



SUPERNOVA AT SUPRA SAEINDIA 2012



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ABOUT:

The SUPRA SAEINDIA 2012 is a competition which presents the Under Graduate & Post Graduate Engineering Students the task of designing, modeling and fabricating a formula type racing car. This event provides a real world engineering challenge for the SAEINDIA Student members that reflect the steps involved in the entire process from design and engineering to production to marketing and endurance. The event was held at **Buddh International Circuit**, Greater Noida, UP from September 6th to 9th, 2012.

Team super nova is a manufacturing company with a student design team to develop small Formula styled race cars. We design, build and we compete in a race with other cars from all over India based on a series of rules, whose purpose is both ensuring on-track safety (the car is driven by our student) and promoting clever problem solving.

The race car is judged in a number of different events. The following events were held at the circuit for the students to compete with fellow engineers and showcase their engineering skills, and the points table for SUPRA SAE event is

Design Event	150
Cost & Manufacturing Analysis Event	100
Presentation Event	75
Acceleration Event	75
Skid pad Event	50
Autocross Event	150
Fuel Economy Event	50
Endurance Event	350
Total Points Possible	1000

Before a team could take part in the events listed, it should clear a series of tests. The first two days (6th and 7th September) were exclusively allotted to clear these tests which are listed below,

- Technical Inspection
- Egress test
- Tilt test
- Noise test
- Master kill switch test
- Brake test

TECHNICAL INSPECTION:

The technical inspection was one of the most gruel some experience at the Buddha International Circuit for our team this year. The scrutinizing process was very tiring as the inspector's panel was very strict in pointing out even to the smallest of discrepancies which we failed to notice. It was held on 6th and 7th of September 2012 and the following specifications were required to proceed to another test and we completed it successfully at last.

Judges scrutinizing our car intensively:



DRIVER'S EQUIPMENT

HELMETS - ISI, Snell SA2000, SA2005, SA2010, BS 6658-85 Type A/FR (not Types A or B). SFI 31.2A, SFI 31.1/2005, FIA 8860-2004. Closed Face, no Open Face

GOGGLES / FACE SHIELDS - made of impact resistant material.

SHOES - Fire resistant material. No holes. Leather allowed only over fire resistant material.

DRIVERS' SUITS - Single piece FIA 1986 or 2000 Standard, or SFI 3-2A/5 minimum rating, and LABELED AS SUCH.

GLOVES - Fire resistant material. No holes. Leather allowed only over fire resistant material. 145/70/R12, (12.0 in) min. diam.

HAIR COVER - Fire resistant (Nomex or equiv.) balaclava of full helmet skirt REQUIRED FOR ALL DRIVERS.

JACKING POINT - Must have an exposed tube at the rear perpendicular to the longitudinal axis approx. 30 cm (12 in) long by 2.5-2.9 cm (1-11/8 in) O.D. Painted orange. Visible to person standing 1 metre behind car.

EXTERIOR, GENERAL

The smaller track of the vehicle (front or rear) must be no less than 75% of the larger track.

ALTERNATIVE FRAME - If alternative tube size/mat'l, app'd SEF req'd. If using Alternative Frame Rules, SRCF req'd. No Magnesium in primary structure.

MAIN HOOP - MUST BE STEEL. 40.00 X 2.00 wall. Must be 1 piece & extend to lowest frame member. 380 mm (15 ins) apart (inside dim.) where attaches to the Major Structure. Above Major Structure, must be within 10 deg. of vertical. Smooth bends with no wrinkles.

MAIN HOOP BRACING - MUST BE STEEL. One brace each side, 1.00" x 0.065" or 25.0 mm x 1.75 mm min., attached within 16 cm (6.3 in.) of top. Min. 30 deg. included angle with hoop. If main hoop is not vertical, bracing must not be on same side of vertical as main hoop. No bends. No rod-ends. Proper construction for removable braces (capping etc.) on BOTH ENDS.

Must take load back to bottom of main hoop and node of upper side-impact tube thru proper triangulated structure.

INSPECTION HOLES - 4.5mm holes be drilled.

SHOULDER HARNESS MOUNTING BAR/TUBE - 1.00" OD x 0.095" wall or 25.0 mm OD x 2.5 mm wall steel or equiv.

Gussets or braces if not straight to main hoop.

BRAKES - Dual hydr. sys. & reservoirs, operating all 4 wheels, (one brake on limited slip OK). System protected by structure/shields from d/train failure & minor collisions. No plastic brake lines or brake-by-wire. No parts below chassis/tub in side view.

STEERING, SUSPENSION, BRAKES

STEERING WHEEL - Continuous perimeter, near round (no concave sections) with driver operable quick disconnect. 25 cm (9.8 ins) max. from Front Hoop.

BODY & STYLING - Open wheeled, open cockpit, formula style body.

Retuning our car after the technical inspection:



WHEELBASE - Minimum 1524 mm (60 in) SEAT - Insulated against heat conduction, convection and radiation. Lowest point no lower than bottom of side rails OR must have longitudinal 1.00" OD x 0.065" steel tube underneath.

SUSPENSION - Fully operational with dampers front and rear; 50mm (2.0 in) minimum wheel travel with driver in vehicle.

SUSPENSION PICK-UP POINTS - Inspected thoroughly for integrity.

FIRE EXTINGUISHERS - Two (2) hand-held, 0.9 kg (2 lb.) minimum, dry chemical (10BC, 1A10BC, 34B, 5A 34B, 20BE or 1A 10BE), or 1.75litres AFFF, extinguishers; 1 WITH CAR, 1 in paddock. (Must see BOTH at Tech.). On-board fire system encouraged as alternative to hand-held that moves with car. On-board hand-held extinguisher NOT ALLOWED. Halon extinguishers no longer allowed.

PUSH BAR - With car, detachable, push & pull for 2 people standing erect behind the car.

AIR INTAKE SYSTEM - Any portion <350 mm above ground has Side Impact protection. Supported if cantilevered (isolated to frame, rigid to engine)

ELECTRONIC THROTTLE CONTROLS - ETC or "drive-by-wire" NOT permitted.

THROTTLE PEDAL - Must have positive stop to prevent overstressing cable.

THROTTLE - Must have minimum of 2 springs at the TB, each capable of closing the throttle independently. TPS not acceptable as a return spring. Cable must have smooth operation with no binding or sticking; min. 50.8 mm (2 in) from any exhaust component.

INTAKE MANIFOLD - Securely attached to block or head with brackets & mechanical fasteners. OEM type rubber bushings not sufficient.

ENGINE COMPARTMENT

LAP BELT MOUNTING - Must pass over pelvic area at between 45-65 deg. to horiz for upright driver, 60-80 deg. for reclined.

Pivoting mounting with eye bolts or shoulder bolts attached securely to Primary Structure.

SHOULDER HARNESS MOUNTING - Mounting points 7"- 9" (178-229 mm) apart. Angle from shoulder between 10 deg. up and 20 deg. down to horizontal. Attach to Primary Structure not to put bending loads into Main Hoop Bracing w/o extra bracing.

FIREWALL - Fire resistant material; must separate driver (line-of-sight up to mid-height of driver's helmet) from fuel, cooling & oil systems. Wire/cable pass-throughs OK with grommets. Multiple panels OK w/ gaps sealed. No gaps at sides or bottom.

FLOOR CLOSEOUT PANEL - Required from foot area to firewall; solid, non-brittle material; multiple panels are OK if gaps less than 3.18 mm (1/8 in).

MAIN HOOP & FRONT HOOP HEIGHTS - Helmet of tallest driver to be 50 mm (2.0 ins) below lines between top of front and main roll hoops and between top of main hoop to rear attachment point of main hoop bracing.

HEAD RESTRAINT - Near vertical. Must take 890 N (200 lbs.f) load. 38 mm (1.5 in) thick, energy absorbing padding. Max. 25.4 mm (1.0") from helmet. Helmet contact point 50 mm min. from any edge. APPLIES TO ALL DRIVERS. May be changed for different drivers.

COMPRESSORS - Turbo or super chargers NOT allowed.

DRIVER'S FOOT PROTECTION - Feet must be rearward of the Front Bulkhead and no part of shoes above or outside the Major Structure in side or front views when touching pedals.

AIR INTAKE SYSTEM ROLL OVER PROTECTION - All parts of air intake system (including throttle body or carburetor, air intake ducting, air cleaner & air box) must be within a surface defined by the top of the roll bar and the outside top edge of the tires.

DRIVER'S LEG PROTECTION - Covers inside cockpit over sharp parts or moving suspension and steering components.

VISIBILITY - 100 deg. min. field either side. Head rotation OK or mirrors. If mirrors, must be firmly installed and adjusted.

VEHICLE CONTROLS - All controls, including shifter, must be inside cockpit. No hands, arms or elbows outside side impact system to actuate.

HARNESS MOUNTS - No belts can pass through a firewall. (Belts must mount on driver side of firewalls.) All belts attached securely to primary structure - 1.00" OD x 0.065" steel tube min. Any tabs to be 1.0" x 0.063" thick min. Double shear preferred.

DRIVER RESTRAINT HARNESS - SFI 16.1, SFI 16.5 or FIA spec 5, 6 or 7 point and be labeled. 50 mm (2") wide shoulder belts OK with HANS. 50 mm (2 in.) lap belts OK for FIA & SFI 16.5, not OK for SFI 16.1. All lap belts must have Quick Adjusters. Reclined drivers must have 6 or 7 point, and Quick Adjuster sub-belts or 2 sets of sub belts.

ROLL BAR PADDING - Roll bar or bracing that could be hit by driver's helmet must be covered with 12 mm (0.5 in) thick, SFI or FIA (hard) padding. Pipe insulation and foam not OK. 3.5.3.8 - B

FUEL FILLER NECK - Min. 38mm diam. & 125mm vert. height above top of tank. Fuel resistant, transparent sight tube, 6mm min. ID, 75mm min. vert. height, visible to fueler w/ non-moveable fuel level line 12.7-25.4 mm below top of sight tube. Sight tube must NOT run below top of tank. Clear filler tube allowed. Must prevent fuel spillage contacting driver, exhaust or ignition. Fueled w/o manipulating car in any way.

BRAKE LIGHT - Working RED brake light, 15 watts min. or equiv. required, clearly visible from the rear; on veh. centerline line; height between wheel centerline & driver's shoulders.

FUEL VENTS - Must exit outside of the bodywork, and have a check valve to prevent leakage if car inverted.

COCKPIT MASTER SWITCH - Pull-ON, Push-OFF, alongside & unobstructed by steering wheel, easily reached by driver.

Must kill ignition & fuel pump(s). Marked with international symbol.

ELECTRICAL

PRIMARY MASTER SWITCH - On driver's right near roll bar, access from outside of car, rotary type, no relay, must kill ALL electrical systems.

EXHAUST OUTLET - Outlet 45 cm (17.7") max. Behind rear axle centerline and 60 cm (23.6") max. above the ground.

EXHAUST SHIELDING - Exhaust components outside the body forward of main hoop must be shielded from people approaching the car.

CATCH TANKS - Coolant overflow, crankcase breather & lube system vents must have separate catch tanks. 1 qt min. each. 100 deg. C mat'l. Behind firewall, below shoulder level. 3 mm min. dia. vent away from driver. PCV OK if routed to intake sys upstream of restrictor. Cannot attach breather to exhaust.

FUEL TANKS - Must lie within major structure of the chassis with full side impact protection & firewall between fuel supply & driver. Rigid tanks CANNOT CARRY STRUCTURAL LOAD & must be flexibly mounted. Bladders or bags in rigid container.

BELLYPANS - Must be vented to prevent accumulation of fuel.

FUEL LINES - No plastic lines between f/tank & engine. Fuel injection systems use metal braided hose with threaded fittings or reinforced rubber hose & approved clamps. Must be securely attached and protected from rotating equipment & collision failure.

BATTERY - Attached securely to frame or chassis; hot terminal insulated; wet-cells in marine box if inside cockpit.

GAS CYLINDERS - Proprietary manufacture & labeled, nonflammable gas, regulator on tank, securely mounted, axis not pointed at driver, to rear of Main Hoop within the frame envelope, or in structural sidepod, but not in cockpit, insulated from exhaust, appropriate lines & fittings.

HIGH PRESSURE HYDRAULICS - Pumps and lines must have 1 mm thick steel or aluminum shields to protect driver and workers.

FUEL RAIL - Securely attached to block, head or int. manifold with brackets & mechanical fasteners.

ON-BOARD STARTER - Required.

FLUID LEAKS - Oil, coolant, fuel - none permitted.

We had to go through these many points which were scrutinized intensively during the 1st two days of the event at the circuit, and we were having a really tough time managing things there since they were pointing out to very minute details in the car and this process took two and half days for us to complete.

EGRESS TEST:

All drivers must be able to exit to the side of the vehicle in no more than 5 seconds. Egress time begins with the driver in the fully seated position, hands in driving position on the connected steering wheel, wearing the required driver equipment. Egress time will stop when the driver has both feet on the pavement.

Both the drivers could clear this test within the stipulated time and we proceeded to the tilt test on 7th september.

Tilt test:

Each vehicle will be tested to ensure it satisfies both the 45 degree (45°) tilt and the 60 degree (60°) tilt table requirement. The 45 degree tilt is to check any fuel or oil leak from the car and the 60 degree tilt is to ensure that the centre of gravity position with respect to the frame of reference of the chassis.



Noise test:

The different testing methods that were adopted were listed below.

The Half Metre Static Test

The sound level will be measured during a static test. Measurements will be made with a free-field microphone placed free from obstructions at the exhaust outlet level, 0.5 m (19.68 inches) from the end of the exhaust outlet, at an angle of 45 degrees (45°) with the outlet in the horizontal plane and in the vertical plane. The driver will be asked to rev the vehicle to 3/4s of its maximum engine revs.

The maximum permitted sound level is 110 dBA (special rules apply for Formula Cars). Cars that make too much noise for whatever reason will be taken off the track and will only be allowed back on the circuit once they have adjusted their noise emissions.

We have completed this test since our car noise level was only 86 db (measured on the inspection spot) which is very well within the requirement.

Master kill switch test

Brake over-travel Switch

A brake pedal over-travel switch must be installed on the car. This switch must be installed so that in the event of brake system failure such that the brake pedals over travels, the switch will be activated and will stop the engine from running. This switch must kill the ignition and cut the power to any electrical fuel pumps. Repeated actuation of the switch must not restore power to these components, and it must be designed so that the driver cannot reset it. The switch must be implemented with analog components, and not through recourse to programmable logic controllers, engine control units, or similar functioning digital controllers

Master Switches

The vehicle must be equipped with two (2) master switches. Actuating either switch must stop the engine. The international electrical symbol consisting of a red spark on a white-edged blue triangle must be affixed in close proximity to each switch. Note: Teams are reminded that any alternator field wire must also be disabled by each master switch to prevent any possible feedback through the field coil circuit.

Primary Master Switch

The primary master switch must:

- A. Be located on the (driver's) right side of the vehicle, in proximity to the Main Hoop, at shoulder height and be easily actuated from outside the car.
- B. Disable power to ALL electrical circuits, including the battery, alternator, lights, fuel pump(s), ignition and electrical controls. All battery current must flow through this switch.

The cockpit-mounted master switch:

- A. Must be located to provide easy actuation by the driver in an emergency or panic situation. The switch must be located within easy reach of the belted- in driver, alongside the steering wheel, and unobstructed by the steering wheel or any other part of the car. It is suggested that it be placed on the same side of the steering wheel as the shifter mechanism.
- B. Must be a push/pull Emergency switch. The switch must be installed such that: (a) from the ON position, pushing on the switch will disable power to the ignition and all fuel pumps, and (b) from the OFF position, pulling on the switch will enable power to the ignition and fuel pump(s). Switches that require a twist or twist and pull to enable power are acceptable.

All of our kill switches worked perfectly and the kill switches were prominently placed.

Brake test:

Each driver was instructed about the proper procedure for the brake test. With the car at the start line of the station a green flag (or similar signal) was used to signal the start of each run. The driver must accelerate (typically getting into 2nd gear) until reaching the braking area. Once inside in this area, the driver must apply the brakes with enough force to demonstrate full lock-up of all four wheels. If the vehicle is unable to pass either of the two tests in three attempts, the car must be repaired and then brought back for retesting.

But our car cleared the brake test in the first attempt while most of the cars took more than 2 attempts to clear this test and many cars were rejected since all four wheels were not locked up at once.

Driver Aswin prassan listening to the instructions keenly:

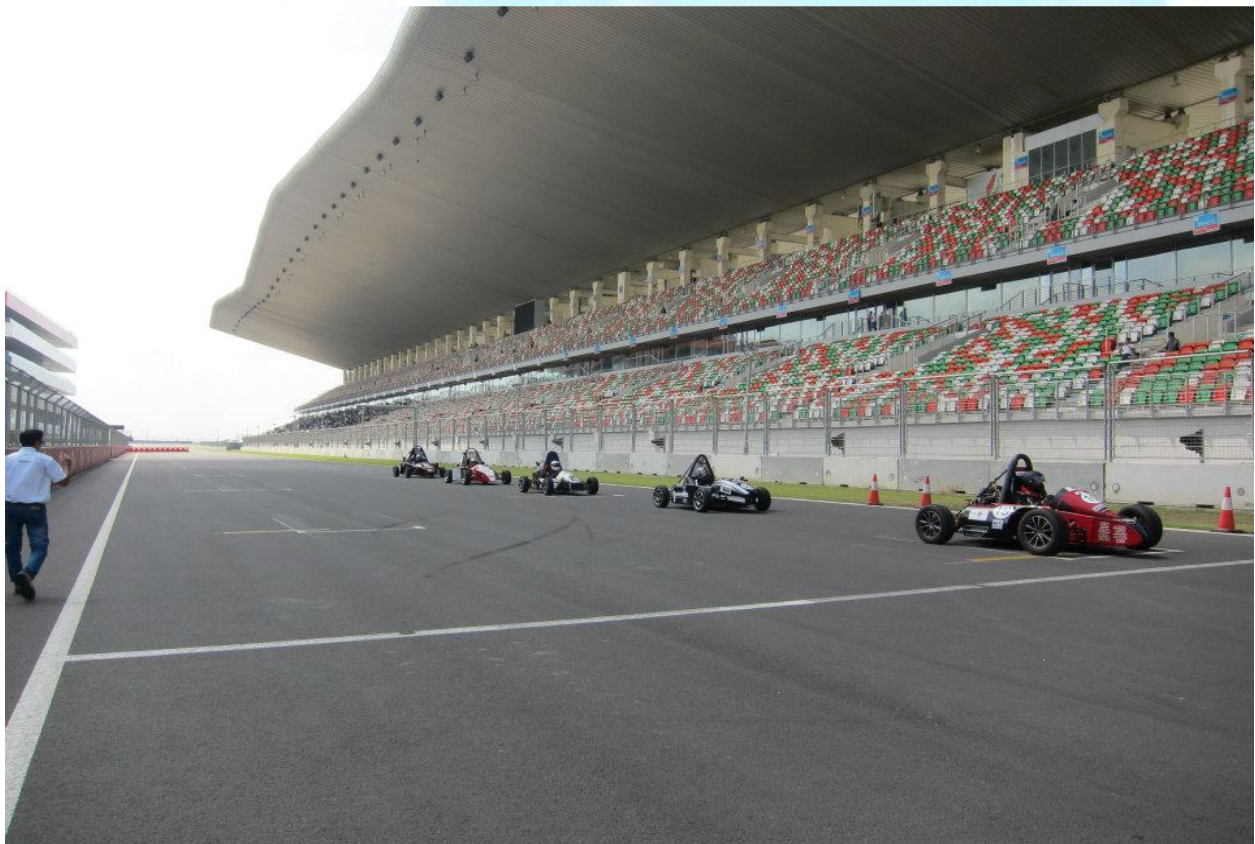


Once we had completed the inspection phase we were given the permit to participate in further dynamic events in the form of a sticker stamp, one sticker for a set of two tests making it three stickers all together.

The following events were held at the circuit for the students to compete with fellow engineers and showcase their engineering skills,

1. Acceleration event
2. Skid pad event
3. Autocross event
4. Endurance event

At the start line:



Acceleration Event:

The acceleration event evaluates the car's acceleration in a straight line on flat Pavement to test the accelerating capability of our car.

Acceleration Procedure

The cars will accelerate from a standing start over a distance of 75 m (82 yards) on a flat surface. The foremost part of the car will be staged at 0.30 m (11.8 inches) behind the starting line. A green flag will be used to indicate the approval to begin, however, time starts only after the vehicle crosses the start line. A driver has the option to take a second run immediately after the first.

Maruti Suzuki Presents SUPRA SAEINDIA 2012			
Acceleration Test Ranking			
Rank	Car No	Team Name	College name
1	45	TEAM PEGASUS	P.E.S. MODERN COLLEGE OF ENGINEERING
2	55	GEPARD RACING	SRI KRISHNA COLLEGE OF ENGINEERING AND TECHNOLOGY
3	50	Phoenix Racing	Sardar Vallabhbhai National Institute of Technology
3	52	Team Vamos Autocross	Sinhgad Academy Of Engineering
5	56	Camber Racing	SRM University
6	54	Team Terasvin	Sona College of Technology
7	28	VAAYU 2.0	Jawaharlal Nehru Engineering College; Aurangabad
8	31	Legions F1	Kakatiya Institute of Technology and Science
9	61	Veloce 2.0	Vishwakarma Institute Of Technology; Pune
10	48	PEGASUS RACING	PSG COLLEGE OF TECHNOLOGY
11	21	Speeding Saddles	G.H.Rasisoni college of engineering and management
12	43	ROAD RUNNER	NATIONAL INSTITUTE OF TECHNOLOGY;ROURKELA
13	18	Garuda Ultimate	Dr.M.G.R. Educational & Research Institute
13	19	Scuderia Racing	Dr.Mahalingam College of Engineering & Technology
13	27	THEACCELEROS	ITM UNIVERSITY
13	59	SUPER NOVA	VELAMMAL ENGINEERING COLLEGE
13	63	Team Pravega	VIT University

Skid-Pad Event

The objective of the skid-pad event is to measure the car's cornering ability on a flat surface while making a constant-radius turn.

Skid-Pad Heats:

Each car may compete in two heats. Heat one (1) will be run on skid-pad one (1) and Heat two (2) will be run on skid-pad two (2). Heat one (1) drivers must complete both of their runs on skid-pad one (1), and heat two (2) drivers must complete both their runs on skid-pad (2). If there is only one skid-pad location, then both Heat one (1) and Heat two (2) will be run on the same skid-pad at the same time.

TIMINGS:

For the 2 laps of left turn heat -17 seconds

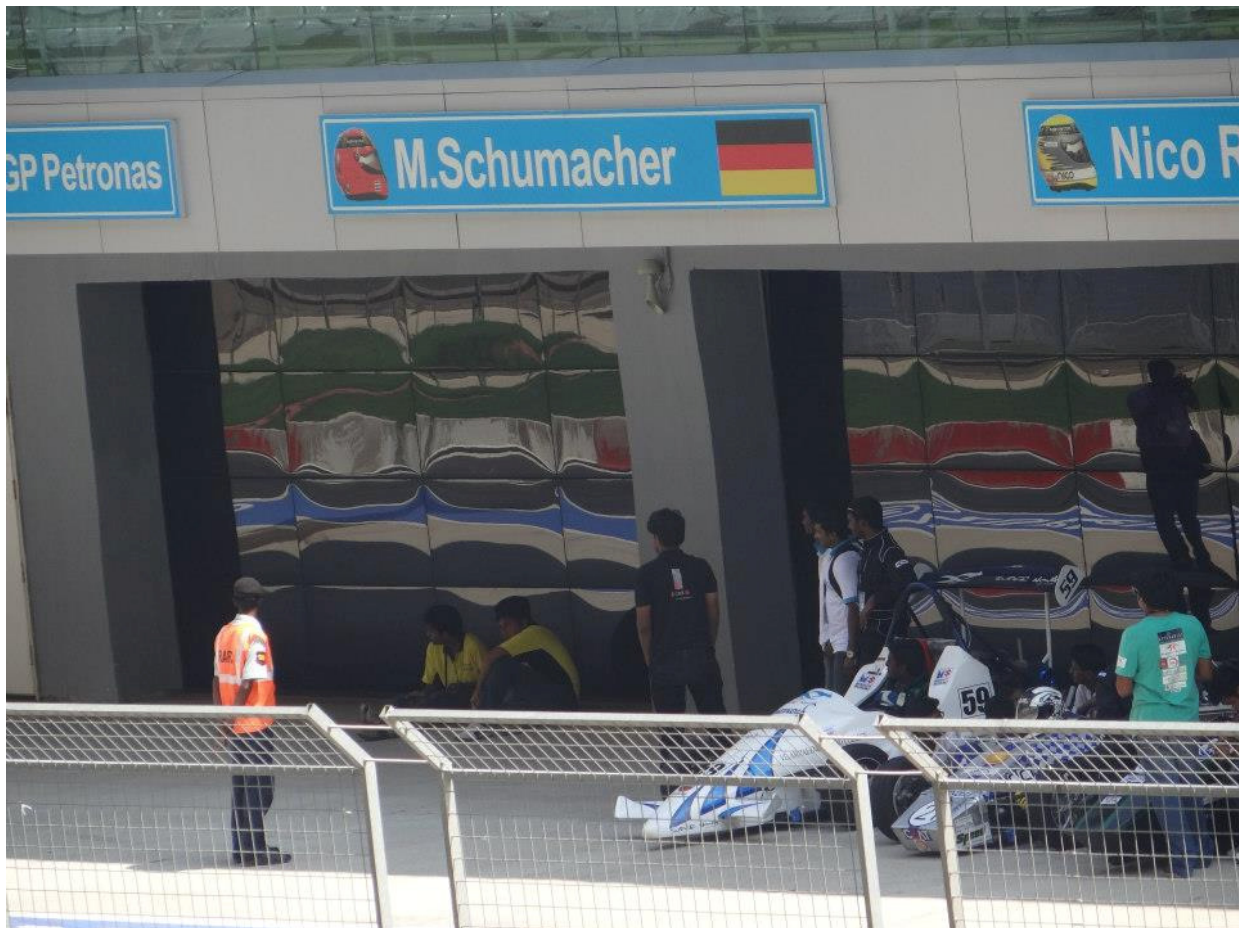
For the 2 laps of right turn heat – 18 seconds

Maruti Suzuki Presents SUPRA SAEINDIA 2012 Skidpad Test Ranking			
Rank	Car No	Team Name	College name
1	45	TEAM PEGASUS	P.E.S. MODERN COLLEGE OF ENGINEERING
2	56	Camber Racing	SRM University
3	43	ROAD RUNNER	NATIONAL INSTITUTE OF TECHNOLOGY;ROURKELA
4	50	Phoenix Racing	Sardar Vallabhbhai National Institute of Technology
5	48	PEGASUS RACING	PSG COLLEGE OF TECHNOLOGY
6	55	GEPARD RACING	SRI KRISHNA COLLEGE OF ENGINEERING AND TECHNOLOGY
7	59	SUPER NOVA	VELAMMAL ENGINEERING COLLEGE
8	63	Team Pravega	VIT University
9	18	Garuda Ultimate	Dr.M.G.R. Educational & Research Institute
9	19	Scuderia Racing	Dr.Mahalingam College of Engineering & Technology
9	27	THEACCELEROS	ITM UNIVERSITY
9	28	VAAYU 2.0	Jawaharlal Nehru Engineering College; Aurangabad
9	31	Legions F1	Kakatiya Institute of Technology and Science
9	52	Team Vamos Autocross	Sinhgad Academy Of Engineering
9	54	Team Terasvin	Sona College of Technology
9	61	Veloce 2.0	Vishwakarma Institute Of Technology; Pune

Endurance Event:

The main event the Endurance, a grueling 22km test of stamina for both driver and vehicle. During the endurance race up to five cars were allowed on track simultaneously. After passing technical and safety inspection on the previous day, It was on the last day of the event on 9, September that it took place. We fuelled up our vehicle with 11 litres of speed petrol and then we entered the pits at 9.30 A.M with our car posing under the crew pit of MICHAEL SCHUMACHER. We were instructed clearly about the track the previous evening on 8, september and our drivers were given test ride of 1 lap each in order to get adapted to the track conditions as many modifications were present in the track such as chicanes, sharp bends.

At the legendary pit:



Endurance Course Specifications & Speeds

Course speeds can be estimated by the following course specifications. Average speed should be 48 km/hr (29.8 mph) to 57 km/hr (35.4 mph) with top speeds of approximately 105 km/hr (65.2 mph).

Straights: No longer than 77.0 m (252.6 feet) with hairpins at both ends (or) no longer than 61.0 m (200.1 feet) with wide turns on the ends.

There will be passing zones at several locations.

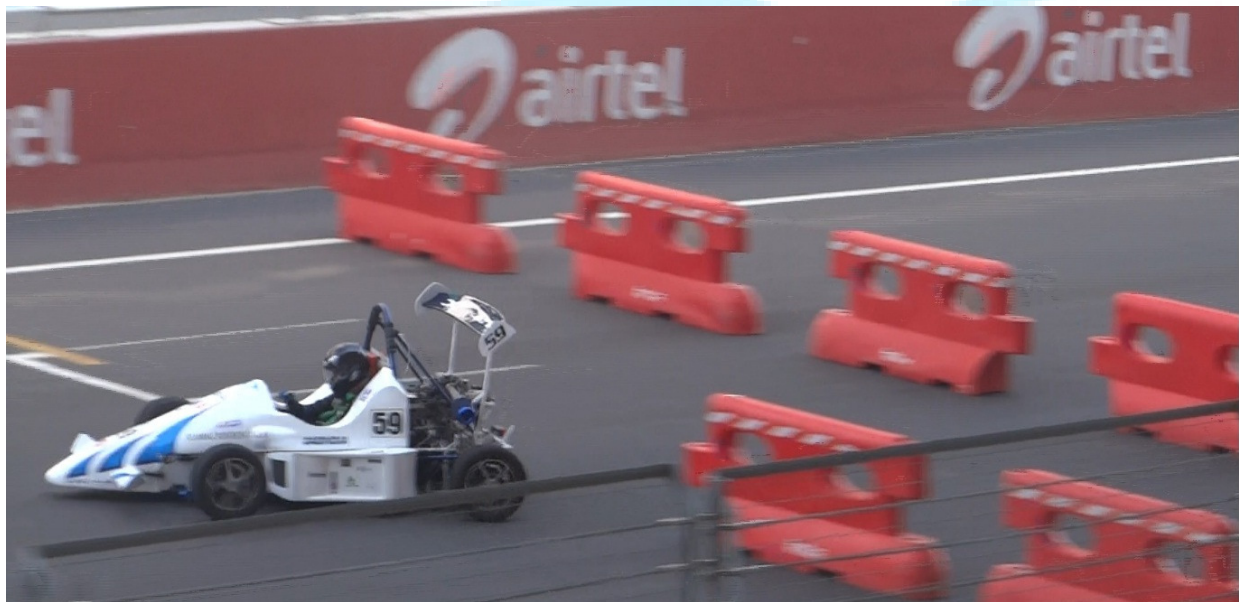
Constant Turns: 30.0 m (98.4 feet) to 54.0 m (177.2 feet) diameter.

Hairpin Turns: Minimum of 9.0 m (29.5 feet) outside diameter (of the turn).

Slaloms: Cones in a straight line with 9.0 m (29.5 feet) to 15.0 m (49.2 feet) Spacing.

Miscellaneous: Chicanes, multiple turns, decreasing radius turns, etc.

SNR 01 evading one of the many chicanes:



Our car at the track:



SNR 01 during the practice lap



Maruti Suzuki Presents SUPRA SAEINDIA 2012

Endurance Test Ranking

Rank	Car No	Team Name	College name
1	55	GEPARD RACING	SRI KRISHNA COLLEGE OF ENGINEERING AND TECHNOLOGY
2	56	Camber Racing	SRM University
3	52	Team Vamos Autocross	Sinhgad Academy Of Engineering
4	2	Resonance Racing	AISSMS College Of Engineering; Pune
5	28	VAAJU 2.0	Jawaharlal Nehru Engineering College; Aurangabad
6	50	Phoenix Racing	Sardar Vallabhbhai National Institute of Technology
7	61	Veloce 2.0	Vishwakarma Institute Of Technology; Pune
8	27	THEACCELEROS	ITM UNIVERSITY
9	54	Team Terasvin	Sona College of Technology
10	41	Team MJCET	Muffakham Jah College of Engineering and Technology
11	20	MECHMAHAN	FACULTY OF ENGINEERING & TECHNOLOGY; ANNAMALAI UNIVERSITY
12	59	SUPER NOVA	VELAMMAL ENGINEERING COLLEGE
13	31	Legions F1	Kakatiya Institute of Technology and Science
14	19	Scuderia Racing	Dr.Mahalingam College of Engineering & Technology
15	36	WINGS	Maharashtra Institute of Technology;Aurangabad.
16	18	Garuda Ultimate	Dr.M.G.R. Educational & Research Institute
17	4	AMRITA RACING	AMRITA SCHOOL OF ENGINEERING, Coimbatore
17	24	MECHISMU	Indian School of Mines
17	43	ROAD RUNNER	NATIONAL INSTITUTE OF TECHNOLOGY;ROURKELA
17	45	TEAM PEGASUS	P.E.S. MODERN COLLEGE OF ENGINEERING
17	48	PEGASUS RACING	PSG COLLEGE OF TECHNOLOGY

OVERALL RANKING:

The event results for supra sae India 2012 were announced on the evening of 9th September and the awards were given to students by supra saeindia officials and sponsor companies. The rankings are as follows:

Maruti Suzuki Presents SUPRA SAEINDIA 2012			
Overall Ranking			
Rank	Car No	Team Name	College name
1	56	Camber Racing	SRM UNIVERSITY
2	55	GEPARD RACING	SRI KRISHNA COLLEGE OF ENGINEERING AND TECHNOLOGY
3	52	TeamVamosAutocross	SINHGAD ACADEMY OF ENGINEERING
4	28	VAAYU 2.0	JAWAHARLAL NEHRU ENGINEERING COLLEGE; AURANGABAD
5	50	Phoenix Racing	SARDAR VALLABHBHAI NATIONAL INSTITUTE OF TECHNOLOGY
6	45	TEAM PEGASUS	P.E.S. MODERN COLLEGE OF ENGINEERING
7	61	Veloce 2.0	VISHWAKARMA INSTITUTE OF TECHNOLOGY; PUNE
8	2	Resonance Racing	AISSMS COLLEGE OF ENGINEERING; PUNE
9	27	THEACCELEROS	ITM UNIVERSITY
10	41	Team MJCET	MUFFAKHAM JAH COLLEGE OF ENGINEERING AND TECHNOLOGY
11	19	Scuderia Racing	DR.MAHALINGAM COLLEGE OF ENGINEERING & TECHNOLOGY
12	54	Team Terasvin	SONA COLLEGE OF TECHNOLOGY
13	59	SUPER NOVA	VELAMMAL ENGINEERING COLLEGE
14	48	PEGASUS RACING	PSG COLLEGE OF TECHNOLOGY
15	20	MECHMAHAN	FACULTY OF ENGINEERING & TECHNOLOGY; ANNAMALA UNIVERSITY
16	31	Legions F1	KAKATIYA INSTITUTE OF TECHNOLOGY AND SCIENCE
17	36	WINGS	MAHARASTRA INSTITUTE OF TECHNOLOGY;AURANGABAD.
18	43	ROAD RUNNER	NATIONAL INSTITUTE OF TECHNOLOGY;ROURKELA
19	18	Garuda Ultimate	DR.M.G.R. EDUCATIONAL & RESEARCH INSTITUTE
20	24	MECHISMU	INDIAN SCHOOL OF MINES
21	35	ACCELERACERS	MAHARASHTRA INSTITUTE OF TECHNOLOGY;PUNE
22	4	AMRITA RACING	AMRITA SCHOOL OF ENGINEERING, COIMBATORE
23	22	LAKSHYA RACING	GOGTE INSTITUTE OF TECHNOLOGY; BELGAUM
24	21	Speeding Saddles	G.H.RASISONI COLLEGE OF ENGINEERING AND MANAGEMENT
25	15	OctaneRacing	COLLEGE OF ENGINEERING PUNE
26	63	Team Pravega	VIT UNIVERSITY
27	39	Falcon Racing	MCKV INSTITUTE OF ENGINEERING

28	44	Bullethawk Racing	NETAJI SUBHAS INSTITUTE OF TECHNOLOGY	22
29	29	FORMULA JEPPIAAR	JEPPIAAR ENGINEERING COLLEGE	22
30	5	AGRAGANYA RACING	AMRITA SCHOOL OF ENGINEERING	20
31	40	Mechasonics	MTTM, INDORE	206
32	9	Triumphant Racers	BHARATI VIDYAPEETH COLLEGE OF ENGINEERING	205
33	47	TEAM HAYA	PES INSTITUTE OF TECHNOLOGY	205
34	51	east coast racers	SATHYABAMA UNIVERSITY	205
35	1	SuperVeloce	ACROPOLIS INSTITUTE OF TECHNOLOGY AND RESEARCH ; INDORE	204
36	38	CHEETAH	MAULANA AZAD NATIONAL INSTITUTE OF TECHNOLOGY	202
37	62	V-LOCITY	VISVESVARAYA NATIONAL INSTITUTE OF TECHNOLOGY;NAGPUR	201
38	46	PEC RACING	PEC UNIVERSITY OF TECHNOLOGY	195
39	25	Aious Racing Team	INDIRA GANDHI INSTITUTE OF TECHNOLOGY	194
40	37	COOL RUNNINGS	MANAV RACHNA INTERNATIONAL UNIVERSITY	193
41	60	Rusty Racelers	VIIT;PUNE	193
42	49	TEAM RGIT	RAJIV GANDHI INSTITUTE OF TECHNOLOGY	193
43	6	Sultanz of Speed	ARAI ACADEMY	189
44	57	PROTON RACING	SRM UNIVERSITY-CITY CAMPUS; VADAPALANI	189
45	7	Galaxy Racing	ARMY INSTITUTE OF TECHNOLOGY	183
46	58	UPES FORMULA RACING	UNIVERSITY OF PETROLEUM AND ENERGY STUDIES	181
47	34	Trailblazers	MAHARAJA AGRASEN INSTITUTE OF TECHNOLOGY	180
48	16	NITJ	DR. B. R. AMBEDKAR NATIONAL INSTITUTE OF TECHNOLOGY JALANDHAR	180
49	65	AARYANS	WALCHAND COLLEGE OF ENGINEERING;SANGLI;MAHARASHTRA.	179
50	3	MACH-RELOADED	AMITY SCHOOL OF ENGINEERING AND TECHNOLOGY	177
51	66	PRESTOS	YMCA UNIVERSITY OF SCIENCE AND TECHNOLOGY	176
52	8	AUTOROCKERZ2012	BASAVESHWAR ENGINEERING COLLEGE;BGK	171
53	32	ILLUMINATI RACERS	LOVELY PROFESSIONAL UNIVERSITY	165
54	33	GS Racing	MADRAS INSTITUTE OF TECHNOLOGY	165
55	10	TEAM SRIJAN	BIRLA INSTITUTE OF TECHNOLOGY	163
56	11	SPEEDY AVENGERS	BIRSA INSTITUTE OF TECHNOLOGY;SINDRI;DHANBAD	157
57	30	Vega	JSS ACADEMY OF TECHNICAL EDUCATION	156
58	14	Drutha	COLLEGE OF ENGINEERING ADOOR	152
59	12	Centaurea Racing	CHANDUBHAI S. PATEL INSTITUTE OF TECHNOLOGY(CHARUSAT)	152
60	23	Yodha"s	HINDUSTAN UNIVERSITY	151
61	26	Theos of Tracks	INSTITUTE OF ROAD AND TRANSPORT TECHNOLOGY	145
62	17	Rakish Flyers	DR.M.G.R EDUCATIONAL & RESEARCH INSTITUTE;CHENNAI	145
63	42	PSI Racing	NATIONAL INSTITUTE OF TECHNOLOGY TIRUCHIRAPPALLI	143

Media coverage:

The event was well covered by various news channels such as Samachar Plus, Aaj tak, and many other YouTube channels and there were some other newspapers which were present at the event viz. Dainik jagran, Amar ujala, etc.

Our car published in the Amar Ujala:

किया जा रहा था वह 200 किलोमीटर प्रति घंटा की रफ्तार पर गा
चलाया जा सकता है। लेकिन यह प्रतियोगिता रेसिंग की नहीं बल्कि
इंजीनियरिंग छात्रों में ऑटो मोबाइल इंजीनियरिंग की पूरी समझ
देखने के लिए थी इसलिए हर इंजन को कंप्यूटराइज्ड सिस्टम के
जरिए ऐसे प्रोग्राम किया गया था कि कोई भी इसे 100 किलोमीटर
प्रति घंटे की रफ्तार से ज्यादा न दौड़ा सके।

AMAR UJALA NEWS 10/09/2012

25 टीमें फाइनल मुकाबले तक पहुंचने में सफल रहीं

102 टीमों ने वर्चुअल राउंड से शुरुआत की थी

Overview:

The overall experience was quite amazing as the project has provided us with lots of hands-on experience on designing a car and also other works like marketing the car, transporting the car, maintaining the car and even non technical stuff which was a part of the project like contact with people from various fields. And also we learnt a very interesting and important stage in the whole process that is approaching and getting sponsorship from companies. In this concern we would like to express our sincere thanks to the following organizations which supported us throughout our project.

1. Platinum sponsors – P dot G constructions
2. Golden sponsors - Indian Oil Corporation
3. Silver sponsors - TVS Lucas
4. Other sponsors - Shakthi Auto components, Upper Crest apparels, Sri Amrita coco products, Michelin Tires, Brakes India, Chennai Packers and Movers.

We sincerely express our thanks to all our sponsors and we hope that they will continue to support us in the coming years.



Message from the principal:

CONGRATULATIONS

for the team **SUPER NOVA**, which bagged the overall **13th** place
all over India in SUPRA SAEINDIA 2012 - A National level Formula Car Racing Event
in the 1st time it participated, at the **Buddh International Circuit.**

etronas

M.Schumacher

MESSAGE FROM THE PRINCIPAL



MARUTI SUZUKI

SUPRA SAEINDIA

SUPER NOVA
SPEED UNLIMITED

VETC

CAPTAIN	
A T ARUN	- 2012 PASSED OUT
DRIVERS	
E ASWIN PRASSANNA	- 2012 PASSED OUT
L KISHORE KHANNA	- III MECHANICAL
VICE CAPTAINS	
C VENKATAKRISHNAN	- 2012 PASSED OUT
R ADITYA	- 2012 PASSED OUT
FABRICATION HEAD	
T GOWTHAM RAJ	- 2012 PASSED OUT
TEAM MEMBERS	
A SRIVAS	- 2012 PASSED OUT
MS THOPPAN	- 2012 PASSED OUT
R SRINIVASAN	- 2012 PASSED OUT
P BHUVANESWARAN	- 2012 PASSED OUT
N SIVAKUMAR	- 2012 PASSED OUT
S BHARATH	- 2012 PASSED OUT
K YASAR ARAFAT	- 2012 PASSED OUT
U KARTHICK	- 2012 PASSED OUT
N TEJASWI	- IV PRODUCTION
MOHAN RAJ	- III MECHANICAL
PRADEEP	- III MECHANICAL
OM ABINESH	- III MECHANICAL
SRIRAM KUMAR	- III MECHANICAL
AMAN KUMAR G	- III MECHANICAL
K R VEERAPPAN	- III MECHANICAL
PRAGADEESWARAN	- III MECHANICAL
BHARATH	- III MECHANICAL
HEMANTH KUMAR	- III PRODUCTION
SAURABH DIXIT	- III PRODUCTION

THANK YOU



SUPER NOVA

Small text below the main title, possibly a tagline or subtitle.