



Formula UBC would like to thank all of our sponsors and supporters for their help and contributions made during the 2002 competition year. A project as large as ours would not be possible without such generous support.

We now turn our focus to the summer, during which we will be very busy testing and evaluating design changes for 2003. During the month of June, one of our projects will be to fix up the body panels which incurred some damages while at the competition. We will place all sponsor decals on the car when body restorations are complete.

2002 FORMULA SAE COMPETITION



The 2002 Formula SAE (Society of Automotive Engineers) competition, regarded as the largest engineering student competition in the world, proved to be both entertaining and extremely challenging. This year's field included engineering students from 125 universities from countries such as Canada, United States, United Kingdom, Puerto Rico, Mexico, Australia, Germany, Venezuela, and Korea.



STATIC EVENTS

The static portion of the competition consisted of the Cost, Presentation, and Engineering Design Events. All of the teams that placed well in these categories came prepared with several binders and posters documenting their entire project year. We performed well in these areas and gained valuable experience and insight on how to improve our score for the upcoming year. Our main area of improvement will be to document each aspect of the project in further detail.



DYNAMIC EVENTS

The dynamic portion of the competition consisted of the Acceleration, Skid-Pad, Autocross, and Endurance and Fuel Economy Events. In order to compete in the dynamic events, the vehicle must meet all of the requirements stated in the rules and is checked in three stages: Technical Inspection; Brake and Noise; and Tilt Table. Due to a delay caused by a disagreement with the technical judges over the crashworthiness of our vehicle, we were unable to compete in both the Acceleration and Skid-Pad Event. The next event was the Autocross where each team was given four single-lap runs. Our first two runs were aborted (one due to an electrical problem, the other due to another car crashing ahead of us), while our final two were not quick enough to register a score. As we were preparing ourselves for the final and most crucial event, the Endurance and Fuel Economy Event, the judges informed us that the remaining 70 teams, including ourselves, would be unable to compete due to rain on the track. This unfortunate outcome had a great effect on our team's resulting placement of 90th. Although things did not go as we expected this year, we learned a great deal from our experiences, and hope to do much better in 2003.





PRESS RELEASE - JUNE 2002



ABOVE LEFT: Taking the car to technical inspection



ABOVE RIGHT: Discussing the crashworthiness of our vehicle with judges



ABOVE LEFT: Car on Tilt Table during the technical inspection



ABOVE RIGHT: Waiting in line for the Autocross



ABOVE LEFT: Dynamometer testing at the competition



ABOVE RIGHT: 2002 Formula UBC team in front of the Pontiac Silverdome



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