi Tsunoda

**Car Features and Team Aspirations**

We aimed at improvement in turning characteristics, and improvement in driveability based on vehicles last year. This year I will finished all the events of desire.

**Team sponsors**

Kawasaki, F.C.C., NTN, Nissan, SolidWorks Japan, THK, MISUMI, Tires, HOPT2, Li mparts, MAH, Heartily, COSEI, Wako Chemical, KYowa, MIKUNI, HARA KOBOT, Smart, Innovation Center for Engineering Education of Tottori University.

Universitas Gadjah Mada

**Members**

CP: Rifiq Bustanul Faozan [FA1], Faizun [FA1], I Gede Bagus Budi Dharma, S.T., M.Eng., Dr., Ph.D [MBR], Faishal Abdurrahman, Muhammad Reza Arfin, Miftah Nur Rais, Gisnief Pratata Pura, Dyah Yunisari, Yusuf Abdillah, Yodha Bima W, Bagus Avianto Putra Perdana, Fadhillah Aldi, Ogi Budiana, Redo Mauliana, Muhamad Luther Kusdani, Arif Kuniawan

**Car Features and Team Aspirations**

Formula student boundaries are to be a place with unlimited level of ideas and hardwork. It gives us practical insights into designing and building a car. And so to live under those circumstances, we developed our car with many improvements in order to get better performances. Our goal is to join all the events and bring at least one trophy home.

**Team sponsors**

PT: Pertamina, Toyota, EDMC, ISTW, PT: PENI Jaya Haribaja, Bank Jateng, Domainsia.

Shizuoka University

**Members**

CP: Yuta Takenaka [FA1], Hukuta Mituhiro [MBR], Megumi Anzai, Shinji Sano, Motohiro Kawamori, Shouhei Takahashi, Masahiro Iwao, Takuma Tsuchimoto, Taiki Uchiyama, Ryo Nkanishi, Kazuki Nakamura, Ryosuke Nishi, Kouji Nomata, Yasumitsu Baba, Itsuki Fukuta, Misafumi Fujieka, Yusuke Watanabe, Tomoko Kanbara

**Car Features and Team Aspirations**

Since our team was established in 2003, we have employed unique side engine layout for our machines. Our machine has characterized technologies such as 4 cylinders 600cc engine, longitudinal engine layout, shaft drive and so on caused by side engine layout. In the 12th Competition, we aspire to get good results to complete the competition.

**Team sponsors**

## Team Information (Members and Sponsors)

### 57 Honda Technical College Kansai

**Members**
- CP: Okuda Taio [FA1], Nakamura Tadayoshi [FA2], Kunishiko Jinta [MBR]
- Kohei Hamada, Masanori Wada, Yoshiki Tsutsui, Masashi Asano, Tomoki Sakaguchi, Koji Sakaguchi, Kota Kuribara, shihara shi makoto, Shoma Kawakami, Taira Ninomiya, Chuya Suda, Kodai Inoue, Ryota Kibi, Tadaaki Sago, Yuki Nishimura, Kenjiro Kurose

**Car Features and Team Aspirations**

Our machine concept is "HIGH SPEED TURNING BOOMERUN". This combines "Boomerang" and "Run." Our machine aims to be the fastest turning at corners. Our objectives are to maintain the time at 5 seconds and completing all dynamic events. And we will do our best together with one heart!

### 58 Meisei University

**Members**
- CP: Taiga Iwamoto [FA1], takahito kawahara [FA2], Nobuaki Kame [FA3], Tomoyuki Ishi [FA4], Tuneo Egawa [MBR]
- Hiroaki Iida [MBR], Yuki Kanazawa, Tomoyo Kimura, Takahiro Ogino, Takuma Zama, Hiroki Ichikawa, Kei Amano, koji Hosobuchi, Kousuke Akiyama, Hiroki Arakawa, Ryo Tanaka, Yuki Okuyama, Takuya Ikemoto, Takuro Hagiwara, Gennosuke Tani, Yuuta Nakamura, Muneki Nomura, Hajime Anemiyi, Kenya Endo

**Car Features and Team Aspirations**

We designed and produced it in the following concepts.
1. To achieve weight saving by replacing lighter materials like an aluminum.
2. To improve maintenance quality by redesigning the overall length and the interval of each part, and changing assembly method.
   Our aim is pass the dynamic examination and try to be a top 30.

### 59 College of Industrial Technology Nihon University

**Members**
- CP: Taisei Tatara [FA1], Susumu Takahashi [MBR], Sho Makino, Asuka Nako, Kagami Ito, Kentaro Iida, Norhide Akatsu, Takayuki Matsumoto, Takuma Maruyama, Meiko Matsuda, Takuya Motoyoshi, Masanori Sawahata, Naoki Taguchi, Miki Ishiwata, Masato Watanabe, Tatsuya Nomura, Masaya Nonokawa, Youtaro Takadate, Kohta Kawai, Kenji Hiraide, Yuto Kobayashi, Masato Somemiya, Shoya Minagawa, Yuui Yusa, Shoumu Tsutida, Ryo Matsumoto, Gota Yamaguchi, Yasumas Ueda, Toru Otsubo

**Car Features and Team Aspirations**

It was made to be easy to ride even in faithful who in the basic concept of "run, turn, stop" for our machine. As I do not leave the result of a single-cylinder engine last year and two years ago, leaving the result as anything this year, I want to the competition that leads to rank-up team of the year after next and next year.

### 60 Setsunan University

**Members**
- CP: Taiga Bamba [FA1], Masaaki Horie [FA2], Toshiaki Kusaka [MBR], Syouta Sato, Yuta Tomakosui, Soshi Takashashi, Masaki Iio, Yugo Kitaigali, Masaru Tsuchiechi, Yu Tenji, Mayashiror, Syuhei Mizuno, Yuta Yasuda, Syunji Ariyoshi, Yuya Ohira, Xiaoyu Huang, Yuta Tsukamoto, satoru shoto, Shinjuku Takahara, Naoki Okuda

**Car Features and Team Aspirations**

Our formula machine aimed at Simplification last year. Because in order to shorten the machining time.
We have overcome reflection points. Because we have produced a better performance. We purpose to complete race in this year.
**61 Shizuoka Professional College of Automobile Technology**

- **Members**
  - Tomonaga Shirai, Warabe Sugimoto, Hirotaka Watanabe, Shota Shimura, Takumi Ueda, Yuki Watanabe, Kazunori Suzuki, Taiga Matsuda, Shinya Ohishi, Yuma Suzuki, Yusuke Serizawa, Ryota Nagatani

- **Car Features and Team Aspirations**
  Our goal is endurance finish. I did to make with an emphasis on development of the school only to train mechanic. In addition a significant improvement, we aim to finish in the stable run than last year.

- **Team sponsors**
  Suzuki, Miyajima Kogo, Sintom-center, UNIVANCE, NTN, Shizuoka Professional College of Automobile Technology

**62 Okayama University of Science**

- **Members**
  - Shintei Kawano, Toshiaki Kaneeda, Ryousuke Miura, Kinya Taya, Hirokuni Kojima, Akito Taniguchi, Ryuichi Wada, Hiroki Nagai, Ryuga Kobayashi, Zui Syu, Akiyoshi Hara, Satoshi Hatada, Satoshi Hara, Seiya Hiraoka, Yuutarou Matuda, Ryuo Muroyama, Shiniti Yasuda, Syouma Watanabe, Kouki Nakagawa

- **Car Features and Team Aspirations**
  Vehicle of this year has designed the concept of "simple is best". This year which is the challenge of the fourth year. So we aim to finish all the competition to participate in the dynamic event.

- **Team sponsors**

**63 Aoyama Gakuin University**

- **Members**
  - Taiki Fujimori, Hiroshi Sakuta, Kazushi Nogami, Kuro Tetsuhito, Yukitaka Ikarawa

- **Car Features and Team Aspirations**
  In this year, we have a basic concept to run, stop and turn", and designed machine for the purpose of getting stable running and know-how of making basic vehicle.
  We will do our best with the aim of participation to dynamic examination with uniting team.

- **Team sponsors**
  Yamaha, Motec, NISSEI, NTN, MTC, Japan, Al utech, INTERCAST, SAKAI KOUKAN, Quick Hanbayu, F.C.C, Murata, WESTRACINGCARS, ANYSYS, Cybernet, Systems, TAKATA, Kudla Gear Ring, SakaiKoukan, NagapielisotMotex, Ibrariki Magnesium Industry Society, Upshi, GAR UDA, Shimagawa Works

**64 Institut Teknologi Sepuluh Nopember**

- **Members**

- **Car Features and Team Aspirations**
  In this year of competition, we try to improve our car maneuverability and reliability so it will have great performance especially on cornering speed. And we hope in this year of competition we get the best improvement award.

- **Team sponsors**
  GMF AerocAsia, ITS, Pertamina Lubricants, Fasthorn, TDU, Sucofindo, GAS, IMOSA ITS, Rentapassa Industri, IST, CEBAK.
65

VIT UNIVERSITY

- **Members**
  - Harik Nar, [FA1]; Dr. Saleel Isma, [MBR]; Pranav Koparapankar; Shantanu Chahar; Jay Pravinbala Sarathar; Dhiren Kande; Bhargav Dadar; Vaibhav Chaturbude; Nikhar Jajoo; Harsh J Patil; PVJ; ROHT KUMAR; Prabhat Singh Rao; Nikunj Patel; Kanna Dheepankar; Ameer Khan; Ajay Madappat; Aakash Bhanushali; Amol Mathur; Ramcharan Kakde; Suhas Somu; Harsh Patel; Tarang Rajendra Shra; Shaunak Handa; Vempati Sandeep; Harshal Aikesh Shah; Prateeksh Ramanathan; Aditya Aryan; Sneekkate Kethireddy; Sanchit Chhobra; Samarth Shah; Fazal Farook

- **Car Features and Team Aspirations**
  - Zuura Formula Racing is a team which is having an elegant designing and great performance in all aspects. Our goal is to establish an identity for our self as a globally reputed FSAE team. The main feature of our car is that we are using a naturally aspirated Royal Enfield 500cc engine and a double wish bone with push bar suspension system integrated with front anti roll bar.

- **Team sponsors**
  - A.M. DESIGNS PVTLTD; JA TYRES; ZENITH TECHNO TRADES; SIDDHANT METALS; VRAT ALUMINIUM; MAGG LASERS; OPTIMUM BALANCE MOTORSPORTS; IDS SOLIDWORKS

66

The University of Kitakyushu

- **Members**
  - Kazuki Uchiyama, [FA1]; Sadami Yoshiyama, [FA2]; Ryoichi Matsunaga; Hiroki Cho, [MBR]; Chiaki Tsutsui; Takashi Akamatsu; Ryosuke Ohno; Yuji Takase; Mirho Yoshida; Yoji Nishimi; Yusuke Shimizu; Yu Fukuda; Keisuke Matsuo; Yusuke Awata; Tomoyuki Inoue

- **Car Features and Team Aspirations**
  - We are working with the goal of participation to the dynamic events passed the inspection. Design a frame based on the weight reduction and size as compared to last year’s machine, in each component, it is designed to faithfully basic.

- **Team sponsors**
  - Kawasaki Heavy Industries, F.C.C.; SolidWorks; Japan; SUMITOMO RUBBER INDUSTRIES; Software Cradle; DIGITAL STAGE; The Dow Chemical; THK; WEST RACING CARS; KinkoKoki PERFORMANCE PRODUCTS; TOYOTA FUKUOKA RENTAL & LEASING; KYORITSU DAIMAI; KYOWA

67

University of Toyama

- **Members**
  - Kazuki Kuma, [FA1]; Tetsuo Aida, [MBR]; Ryo Hosino; Atumi Takeuchi; Katsuyuki Takata; Koya Fujita; Kenta Nakazima; Youhei Nomura; Yuuta Takeuti; Shino Mikawa; Katsuya Yatsukura; Sayaka Wada; Mika Ashikawa; Takahashi Yoshinao

- **Car Features and Team Aspirations**
  - Our machine concept is "You go!" On the goal of the participation for the first time and the running the whole race that we hope to come true for a long time, we aim for making the machine that harmonize the performance with the original design and manipulate safely.

- **Team sponsors**
  - Isogawawaki, F.C.C., NTN; For design, Okajima pipe; Tan - ei-sha; Nachi; HONDA; SolidWorks Japan

68

Hiroshima Institute of Technology

- **Members**
  - Riki Aono, [FA1]; Akio Ochi, [MBR]; Hidetoshi Goto; Shinya Kubo; Ryousuke Kaji; Keigo Kii; Ena Yokota

- **Car Features and Team Aspirations**
  - I have revised the idea of the team miss from last year. The vehicle concept is "reliability", I aimed the vehicle that could stand the confidence before to improve the reliability and to finish with certainty.

- **Team sponsors**
  - FC-design; SolidWorks; Kawasaki; abebeysyoku; Leaf Garden; VSN; TAMADA SPORTS LAND; shindaiwa
69 Tokyo Technical College Setagaya Campus

Members


Car Features and Team Aspirations

Our machine concept is "Compact" because we are looking for turning performance and fuel efficient vehicles.

We couldn’t enter into "Endurance Cup", last year. So our goal is entry into "Endurance Cup" this year.

Team sponsors

Isuzu Motors metropolitan area, Kanagawa Mitsubishi, Fuso, Kanto Mazda, Tokyo Toyota Pet, Tokyo Hino

70 Fr Conceicao Rodrigues College Of Engineering (Mumbai University)

Members

CP ASHISH MENKUDALE [FA1] D S S Sudhaker [MBR] PRATHAMESH SHUHAS PONKASH, TEJAS VINAYAK, SHINDE, AKSHAY ADHIR GAVANDI, PRACHITESH RAJESH JADHAV, PRANAV HEMANT BANDEKAR, ISHAN SUNIL ACHREKAR, NARENDRRA KRISHNA DHONI, KARTIK CHANDRASHKEWAR TRIPATHI, HARIKISHAN SHARADKUMAR PANCHAL, ANIRUDH VASUDEVAN NAIR, KAUSTUBH DEEPAK CHITNIS, NANDU SUDHAKAR SAGARE, NISHANT RAJAN SALVI, PRATIKSHA VILAS GANGAWNE, ROUNAK DEVANAND MANGHNAN, SHUBHANGI BHASKAR MATHE, SWAPNIL DHANDE, VINAY VITHOBHA RANE, VIPASHA LAJAWALA

Car Features and Team Aspirations

The design of the car has been made well competent to competition standards. Good engineering practices are adopted in using a good combination of custom made and standard components/assembly.

Reliability, safety, high acceleration and responsive suspension system were given due consideration. Improving on the last year’s performance in many aspects, the team has prepared considering event-oriented point of view.

Team sponsors

VISHWAKARMA ENGINEERING WORKS, STATE BANK OF PATIALA, AMERICAN NUTS AND BOLTS, PEN WORKERS, SI, XAVIER PILLER’S CHARITABLE TRUST, SHRADDHA ENGINEERING WORKS, JAIPAN INDUSTRIES.

71 Prince of Songkla University

Members


Car Features and Team Aspirations

Car Features: The small car include a variable aerodynamic parts, semi electric shifter and a cyclone intake manifold. Our car was designed for suitable at all conditions and make a good performance.

Team sponsors

ENG, PSU ALUMNI TOZZIHN SKF NEO GROUP BOSCH

72 Harbin Institute of Technology at Weihai

Members


Car Features and Team Aspirations

Harbin Institute of Technology Racing Team (HRT) was founded on HIT Weihai Campus in 2009. HRT attended Formula Student China annually, Student Formula Japan 2012 and Formula Student Germany 2013. HRT builds both combustion car and electric car since 2013. HRT got a 2nd place overall, 1st place on design event in Formula Student China 2013.

Season 2014, design to win, compete for victory!

Team sponsors

Weihai Guangwei Group Co., Ltd. , Weihai Warteng Magnesium Industry Science and Technology Develop Co., Ltd. , FESTO, Magneti Marelli, Sensata, Cusco, IMK, metatar, Wolfsle, ISR, igus, LOCTITE, Arrays, MSC, Calpian, THF
Team Information (Members and Sponsors)

73 Honda Technical College Kanto

- **Members**
  
  CP Kyohei Sunaoshi [FA1], Atsushi Norihara [MBR], Yusaku Suto, Hideyuki Ishikawa, Yuchie Tsubokura, Marie Honda, Naoto Fujisawa, Yuki Kikuchi, Hirotsuke Okamoto, Kai Sato, Takuya Watanabe, Yuya Shibata, Kazuki Makita, Yoko Takesawa, Bruno Watanabe, Keita Shibasaki, Takuro Seki

- **Car Features and Team Aspirations**

  Our previous vehicle had a problem in reliability. Because we stuck too much to weight saving. Our latest model, strengthened in many parts of it and improved its reliability while minimized weight gain, is well developed. We aim at “The Skid Pad fastest” making the most of lightness of the vehicle.

74 National Institute of Technology - Jamshedpur

- **Members**
  
  CP Rajnish Kumar [FA1], Dr. R.K Prasad [MBR], GAURAV GUPTA, Navendra Jha, Ashish Kumar, Abhishekh Kumar, OBLISetty Kiran Kumar, Ankur Kumar, Ashutosh Kumar Singh, Arjav Parashar, Deepak Kumar Singh, Kunwar Abhishekh, Shashank Kumar, Arun Kumar Singh, Chandan Sahoi, Shashank Shekhar

- **Car Features and Team Aspirations**

  Our car has a HONDA CBR600 RR engine with a self designed Intake manifold and exhaust and has multiport fuel injection. The ECU is completely self made. With tuning we have achieved torque and power at our desired engine RPM. We have a SLA double wishbone suspension system and self designed components with the desired high ride height and high stiffness. We have used pneumatic button actuated gear shifter for easy gear shifting.

75 Toyama Prefectural University

- **Members**
  
  CP Ken Ishiyama [FA1], Haruki Yashiro [MBR], Motohiro Yatsu, Tatsuya Inoue, Yuta Watanabe, Tatsuki Nishida, Atsushi Shijima, Kusai minou, Daisei Uchikoshi

- **Car Features and Team Aspirations**

  Our team has been making formula car with concept of “Simple”. We aim to accomplish all events at the competition in our vehicle that doesn’t require a complicated structure. “Simple”.

76 Southern Taiwan University of Science and Technology

- **Members**
  
  CP Chun-Kai Wang [FA1], Cho-Yu Lee [FA2], Wei-Chin Chang [MBR], Yu-Hao Zeng, Han-Teck Kho, Yi-Min Hong, Yi-Fu Cheng, Meng-Chu Kao, Lin-Chao Lin, Yin-Lin Lin, Hsu-Chun Chang, Ping-Yu Wu, Wei-Gang Chen, Chung-Yu Kao, Chen-Ya Chiu, Yu-Ting Tsai, Sen-Tien Wu, Sheng-Wen Huang, Ming-Yueh Chang, Tsung-Ying Liu, Wei-Chih Chen

- **Car Features and Team Aspirations**

  Our team is using a single-cylinder engine by Husqvarna with turbocharged system controls by MotecECU m400. Those devices make engine works on the high performance. Steering wheel integrates an electronic control system which includes pneumatic shifter, shift light and LCD which shows the data that we can monitor easily. We also have a data logging system which help us know the information of the car when racing on the track.
**M.H. Saboo Siddik College of Engineering**

**Members**


**Car Features and Team Aspirations**

Being a first-year team, special attention has been given to keep the design as simple as possible and team looks forward to representing the university and our country at the land of the rising sun. Car is powered by a Suzuki Gsx engine and the prototype of the car has been manufactured successfully. The car clocks in an impressive 3.8 secs for 0-100kmp/h and are currently waiting for the arrival of the torsion differential and the hoosier slicks.

**Team sponsors**

Currently the team has no sponsors as such but talks are on with a few companies and we shall update it when the approval comes in.

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**Kokushikan University**

**Members**


**Car Features and Team Aspirations**

Our vehicle concept is "Easy to drive". We manufactured the vehicle with the driving ability for your best driving skill. Moreover, it is designed so that any person have can this best performance. We will do our best to finish all the events this year.

**Team sponsors**


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**Chiba Institute of Technology**

**Members**


**Car Features and Team Aspirations**

I achieved revival from the team dismantling of 2011 and was able to participate this year. All items become the team bullet so that I am made to run the whole distance and try the vehicle which I produced by a new team of meeting experienced person zero hard.

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**Institut Teknologi Bandung**

**Members**


**Car Features and Team Aspirations**

fully customizable engine mapping, lightweight impact attenuator

**Team sponsors**

PT Dirgantara Indonesia, Solidworks
81 Shonan Institute of Technology

Members
CP: Seiya Mori【FA1】Hiroyuki Satoh【MBR】

Car Features and Team Aspirations

Team sponsors

82 Hubei University of Automotive Technology

Members
CP: Yu Xiaowei【FA1】Deng Zhaowen【MBR】Jiajun Li, Shuai Zhang, Chao Wu, Yuhui Mao, Yiqing Luo, Qiuming Li, Heng Zhang, Pengfei Jia, Lingqiu Kong, Lu Peng, Cui, Peng Li, Meiling Chen, Zhaoyang Zang, Haisie Wang, Wang Zhiyong

Car Features and Team Aspirations
The HUAUT Racing team of Hubei University of Automotive Technology located at the foot of Mountain Wudang. The cultural of Wudang is integrated into the team. Hardened: The car chassis is hardened with a sports style and equipped with a powerful engine.
Motobizness: The car has been pursuing the top but not reach the limit. Team's belief: Struggling to the top, Engineering for the future.

Team sponsors
DONGFENG COMMERCIAL VEHICLE CO LTD, YATO-China, GIT, TORQO-JMK, MSC, ANYSEY, Mathworks, FSAE China Union, Kunlin Lubricant, Ning Bo BEI LUN KE MEI

83 Maejo University

Members
CP: MARUT VISET SING【FA1】THANASIT WONGSIRIAMNUAY【MBR】TEERAWUT KUMYANSEE, TIRAWAT WONGSATIAM, PITTAYUT SRIKHWER, CHATCHATORN KHANGHAM, GAETISAK UTTAMATING, MARUT VISET SING, SATAWAT THAI SOM, Anirud Sukprakan, Pairat Subsaawong, Nopparat Seebkaew, Thampitcha Boonbang, SALINEE PAENGJAI, Amphoe phunuan, Prawit Ouchosolokar, Yanwit Taja, Kittisak Mitissa

Car Features and Team Aspirations
In this year, we use 1 cylinder engine instead of 4 cylinder engines because it can make light weight of car and the better efficiency of driving. Moreover, our car has installed spoiler for increasing air pressure (down force). It can made the better capability of driving and curving.

Team sponsors
TSAE, Maejo University, Tozzhin, Bosch, Supthawee Miv Cnc, Red Bull

84 Acropolis Technical Campus

Members

Car Features and Team Aspirations
Team Acro-Racerz is the Official Motor Sports team from Acropolis Technical Campus, Indore. The team of Passionate Engineering students who actively involved in building the Race Cars fro the year 2012. The Acro-Racerz Formula Car is strictly designed on the basis of FSAE Rules. The team had actively worked in the Driver’s Ergonomics, to fabricate the car in a cheapest way.

Team sponsors
PTC, Wrike, Techinfiniti Solutions Pvt, Sanatan Bus Body Builders, Asia Boiler, Make My Trip
84 Ferdowsi University of Mashhad

- **Members**
  - Reza Mokhtarif [FA1]
  - Hamid Moeen Fard [FA2]
  - Hadi Madh Fariman [MBR]
  - Alireza Hojjatieh
  - Reza Sharifi Moghadam
  - Farhad Baghvari
  - Ali Khorasabad
  - Amin Farzanehnia
  - Maryam Khatibi
  - Mojtaba Edalatpour
  - Kiumar Aryana
  - Majid Zarif Sabbagh Nia
  - Moein Amini
  - Ali Safari Nejad

- **Car Features and Team Aspirations**
  - Caspian car as the third Iranian FSAE car, manufactured in FUM, Iran. All major parts such as chassis, body, suspension, steering system, power transmission and impact attenuator have been exclusively designed and manufactured by Caspian team. We decide to take part in SFJ competition not only to compete with some of the best universities in engineering, but also to represent the great existing capacity and capabilities in Iranian students.

- **Team sponsors**
  - Ferdowsi University of Mashhad, Mashhad Sada Shargh, Team Members

85 Hanoi University of Science and Technology

- **Members**
  - Nguyễn Văn Thưởng [FA1]
  - Hoàng Thăng Bình [FA2]
  - Phạm Văn Hội
  - Nguyễn Đức Cường
  - Nguyễn Văn Tâm
  - Bùi Thanh Thủy
  - Trần Thế Anh
  - Nguyễn Phương Duy
  - Nguyễn Hồng Ngọc
  - Đinh Tiến Thạo
  - Nguyễn Văn Nam

- **Car Features and Team Aspirations**
  - Car features: Our car is made of available materials with the lowest price. It is very strong and has highly safe target. Team Aspiration: We hope to become the first Vietnamese students joining into this competition and become the winner. Besides, we want to improve the team work skill more and make a car ourselves with professional monozukuri skill.

- **Team sponsors**
  - We are looking for sponsors. However, we haven’t formal partner yet because of some difficulties.

86 UAS Dortmund

- **Members**
  - Fabian Hauptmann [FA1]
  - Prof. Dr.-Ing. Stefan Hesterberg [MBR]
  - Matthias Knaepen
  - Daniel Langner
  - Hannes Arp
  - Kristin Tröb
  - Florian Ranft
  - Sebastian Meier
  - Oliver Seifert
  - Andre Töller
  - Matthias Krause
  - Marcel Hoffmann
  - Fabian Guth
  - Dieter Bender
  - Christian Brommer
  - Rudolf Musing
  - Hans Schmidt
  - Alesiej Dikarew
  - Sebastian Röthei
  - Sinah Schnabel
  - Andreas Maurer
  - Burkhard Pieper
  - Mike Gross
  - Max Borkenfeld
  - Jens Beyer
  - Philipp Wurm
  - Jan Mader
  - Sven Schönfeld
  - Johannes Niederhaus
  - Jan-Niklas Rüdiger
  - Fabian König
  - Kai Heßling
  - Kevin Fai
  - Christopher Nathaus
  - David Jägermann
  - Viktor Druganov
  - Yannik Lattner
  - Pascal Fischer
  - Lasse Schulte Farwig
  - Jonathan Kleiner
  - Rick Raffel
  - Benjamin Kössner
  - Adem Akay
  - Birgit Weißbach
  - Maureen Pickering
  - Tobias Störmerr

- **Car Features and Team Aspirations**

87 Universiti Teknologi Malaysia Kuala Lumpur

- **Members**
  - Muhammad Taufiq b. Mohd Zin [FA1]
  - Dr. Shamshul bin Sarip [MBR]
  - Ahmad Halif b. Mohd Rozi
  - Nor Azlin Nazira binti Abdul Jamil
  - Mohammad Zahwan bin Adam
  - Muhammad Kharilhemi bin Roseli
  - Muhammad Nur Syafiee bin Jamiryan
  - Mohammad Shadzmir bin Kamaltulzaman
  - Nik Ahmad Faisal bin Mohd Kamarolzaman
  - Nur Amiera binti Norazmi
  - Shahdan bin Azman
  - Tay Kian Yoon
  - Ahmad Saif
  - Abdullah bin Shahrin
  - Hatem Amin Azman
  - Amr Hijaiz Imran binti Abdul Rahman
  - Muhammad Zahir bin Mohd Azman
  - Wan Mohammad Amin bin Wan Ruslan
  - Ahmad Nabeih bin Mansor
  - Mohammed Jeffri bin Jamaluddin
  - Muhammad Afiq bin Shatir
  - Mohammd Fathi Mohamad Nabi
  - Mohammad Nazri bin Shamsul Bahri
  - Muhammad Hazim bin Zainal Abidin
  - Nasuha bin Ibrahim
  - Raja Muhammad Syafiu Azri binti Raja Razman
  - Hafidz Afiq bin Hamdan
  - Amril Faisal bin Mohd Yusoff

- **Car Features and Team Aspirations**
  - Car features: 600 cc Yamaha R6 Engine with naturally inspired intake. Custom aluminium rear upright. Front mud steel upright. Pneumatic paddle shifter with manual foot clutch. Our team aspirations are want to be in top 50 best teams and win these following award:

- **Sponsor**
  - Racing Boy, Malaysia Automotive Motorsports
**Team Information (Members and Sponsors)**

### E1 Shizuoka Institute Science and Technology

**Members**

**Car Features and Team Aspirations**
This year’s machine concept is “Simple”. We designed the machine with an emphasis on productivity and operability. We increased the reliability of the entire vehicle. We will strive to achieve the superior performance we expect for our future competition.

### E2 Tohoku University

**Members**

**Car Features and Team Aspirations**
With the reflection of the mistake at the inspection in car last year’s competition we participated for the first time, we would fight at all item completion, and overtake CV. In TF-14, we aimed at the rotational improvement by packaging concentration and the wide tread, and the maintenance-related securing of the electric equipment modularization.

### E3 Kanagawa Institute of Technology

**Members**

**Car Features and Team Aspirations**
In order to produce a car vehicle that can demonstrate the performance of the motor 100% , the team has produced a battery module of its own. The team aim finishes running all the dynamic events by winning the overall victory in EV class.

### E4 Harbin Institute of Technology at Weihai

**Members**

**Car Features and Team Aspirations**
high reliability, high power, high innovation, high safety, light weight

**Team sponsors**
万丰镁业(Weihai Wanfeng Magnesium Industry Science and Technology Development Co., Ltd),光威(Weihai Guangwei Group Co., Ltd),豪鹏国际(Highpower International Inc.),Magneti Marelli,BENDER,Sensata,
cusco, IMK, metastar, 为知笔记(wiz), ISR, igus, LOCTITE, Ansys, MSC, Galapagos, Tillag

second consecutive overall victory.
E5 Kanagawa University

- **Members**

- **Car Features and Team Aspirations**
  - Fun to ride, fun to watch, it is EV racing vehicle that can not be to experience the gasoline vehicles. It aims to finish all events, i want to leave the name of Kanagawa University.

- **Team sponsors**

E6 Toyota Technical College Nagoya

- **Members**

- **Car Features and Team Aspirations**
  - We first challenge EV section this year. We were made control-circuit by the analog circuit. Maintainability has been improvement by it. We do our best aiming at a higher rank in a competition.

- **Team sponsors**

E7 Kyushu Institute of Technology

- **Members**

- **Car Features and Team Aspirations**
  - We try to design the machine with simplicity and good maintainability. Our team aims at the participation in this convention and to run the whole race at endurance as the first EV team in western part of Japan, although this is the first time to register.

E8 Chulalongkorn University

- **Members**

- **Car Features and Team Aspirations**
  - Simple design and manufacturing, is the main idea ruling our car, as reflected - spacetime chassis and single motored RWD – powertrain system. As a team we are entering the Student Formula event for the first time. Our main priority is that we want to start clean, without penalties and make our way up successfully, finishing the Endurance event.

- **Team sponsors**
  - Siam Cement Group, Singha Corporation, Cobra International, International School of Engineering, Chulalongkorn University, Y.S.S (Thailand), Great Foam Products, Kow Inter Business, Lerdo, SKF (Thailand)