



Laboratory for  
**Manufacturing  
 Systems & Automation**

**Newsletter No.7**

**June-Sept. '08**



This summer has been a very busy one for UoP Racing team. It was the first time that the team participated in two competitions, something that involved a lot of work on the one hand, and a lot of programming on the other.

**FORMULA STUDENT UK 2008:**

**Wednesday, July 9th**  
*Set up day*

Our team arrived at Silverstone circuit, under heavy rainfall. Our first job there was to unload the car and the crate with our equipment from the truck, and set up our pit for the next 5 days.

**Thursday, July 10th**  
*1st scrutineering day, Static*



*Events' day for Class 1/200*

On Thursday a really early wake took place, since we had to arrive at the circuit, so as to get on queue for technical and safety scrutineering. While waiting, our drivers passed the egress test,

where each driver should be able to get out of the vehicle within 5 seconds.

At 13:00 o'clock we were



called to pass for inspection.

After 1 hour of detailed in-



spection, we successfully passed the tech & safety scrutineering and continued for our static events.



After two hours, and successfully completing our presentations, we went for the tilt test where our car would be lifted up to 60 degrees to be checked for leakages and stability.



This test was also successfully passed in the first attempt.

**Friday, July 12th**  
*2nd scrutineering day*

In order to finish with all the necessary tests, so as to be allowed to run, we also had to pass the noise test. With a measurement of 104.3 dB, our car turned out to be within the permitted limits.



Afterwards it was brake test's turn, where the car must accelerate and within a designated area, brake and have all its wheels blocked.

The first attempt was not successful, but after an adjustment to the brake system, the test was easily passed.



**Saturday, July 13th**  
*1st dynamic events day*

Before entering the acceleration event, we wanted to test our car, in order to be sure about its condition. Therefore we entered the test-track, so as to check all systems.

Unfortunately there was a problem with the throttle response and the shifter system didn't work reliably. Therefore our team head

back to the pit, so as to adjust the above.

After 3 hours and 30 minutes, the problem was solved and the car successfully run in the acceleration event.



The, the skidpad event came in order. In this event, we performed the 3rd time in our class. The satisfaction of participating in these two events was high.

Now, the car had to be prepared for the sprint event in the evening.

At 16:30 the first run of our car took place in the sprint area. Again in this event, our car did the 3rd time.



**Sunday, July 14th**  
*2nd dynamic events day*

Sunday was the big day of the competition, the day of the endurance event.

Our team was scheduled to run at 14:00. The anticipation was high.

At 14:30 our car started its run. After 2 rounds, in which



the driver was warming up, the car started to show its value.

It started overtaking cars that were in the track one after another.



However at 6th lap, bad luck stroke our team: an oil cap from the engine, that wasn't tightened properly, got loose and our car started to leak oil. As expected we abandoned the race.

Overall, our team gained the 4th place in Class1 200 series that is a quiet good position for a team participating for the 1st time in this class.





**FORMULA STUDENT GER-  
MANY 2008:**

**Wednesday, August 6th  
Set up day, 1st Scrutineering  
day**

We arrived in Stuttgart at Wednesday, 6th of August. After our arrival, we went straight to Hockenheim Ring, in order to unload our car and equipment, and get in the queue line for scrutineering.



**Thursday, August 7th  
2nd scrutineering day**

Due to the large number of teams that was waiting for scrutineering, our car was scrutinized on Thursday evening.



**Friday, August 8th  
3rd scrutineering day, Static  
Events' day**

Early in the morning, the necessary scrutineering tests for our car were continued.

In the same day, the judging for the static events took

place. First the business plan presentation and afterwards the design and cost judging.



**Saturday, August 9th  
1st dynamic events day**

The main part of the competition, the dynamic events would start on Saturday. That was what everyone was expecting, to see cars running.

After some laps in the test area our team headed to make its first attempt at skid-pad course. Having successfully completed it, our team continued in the acceleration event. In the evening, the sprint event took its turn.



Saturday was in general a tiring day for every team member, since after every event, the setup of the car had to be changed, in order to suit the demands of each event. However everyone was happy, since we com-

pleted all the 3 first dynamic events.



**Sunday, August 10th  
2nd dynamic events day**

For once again, an endurance event day had come.

According to our sprint event classification we run on first heat in the morning, successfully.



The overall impression from the FSG competition was excellent. The level of organization was higher than the one in England. Additionally the level of competition was also much higher. The average teams in FSG were far more competitive from those in FS UK, something that is obvious from the times in the events.

**Epilogue of 2008:**

2008 was a busy year! Participating and running in two competitions was a huge step for the team, which showed great potential. UoP3 will now have to set the bar much higher and finish in the competitions in the top 20 teams next year.

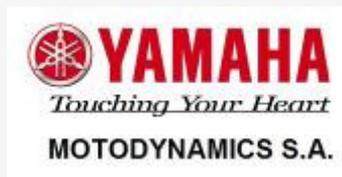
Closing, we would like to thank deeply all of our sponsors for their support and assistance for the completion of UoP2 car.





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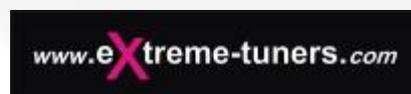
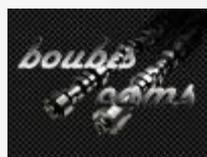
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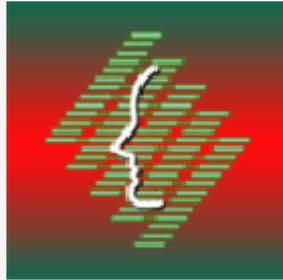
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