

# Formula SAE Italy 2025

## *Handbook*

**#FSAEItaly**

Join the conversation



**Formula SAEItaly**

@FormulaSAEItaly  
x.com/FormulaSAEItaly



**Formula SAEItaly**

facebook.com/FormulaSAEItaly



**Formula SAE Italy**

@formulasaeitaly



**FSAEItaly**

**[www.formula-ata.it](http://www.formula-ata.it)**

Formula SAE Italy is organized by  
ANFIA - Associazione Nazionale Filiera Industria Automobilistica  
[www.anfia.it](http://www.anfia.it)

2025-03-13

## Table of contents

<i>Introduction</i> .....	3
<i>Site plan, teams' pits and scrutineering area</i> .....	4
<i>Registration and information</i> .....	5
<i>Driverless</i> .....	7
<i>General rules</i> .....	12
<i>Scrutineering</i> .....	16
<i>Static events</i> .....	21
<i>Dynamic events</i> .....	22
<i>Results</i> .....	27
<i>Offensive behavior</i> .....	27

# Formula SAE Italy 2025

September 10<sup>th</sup> - 14<sup>th</sup>

@«Riccardo Paletti» racetrack - Varano de' Melegari (PR)

## Introduction

The Formula SAE Italy 2025 will take place from September 10<sup>th</sup> to 14<sup>h</sup>.

The Formula SAE Italy 2025 will follow the FSG Rules 2025, with some exceptions and additions listed below. The Formula Driverless 2025 will follow FSG rules with few exceptions.

The Cost event will follow FSG rules and the Business Presentation event will follow the scheme tested in 2021 edition and shared with FS Austria with some updates.

The additional regulations, valid for the Italian event, are the ones reported on the official Formula SAE Italy web site ([www.formula-ata.it](http://www.formula-ata.it) under the "Information & Rules" section).

These guidelines are written with the only purpose to help competitors before and during the event. In case of doubt, please refer to the event contacts published on the Formula SAE Italy web site.

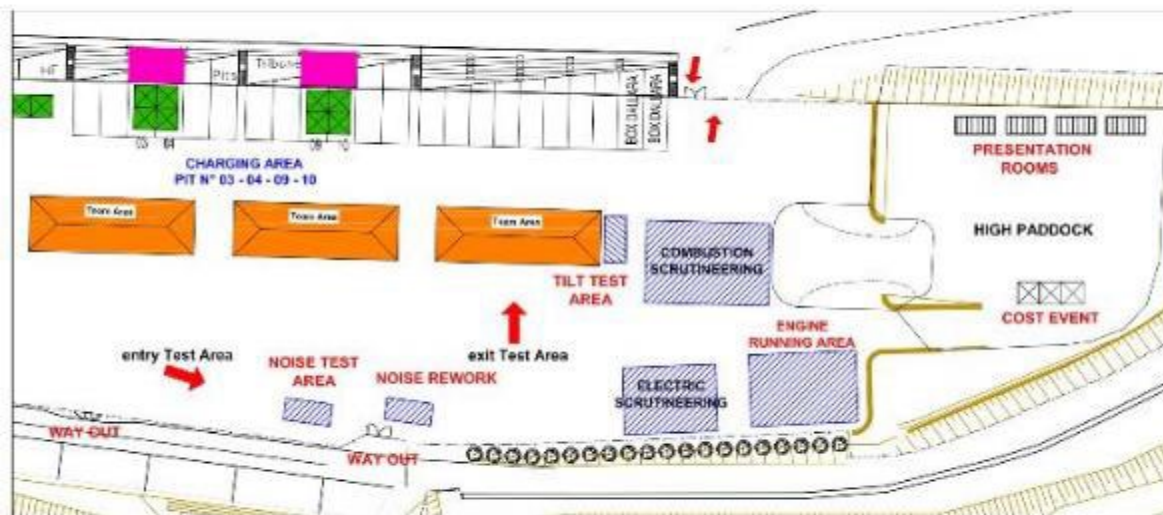
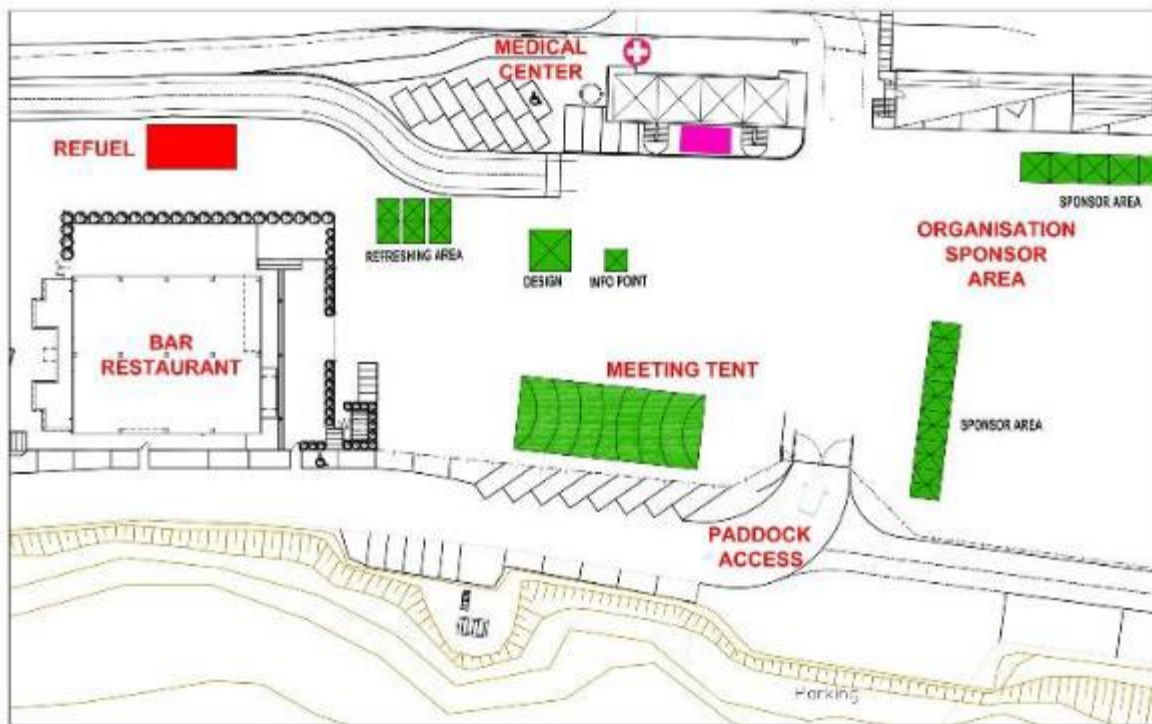
**Please note that some of the maps of this handbook will be updated in the definitive handbook released next July.**

Please remember that motorsport can be dangerous, take always the maximum care during the entire event.

Formula SAE is an educational event where all the students have the possibility to learn while having fun. This also means keeping a good behavior all time. Please be informed that, due to the ongoing of thefts occurred in the last years, this year we will have to increase both the registration and the camping fees, in order to face the related extraordinary expenses. Moreover, both passive and active security measures will be reinforced and the surveillance service, together with the local municipality police will be allowed to monitor everything that can be monitored.

Every kind of misappropriation (including graphics signage, road signs, circuit furniture etc.) will be legally prosecuted.

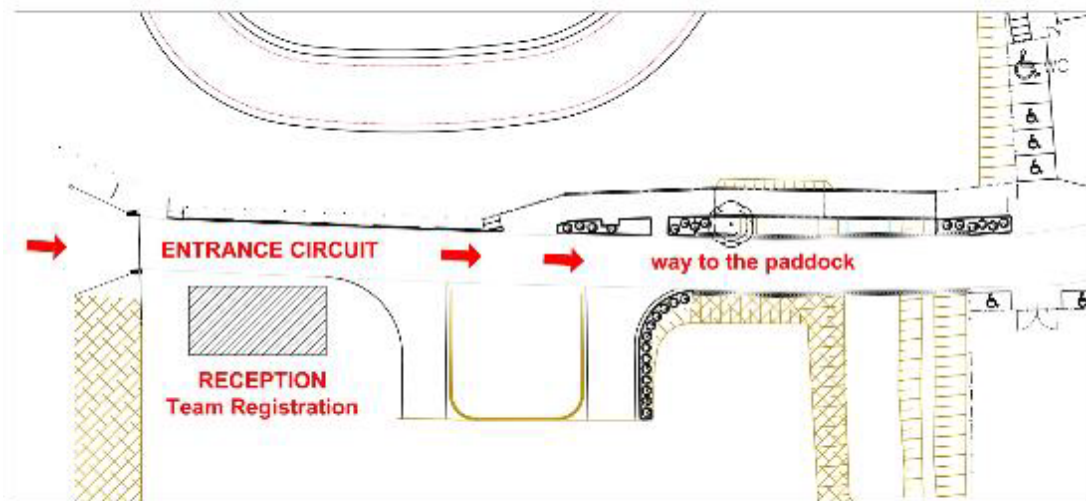
## Site plan, team pits and scrutineering area



## Pit number & pit set up

The pits of the circuit will be shared by two teams which will enter from the Pit Lane side or from the Paddock side. Some additional gazebos will be placed inside the paddock. The pits set up will start on *on Wednesday, 10<sup>th</sup> September 2025 for all participating teams. Further details will be communicated later on.*

## Registration and information



## Registration of team members

Upon arrival at the Varano Circuit, on Wednesday 10<sup>th</sup> September 2025, the **Team Leader ONLY** must register the team at the Reception Desk by bringing all the necessary required documents and communicating any changes in the list of team members previously submitted.

No pass will be handed to any team member except than the Team Leader. After the registration all the other team members will be allowed to enter the circuit.

Faculty Advisors are kindly requested to register at the Reception Desk together with the team. \_

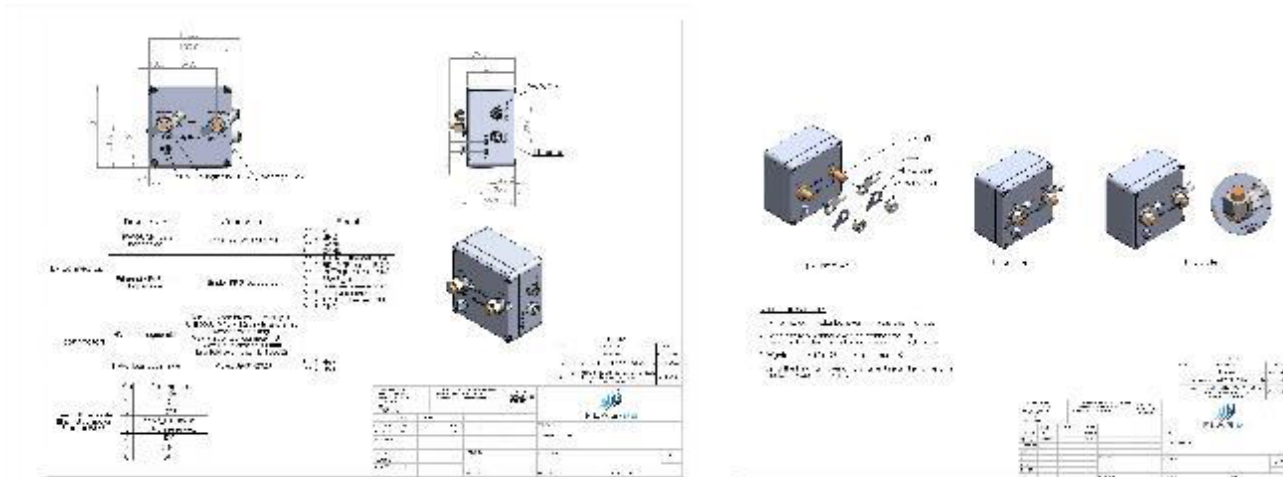
## Energy meter delivery

The energy meter will be available for the event and delivered *at the Registration Office at the Circuit Entrance* during the registration phase.

A deposit of 50,00€ will be asked to each team and returned back at the end of the event, only if the EM is delivered as it was originally.

The energy meter must be mounted on the vehicle before the technical inspection. During the technical inspection, the energy meter will be checked.

The energy meter responsible will read out data to determine if the 80kW limit was respected during the dynamic events.



## Trasponder delivery

The car transponders will be available for the event and delivered *on Friday at the Scrutineering area Area - Noise test. Further details will be communicated later on.*

## Drivers registration

Drivers are requested to register and submit all the necessary documents at the drivers' registration desk on *Wednesday, 10<sup>th</sup> September 2025.* Further details will be communicated later on.

## ESO / ASR registration

Electric teams, including driverless car equipped with electrical powertrain, must register at least 1 ESO (Electrical Safety Officer) or 1 ASR (Autonomous System Responsible) for driverless teams. ESOs and ASRs are requested to register at the Reception Deskon *Wednesday, 10<sup>th</sup> September 2025.* Further details will be communicated later on.

## Certification of participation

A certificate of participation will be sent to the Team Leader for every team member after the event as a .pdf file.

## Parking

At the entrance of Varano Circuit there will be a free parking area for all vehicles.

## Visitors

Visitors are welcome during the 5 days of the event. Entrance is free in the public areas and grandstands while inside the paddock it is on payment. Guided Tours will be also organized only on Saturday and Sunday. Tickets can be bought at the Registration Office and can be paid cash or by credit card or online, where you can buy a daily electronic ticket or a 2/3/4 days subscription, which you can show at the entrance directly from your mobile phone, or print it on your own printer. Further details will follow later on.

Under-age participants must be accompanied by an adult at all times, who will be responsible for any dangerous action they will cause to themselves, other persons and facilities.

Pets are NOT allowed, except guide dogs.

**It is highly recommended for spectators to wear closed toed shoes.**

# Formula Driverless

Formula Driverless (class 1DV) follows the FSG DV Rules with some exceptions which you can find in the Information & Rules 2025. The division between Static and Dynamic events is maintained. The cars will take part in all the dynamic events in autonomous mode only, without any human driver sitting inside. All the vehicles should allow for a human driven mode according to the rules for performing the brake test. The minimum number of human drivers is 1 for each driverless team.

## Static Events

1DV Statics Events are the same (Business, Cost and Design) of the other classes with a few differences. The Cost event will follow FSG model and a new rule for the Business Presentation event has been defined in 2021 in collaboration with FS Austria. One only panel of judges is planned for the Design Event, that follows a precise list of evaluation items. The judgement of the design of the car isn't separated from the autonomous system judgement even if judges are focused on this latter. There aren't Design Finals for 1DV class.

## Track Marking

All Driverless Events Track Marking are described in the FSG Handbook 2025 at chapter 7.5:

DE7.5.1 The markings of all dynamic events will have the following characteristics:

- The track is marked with cones.
- The left borders of the track are marked with small blue cones.
- The right borders of the track are marked with small yellow cones.
- Exit and entry lanes are marked with small orange cones.
- Big orange cones will be placed before and after start, finish and timekeeping lines.
- If not defined otherwise in chapter D of the FSG rules, the maximum distance between two cones in driving direction is 5m. In corners, the distance between the cones is smaller for a better indication.
- The start, finish and time keeping lines as well as keep out zones around the time keeping equipment are marked with red, orange or pink paint.
- Additionally for skid pad, autocross and trackdrive, track limit lines on either side of the track and entry/exit lanes may be marked with yellow, green or white paint.
- There are no track limit lines for acceleration and Emergency Brake System (EBS)-test.

Timekeeping equipment may be surrounded by additional cones outside of the track boundary. DE7.5.2 All lines are spray painted with the chalk-based marking paint "Technima - Tempo T.P." .

DE7.5.3 The cones used at the competition are equal to the cones listed in Table 3 despite that there will be letters "FSG" on the black/white band of the cones (white/black respectively).

DE7.5.4 The manufacturer WEMAS7 does not sell the cones to end customers, but they may be purchased from [baustellenabsicherung24.de](http://baustellenabsicherung24.de).



big orange cone  
two white stripes

small orange cone  
single white stripe

small yellow cone  
single black stripe

small blue cone  
single white stripe

WEMAS  
307.610500.00.00

WEMAS  
400.000013.00.00

WEMAS  
400.000013.01.10

WEMAS  
400.000043.00.00

285 mm × 285 mm × 505 mm  
1.05 kg

228 mm × 228 mm × 325 mm  
0.45 kg

Table 3: Cone specs

DE7.5.5 There are the following limitations mainly resulting from the Hockenheim track conditions and organizational/authorizational issues:

- The lines may not be perfectly and continuously drawn.
- There may be further markings, to those mentioned above, that are not part of the track (e.g. markings, including cone position markings, lines from other events or different colored surface, etc.) on or close to the track which will not be removed by the officials.
- There may be (stacked) spare cones standing at the track side at distinguishable distance.
- There is time keeping equipment next to the track that could be recognized as cone.
- No special artificial landmarks are provided by officials. The team must not place additional landmarks on the track or inside the dynamic area.
- No map data is provided by the officials.

DE7.5.6 Figures 2, 3 and 4 visualize the track layout descriptions given in D5.1, D4.2.4 and D8.1.



- Yellow/Blue Cone
- Small/Big Orange Cone
- Red TK Marking & TK Equipment (Shape undefined)

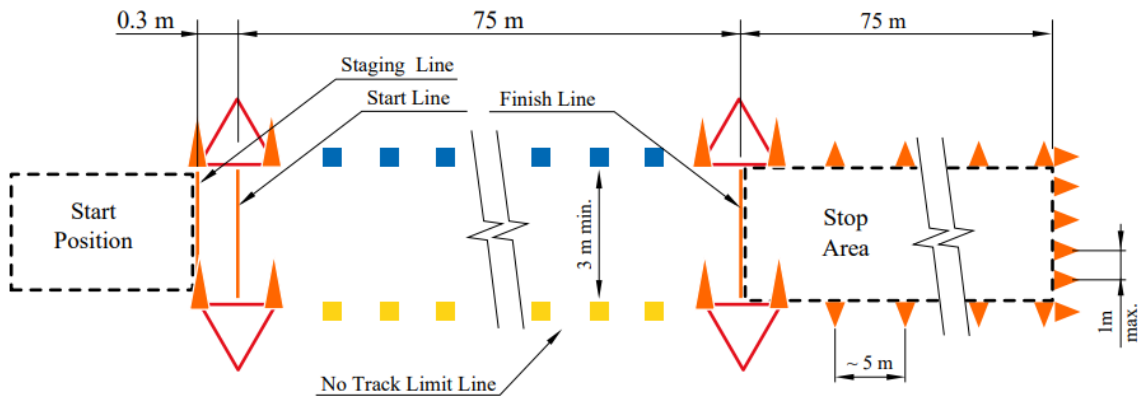


Figure 2: Acceleration according to D5.1

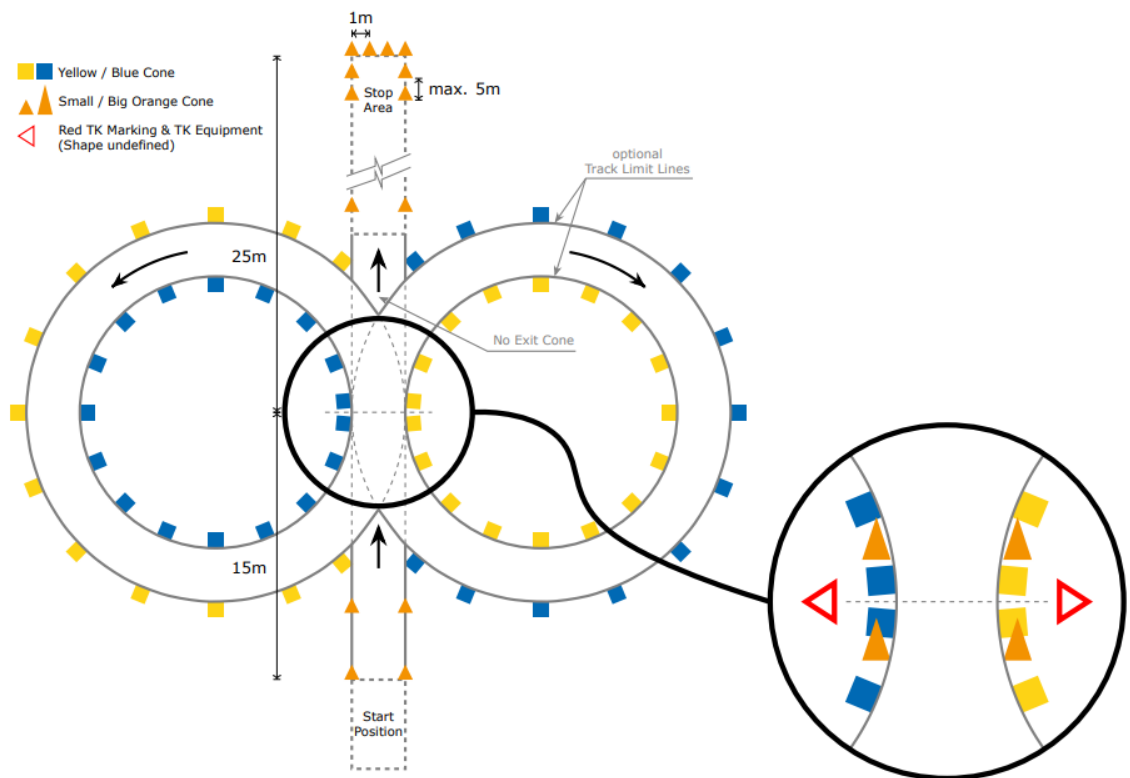


Figure 3: Skidpad according to D4.2.4

- Yellow/Blue Cone
- ▲ Small/Big Orange Cone
- ◁ Red TK Marking & TK Equipment (Shape undefined)

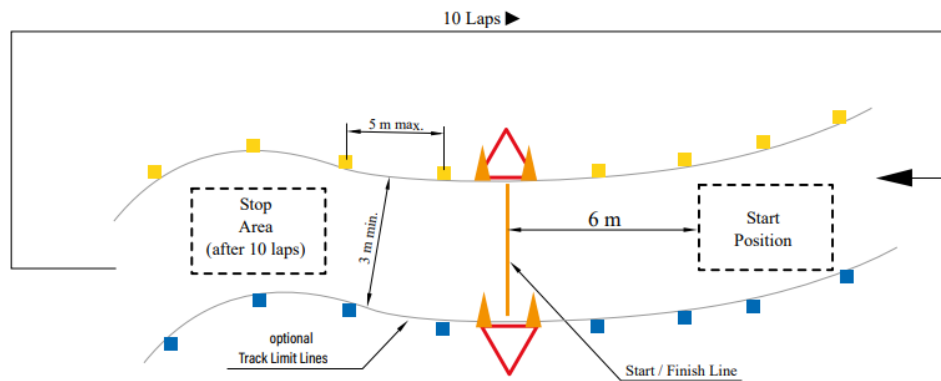


Figure 4: Trackdrive according to D8.1

All lines chalk-marked.

## Logger messages and signals

The team must provide DV system information via CAN every 100ms with the following messages:

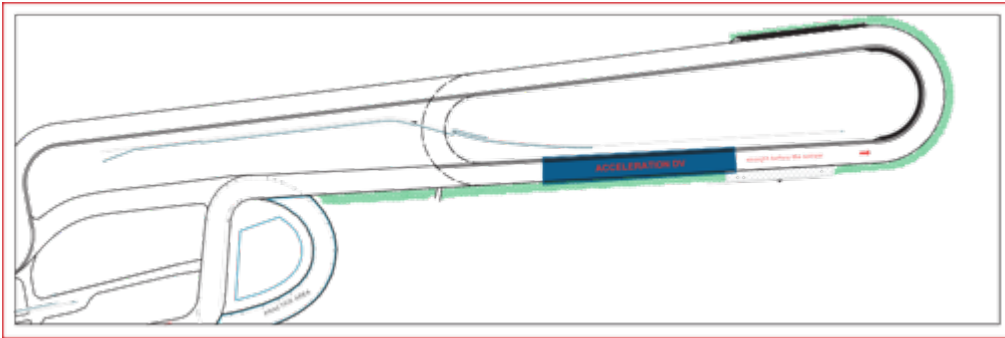
CAN-ID	Name	Length	Format	Unit	Scale
0x500	DV driving dynamics 1	8 B			
	Speed_actual	bit 0-7	unsigned	km/h	
	Speed_target	bit 8-15	unsigned	km/h	
	Steering_angle_actual	bit 16-23	signed	°	0.5
	Steering_angle_target	bit 24-31	signed	°	0.5
	Brake_hydr_actual	bit 32-39	unsigned	%	
	Brake_hydr_target	bit 40-47	unsigned	%	
	Motor_moment_actual	bit 48-55	signed	%	
Motor_moment_target	bit 56-63	signed	%		
0x501	DV driving dynamics 2	6 B			
	Acceleration longitudinal	bit 0-15	signed	m/s <sup>2</sup>	$\frac{1}{\sqrt{2}}$
	Acceleration lateral	bit 16-31	signed	m/s <sup>2</sup>	$\frac{1}{\sqrt{2}}$
	Yaw rate	bit 32-47	signed	°/s	$\frac{1}{128}$
0x502	DV system status	5 B			
	AS_status_off		1		
	AS_status_ready		2		
	AS_status_driving	bit 0-2	3		
	AS_status_emergency		4		
	AS_status_finished		5		
	ASB_EBS_state_deactivated		1		
	ASB_EBS_state_initial_checkup_passed	bit 3-4	2		
	ASB_EBS_state_activated		3		
	AMI_state_acceleration		1		
	AMI_state_skidpad		2		
	AMI_state_trackdrive	bit 5-7	3		
	AMI_state_braketest		4		
	AMI_state_inspection		5		
	AMI_state_autocross		6		
	Steering_state	bit 8	bool		
	ASB_redundancy_state_deactivated		1		
	ASB_redundancy_state_engaged	bit 9-10	2		
	ASB_redundancy_state_initial_checkup_passed		3		
	Lap_counter	bit 11-14	unsigned		
Cones_count_actual	bit 15-22	unsigned			
Cones_count_all	bit 23-39	unsigned			

## Dynamic Events

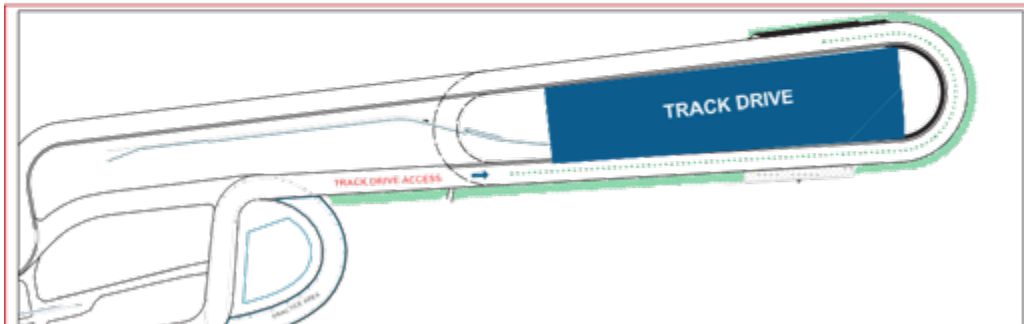
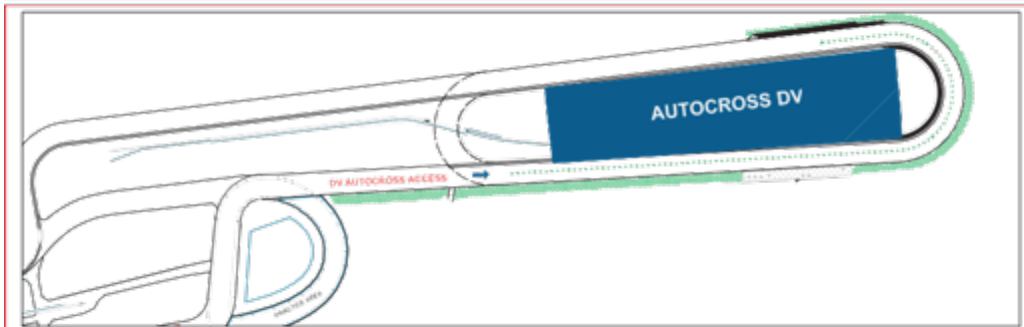
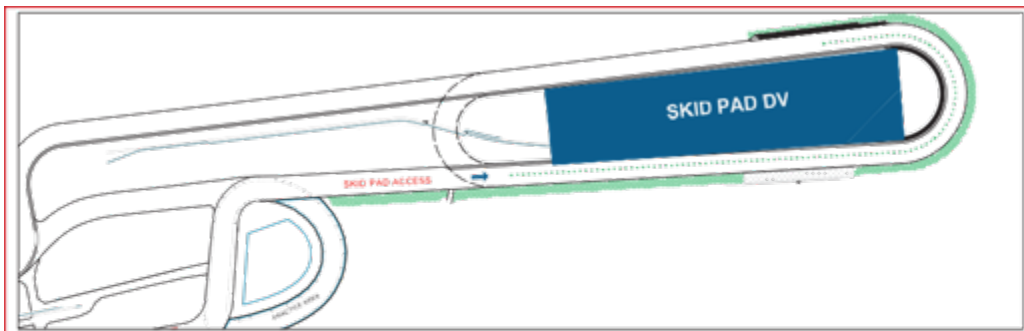
Driverless cars compete in the following Dynamic Events with relative attempts:

- Acceleration - 2 attempts
- Skidpad - 2 attempts
- Autocross - 3 attempts
- Trackdrive - 4 attempts

## ACCELERATION



## SKIDPAD, AUTOCROSS AND TRACKDRIVE



# General Rules

Pits are located inside the garage of the Varano Circuit.

Inside the whole area of the Varano Circuit all the rules stated by the official Formula Student regulation apply.

It is forbidden to walk on the gravel traps of the Circuit.

Team members must leave the Circuit during the night, within the scheduled time.

## Ask questions

If you have a question - ask!

If you have any questions about any part of the competition, schedule, procedures, rules or anything else, just ask to the Team's relation Officer.

Please: do not fear to fail by asking anything you need or clarify any doubt you might have!

## Ask for help

If you need help - ask the officials.

Announcements requesting parts, tools or assistance can be made by the announcer.

## Announcements

Although there are loudspeakers, it could be difficult for announcements to be heard everywhere, especially close to a running engine. You can help us make sure everyone knows what's being announced by passing the announcements along to your team mates and other teams in your area.

This is important and we appreciate your help.

## Two ways radios

**Two ways radio are used both by teams and by STAFF**

Please, make sure to use CCTCS/DCS squelch and not to use the same frequencies of the staff: **point penalties** may apply!

## Be on time

The schedule is included in the Student Handbook and posted online. Possible modifications are communicated online and through announcements.

It's Team responsibility to be on time.

## Be careful

Don't take any risk when working on your car - follow safe working practices.

## Bring your documentation

When Teams come to tech inspection must bring all the documentation and correspondence connected to SES submission, Impact Attenuator Data Report and any Rules Questions submitted.

The inspectors do not have this material and Teams may need it to answer questions about their vehicles design and construction.

The inspectors want you to pass tech, and pass it easily, but they need your help to make it happen.

## Don't run

Running tells people there's an emergency. Don't run unless life is in danger.

## Event Closing Times

Remember that Acceleration and Skid Pad close at exactly the time communicated by the officials.

Car must have crossed the starting line by that time or it can't run: it is recommended to get in line early.

## Keep the Officials informed

Keep the officials informed if you run into any problems that need our attention or might push your team against a time limit.

It is Team responsibility to verify that the information has been received by the appropriate people.

### Removing Cars Overnight

Removing the car from the track overnight is forbidden.

### Weather

Weather is the main thing Organizers cannot force or control.

It is good to be prepared for all weather types from sun to heavy rain. Pack long and short sleeve apparel, sun block, raincoats and comfortable closed-toe shoes.

### Bicycles, Skateboards, Rollers, Scooters and other similar vehicles

They are NOT allowed inside the paddock. Also push scooters are NOT allowed. Only fitting staff will be allowed to use them exclusively during facilities fitting days. The security service is allowed to take badge away of the team member, who will not comply with this rule.

The badge return will be upon penalties to the team, depending on its gravity.

### Alcohol

PLEASE NOTE: Alcoholic drinks are strictly forbidden inside the circuit during the event, under penalty of the team disqualification. Alcohol test can be done by any official at any time during the competition:

**0.00 g/l is the allowable alcohol content during this event for everyone.**

**If ANY team member (driver or not) is found with an alcohol level higher than 0.00 g/l, the relevant team member will be immediately disqualified and the drivers of the team will be verified before any driving event.**

### Fires and Smoking

No open fires are allowed in the pits, track and engine running areas, cigarettes, camping stoves and microwave ovens included. Smoking is strictly forbidden in the pits, tracks, buildings and engine running areas.

### Photographers

Each university is limited to one (1) photographer/ videographer, who will have to register for the competition and sign all required waivers and privacy policy. Additional photographers must remain outside the dynamic event area. Unauthorized photographers will lead to a penalization of their team:

- 1<sup>st</sup> time: 5 points;
- 2<sup>nd</sup> time: 10 points;
- 3<sup>rd</sup> time: 50 points.

Properly accredited photographers/spotters representing universities may only access the dynamic events area while their teams are actually running in an event. University photographers/spotters will not be granted dynamic area access independent of their team.

**University photographers / videographers, team members and all students in general are NOT allowed to use drones.** Only the event official media team and the previously authorized journalists will be allowed to use them.

### Fuel

Only the fuel provided by the organizer may be used at the event. No fuel may be brought to the event. Unleaded gasoline with an octane rating of 98 RON and E85 will be the only fuels available at the competition. Every team should have communicated to ANFIA the exact tank capacity. The official marshals have the right to check fuel compliance during the entire event. Refueling will be carried out at the Fuel Station, located in a Fuel Area inside the circuit.

As soon as the car is re-fueled for the first time, it must proceed with the engine turned off to the tilt table.

### Working on Electric Cars

**Any vehicle that has not passed E-Scrutineering needs to have HVD disconnected.**

The team safety responsible and at least one more team member, who can intervene in case of emergency, must attend every activity on the tractive system. In absence of the team safety responsible, none is allowed

to act on the tractive system. Anytime the tractive system is turned on, all driven wheels shall be lifted off the floor (and all parts, such as nuts, near wheels must be tightened). After any activity on the tractive system during which seals were broken an E-Scrutineering is mandatory.

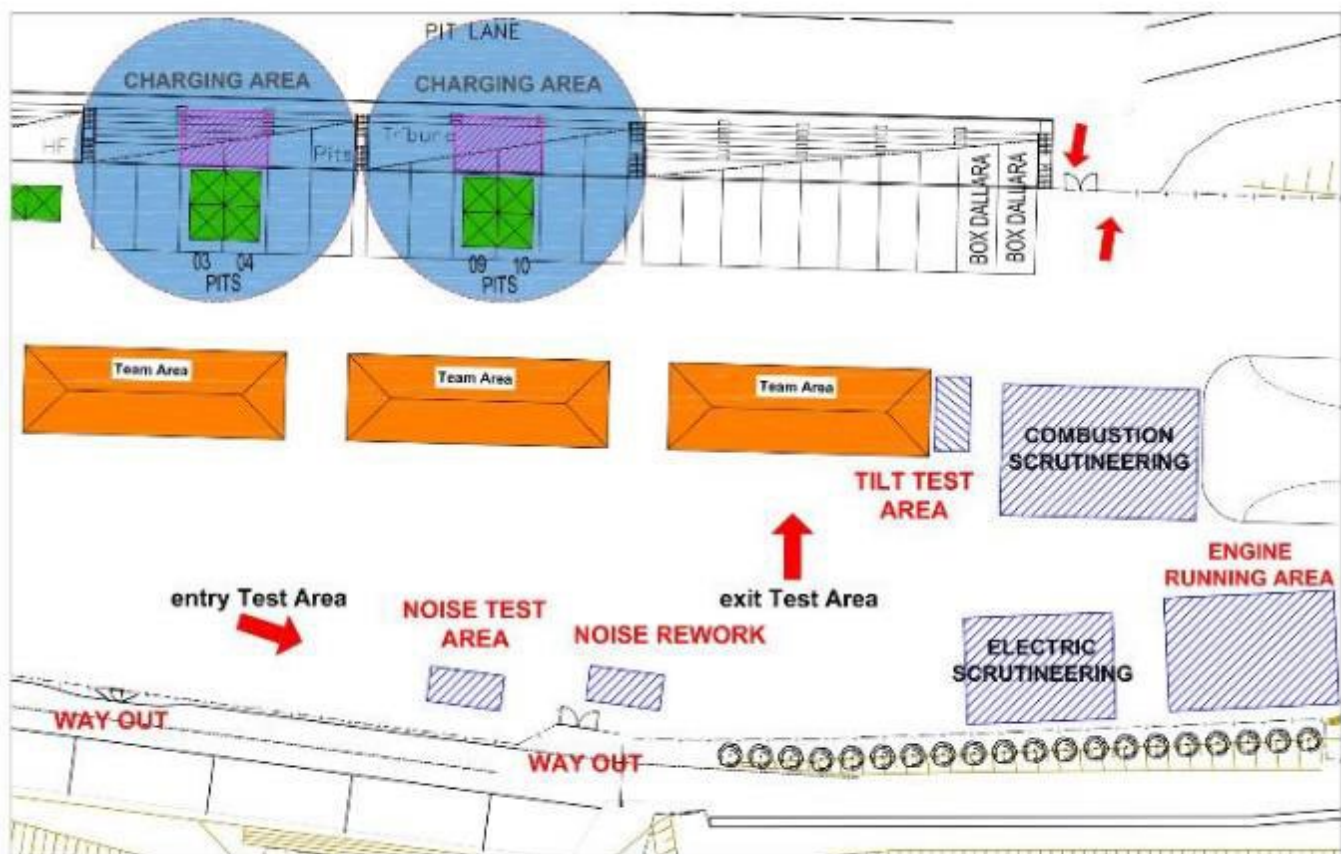
Basic maintenance and testing activities for the accumulator container is allowed in the recharging area in case a team needs to perform advanced maintenance activity (e.g. grinding, drilling, etc.); the team may get authorization by a scrutineer who checks safe conditions are met in the pit area.

A car not having passed yet the E-scrutineering, when moved around or taken to the static events **MUST** have the HVD disconnected.

When moving around an electric car, the tractive system master switch must be turned off and the key must be kept by the safety responsible, who must always stand near the car moved around.

The tractive system master switch must be locked, whenever the team safety responsible has to go away from the vehicle, even during nights.

### Charging Electric Vehicles



Accumulators can be recharged exclusively in the two designated charging areas. No charging is allowed during the night.

Both the team Safety Responsible and at least one more team member have to be present during the charging. Only two team members of each team are allowed in the charging areas. Accumulators must be removed from the car for charging within a removable accumulator container and placed on the accumulator container hand cart for charging.

While charging, the accumulator container has to report a label with the following information:

1. Team number
2. Approximate time at which the recharge will end
3. Name of Safety Responsible

Charging will be allowed only after the electrical technical inspection.

The charging area is equipped with the following AC socket-outlets:

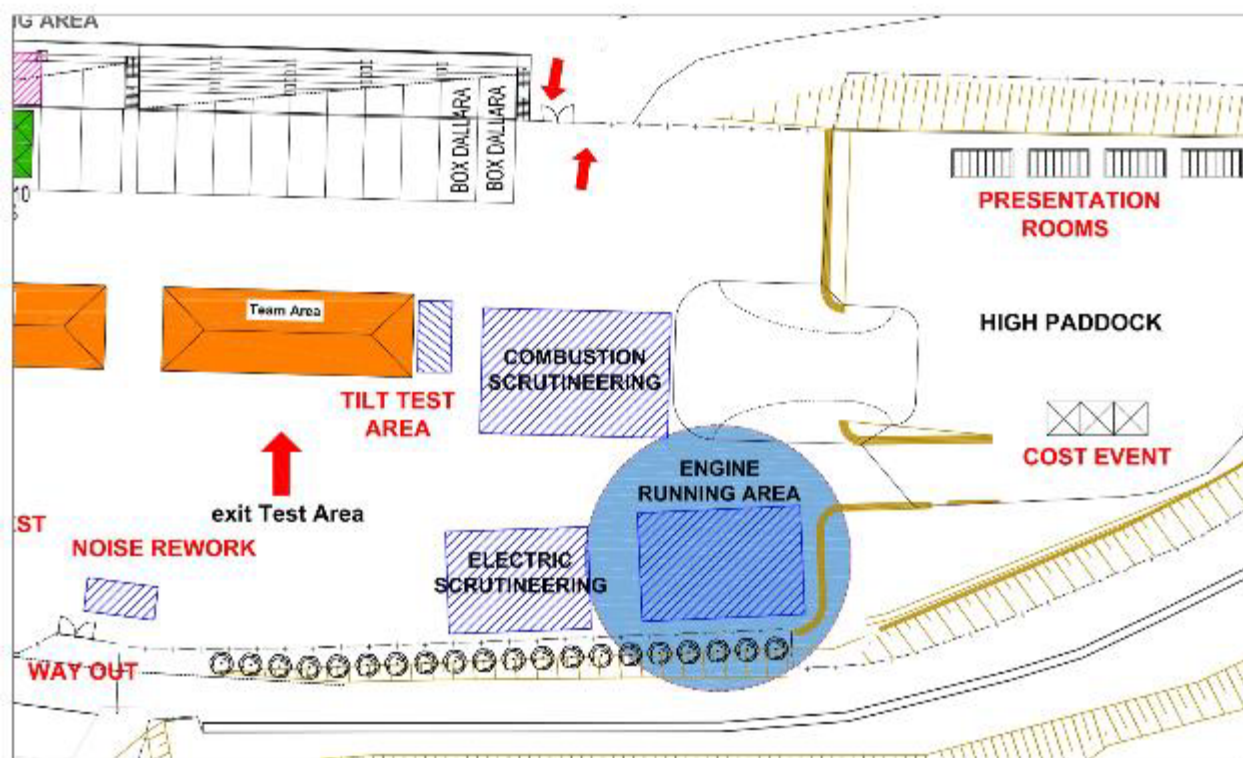
- Single-Phase 230V 50Hz 16A P+N+E Schuko
- Single-Phase 230V 50Hz 16A IEC 60309, 6h (180°), P+N+E (Blue - 3 poles)
- Three-Phase 400V 50Hz 16A IEC 60309, 6h (180°), 3P+N+E (Red - 5 poles)
- Three-Phase 400V 50Hz 32A IEC 60309, 6h (180°), 3P+N+E (Red - 5 poles)

**Each team must verify that the AC plug of their charger is compliant with one of the available socket-outlets. If not, the team has to replace it with a compatible one or bring compliant adapter.**

### Engine Running

**ENGINES CAN NOT BE RUN IN THE PIT GARAGES.**

Engines may be run ONLY in the designated “engine running area” in the paddock, provided that the car has passed technical inspections.



# Scrutineering

**Know the Rules - Read the rules again: rules understanding is critical to success!**

## WELDING AND GRINDING PROCEDURES

Welding and grinding will be permitted inside each team pit provided that the necessary safety aspects have been taken into account: safety glasses and gloves must be worn during those operations; same procedure may be applied to other tool usage at the discretion of the organizers.

A fireman must be present when welding, call for them every time you need to weld. We remember you that it will be not present an official welder on site.

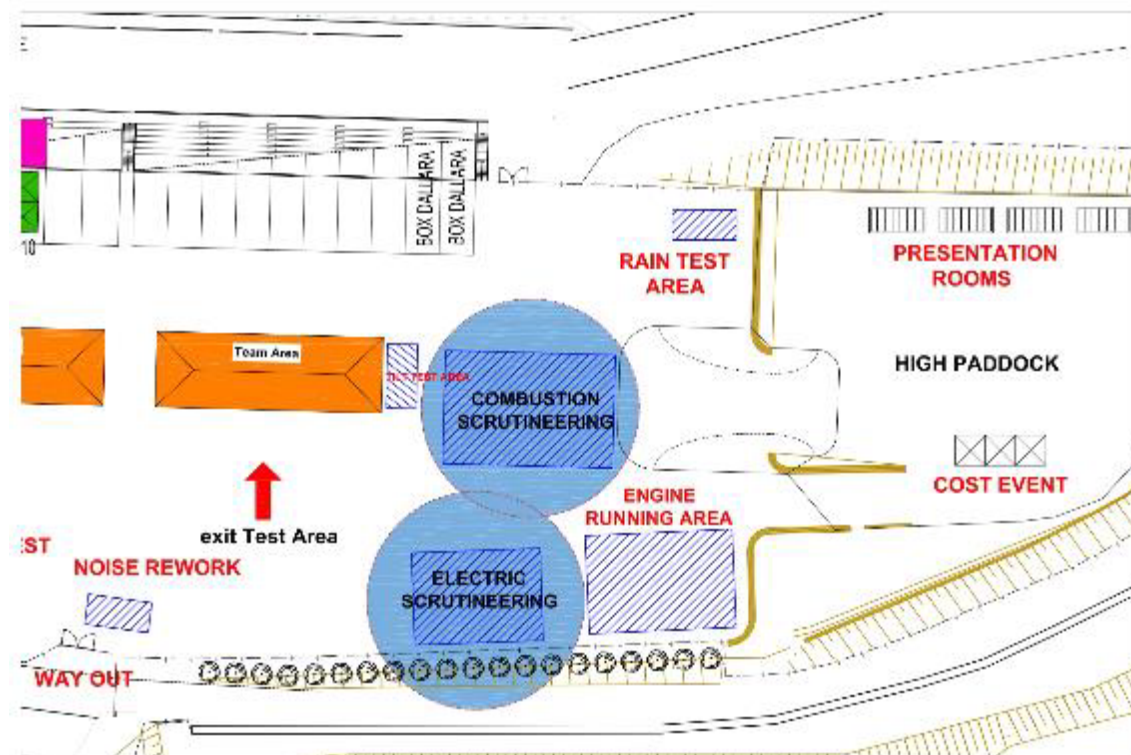
## DYNAMIC AREA ACCESS

All the Track Area of the Varano Circuit will be defined as “Dynamic Area”.

Only the cars waiting to attend the specific test and the team members with a valid “Dynamic Pass” may enter the “Dynamic Area”. Four (4) “Dynamic Pass” will be given to each team. At any time, no more than four team members may enter the dynamic area, including the driver (or drivers).

**REMEMBER: CLOSED TOE SHOES!**

## Scrutineering Area





Scrutineering is held on Wednesday, Thursday, Friday. During registration you will be informed about the order you will be scrutinized and therefore you will receive your technical inspection number: the queue for the technical inspection follows these numbers. Please fill the first part of the technical inspection sheet, regarding tires, before queuing and line up with everything you need.

The technical inspections will be held inside the scrutineering areas of the circuit.

E-technical inspectors will mark different approved parts (i.e. insulation monitoring device, accumulator containers, energy meter, tires, rims etc.).

**For E-cars, e-technical inspections will be held before the mechanical inspections to ensure everyone's safety.**

**Device to be used for checking compliance to EV3.6.3 rule.**

Regarding rule EV3.6.3 ANFIA will not use a special device to check the compliance to the temperature limits.

**Please remember that the Safety responsible shall attend to E-technical inspection.**

## **SMART HINTS**

Self-inspection - Teams must self-inspect their car and be sure that it complies with the Rules before bringing it to tech inspection: use the tech inspection form found on the Formula Student website during your self-inspection.

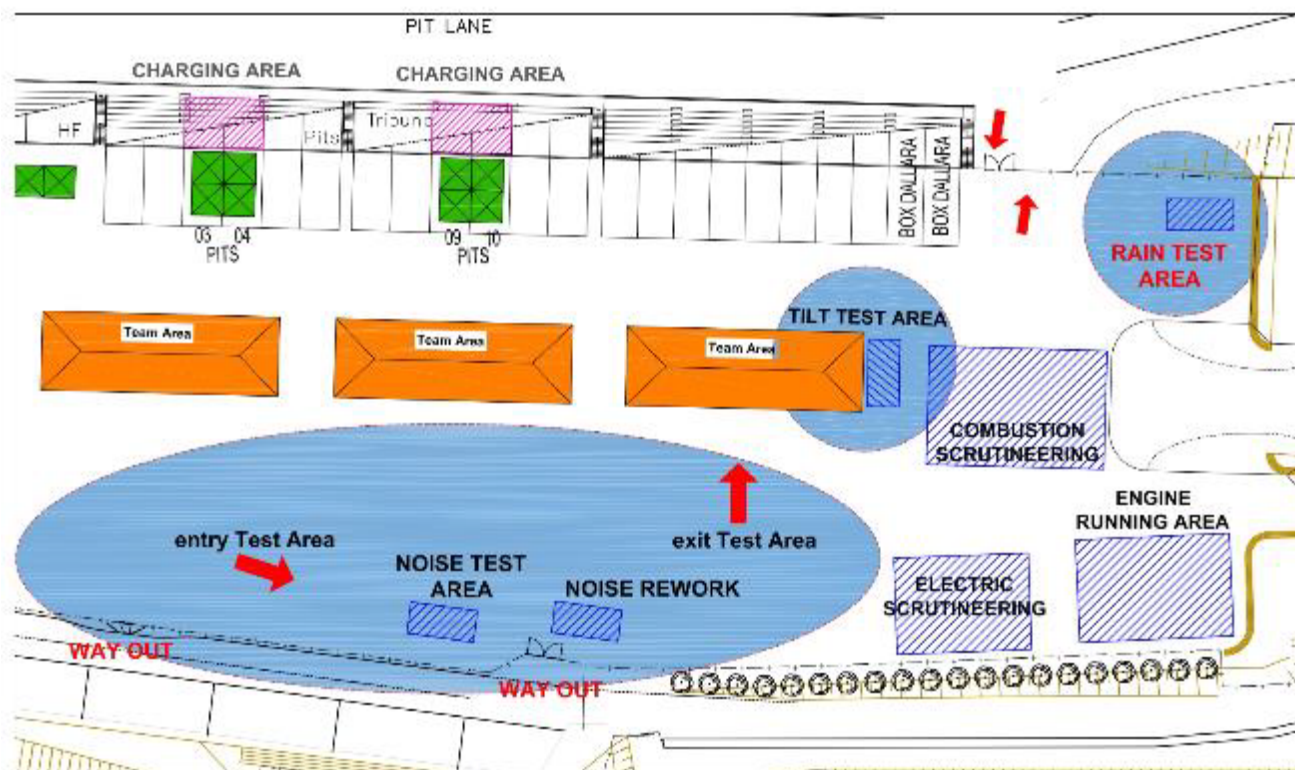
Rules Question Documentation - If a Team submitted a rules question and received an interpretation from the Rules Committee, it has to bring copies of both the question and answer to technical inspection.

Impact Attenuator Test Piece - Bring the Impact Attenuator Test piece, "Impact Attenuator Data Requirement", and also copies of Impact Attenuator Data report and any related correspondence with the officials (IN5.1.1).

Monocoque Test Specimens - Monocoque builders must bring the test pieces required by Rule IN5.1.1 "Monocoque Laminate Testing."

Restrictor Check - During inspection Team needs to disassemble air intake system to allow a no-go gauge to be inserted into the restrictor: bring the tools required (CV1.7.3)!

## Tilt, Rain, Noise & Brake Test



### ***TILT TEST***

Before proceeding to the tilt test team must refuel.

No vehicle is permitted at this station until it has passed technical inspections. A maximum of four (4) team members with the dynamic pass, including the tallest driver, are allowed in this area; car must be completely filled with fuel, water and oils.

The tallest driver must be seated in the cockpit, completely dressed up (helmet, socks, gloves...) and belted in: if the test is passed another sticker is applied to the car.

### ***RAIN TEST***

The rain test is for e-cars only: vehicle will be rain-tested after having passed E-technical inspection, mechanical technical inspection and Tilt Test.

During the rain test, the tractive system has to be active and none of the driven wheels may be in contact with the ground.

It is not allowed to have a driver seated in the car during the rain test and no one is allowed to stand under the stream of water of the rain test during the test itself.

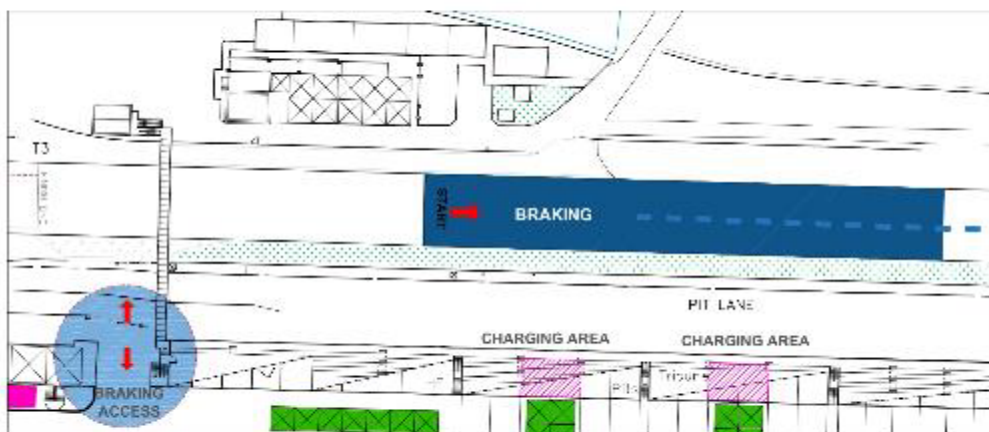
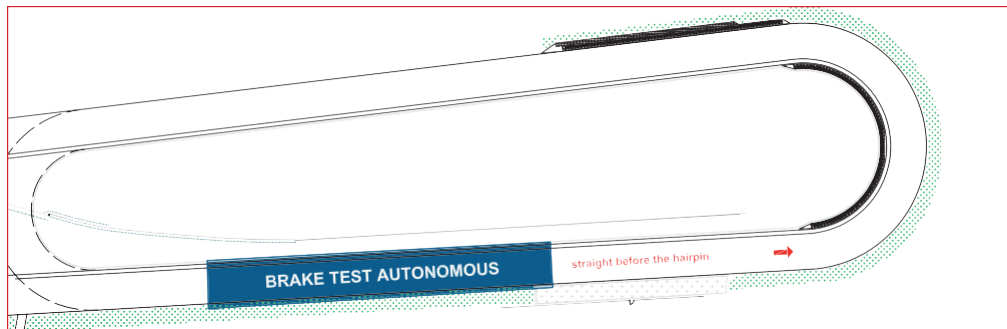
### ***READY-TO-DRIVE - SOUND -TEST***

Ready to drive test sound will be checked during the e-technical inspections. In addition to sound characteristic, inspectors check Ready-To-Drive signal is emitted only if all requirements are fulfilled (no fault for GLV system, brake pedal is pressed...)

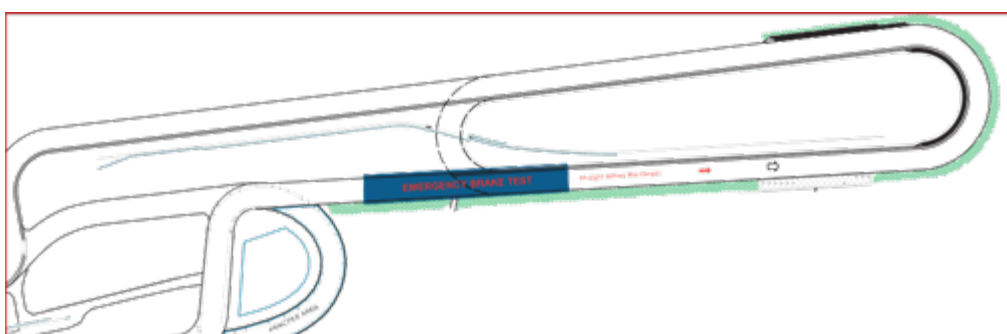
## **NOISE TEST**

A car is allowed to noise test area once it has the scrutineering and tilt table stickers. In order to check the RPM value, every team must provide a tool to monitor RPM directly from ECU (i.e. dashboard, laptop). The car must be compliant to the Rules at all engine revs up to the regulated limit. Noise level can be measured at any time during the dynamic events: penalties may be assessed if the sound level exceeds the mandated maximum, and noise sticker can be removed by officials.

## **BRAKE TEST - Class 1CV, 1DV, 1 EV**



## **EMERGENCY BRAKE TEST - Class 1DV only**



**COMBUSTION CARS** - A car is allowed to enter the brake test area once it has the scrutineering and the tilt table stickers.

If the vehicle passes the test, another sticker will be applied and the vehicle can then proceed to the practice area or to the dynamic events.

The brake test can be repeated every time an official deems it necessary, and it can be repeated if modifications are performed on the system or after an accident.

**ELECTRIC CARS** - A car is allowed to enter the brake test area once it has passed the scrutineering (both), tilt test, rain testing and ready-to-drive-sound-testing.

Each driver must be instructed as to the proper procedure for the brake test: if the vehicle passes the test, another sticker will be applied and the vehicle can then proceed to the practice area or to the dynamic events.

The brake test can be repeated every time an official deems it necessary.

## Static Events

Teams that want to receive feedback about their static events can ask directly to the judges on Saturday morning at the event venue: afterwards, no requests of feedback will be accepted.

### Design Event

The design event will be held in each team pit. The winner of the Design Event will get 150 points. Please, be on time and have all engineering documentation with you. Make sure the car is in race-ready condition and team members are well prepared. For each team the design event will take up to 45 minutes.

#### DESIGN FINALS

Design finals will be held according to the schedules in the Meeting Tent. The three best classified teams in Class 1EV and Class 1CV will be admitted. Finalist teams must attend to the finals with their cars and whatever they think is needed for an engineering discussion. Design finals will consist in two phases: the first one to one with Judges and then the Design Finals Exhibit (Open Tent)

### Cost Event

The cost event will be held inside each team pit. Team needs to show a printed copy of the Cost Report, plus one more printed or electronic. The report will follow the guidelines set forth in the published rules. Teams have to present its vehicle at the designated time to the Cost Judges for Cost Report review; Teams that miss cost appointment will potentially lose all cost points.  
. For each team the cost event will take about 30 minutes.

### Business Presentation Event

The business presentation event will be held inside the presentation rooms A, B, C, D according to the schedule assigned to each Team; Teams that don't arrive on time for their assigned time-slot won't be allowed to make their presentation and consequently will get zero points for the event and be excluded for the following Stage (if applicable). The presentation rooms will be located in the "Paddock alto" and will be equipped with 50-inch TVs with HDMI cable (Type A). It is the team's responsibility to make sure that their laptops are suitable for connection: if not, judges might assign lower score based on the effective performance of the team.

#### BUSINESS PRESENTATION FINALS

Business presentation finals will be held according to the schedules in the Meeting Tent. The three best classified Teams in Class 1DV, Class 1EV and Class 1CV will be admitted. The Business Presentation Committee has the right to admit to the final only two teams or even cancel the final for a single category in case the level of the 3 best teams does not reach a minimum rating which will be decided prior to the event.



## Acceleration Event - Class 1CV, 1EV

Acceleration will run in parallel with the Skid Pad event. There will be 2 lanes, one for the first driver and one for the second driver.

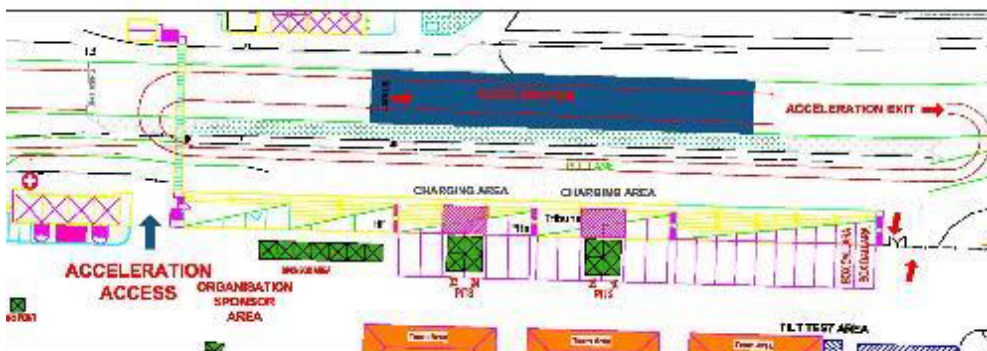
The event **WILL STOP** at the scheduled time, no matter how long Teams have been in the queue and how long the waiting line is. Each driver can take the second run immediately after the first one without going back to the end of the queue.

The first driver line will have the priority over the second driver line.

The car must proceed slowly during the realignment for the second run.

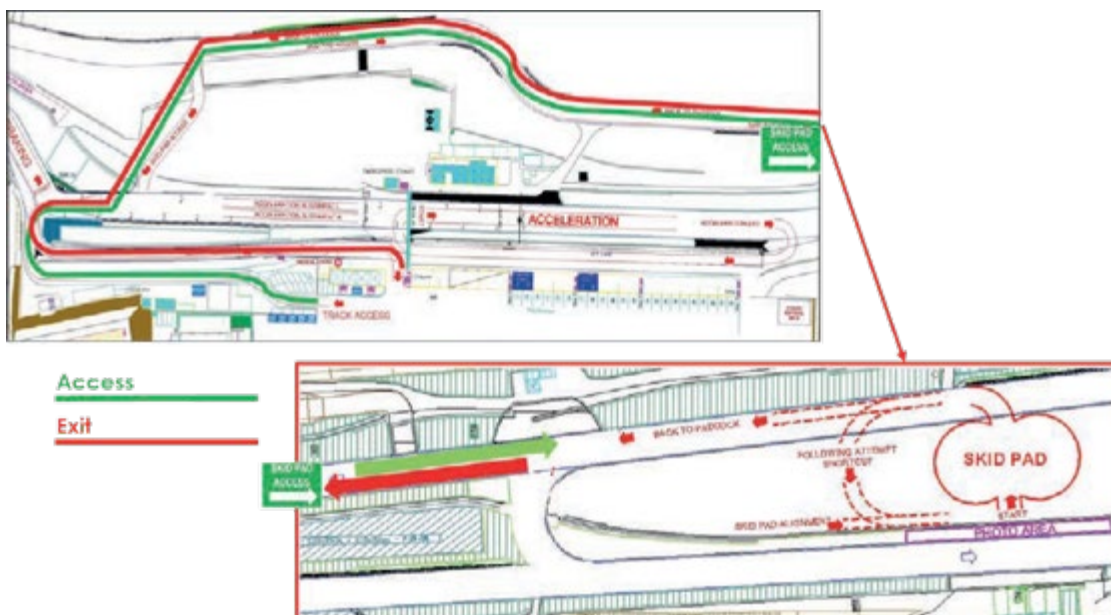
Excessive speed will be cause for disqualification.

Only team members with “Dynamic Pass” may stay with their car on the waiting line.



## Skid Pad Event - Class 1CV, 1DV, 1EV

Skid Pad will run in parallel with the Acceleration event. There will be 2 lanes, one for the first run and one for the second run. The event **WILL STOP** at the scheduled time, no matter how long Teams have been in the queue and how long the waiting line is. Each driver can take the second run immediately after the first one without going back to the end of the queue. The first driver line will have the priority over the second driver line. Only team members with “Dynamic Pass” may stay with their car on the waiting line.



## Autocross Event - Class 1CV, 1EV

The autocross event will be held on the racetrack.

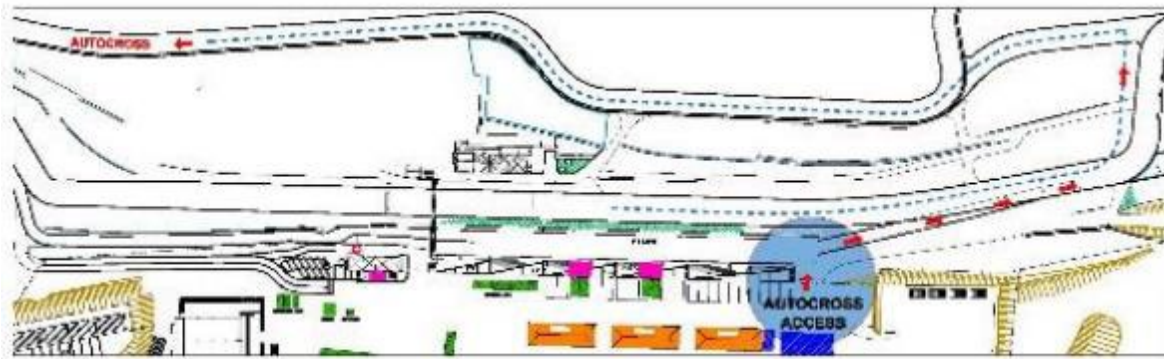
There will be 2 lanes, one for the first driver and one for the second driver. **The event WILL STOP AT A FIXED HOUR, no matter how long Teams have been in the queue and how long the waiting line is.**

Each driver can take the second run immediately after the first one without going back to the end of the queue.

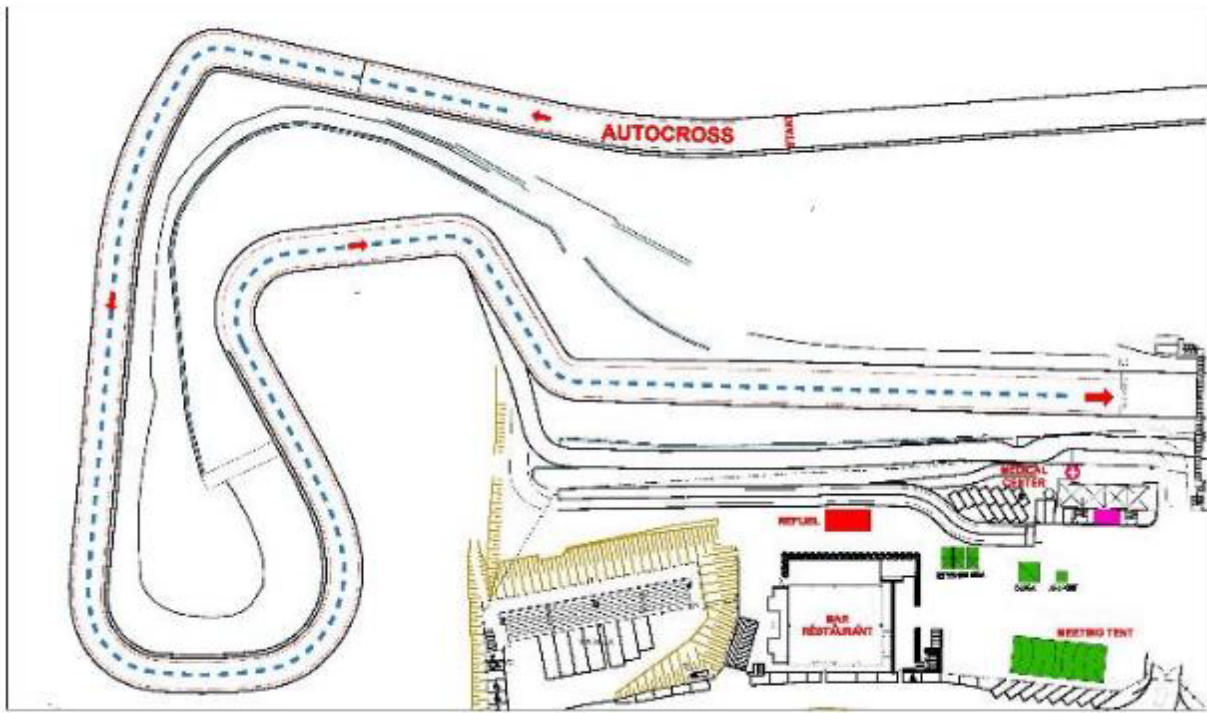
The first driver line will have the priority over the second driver line.

More than one car may be on the track at the same time; in case of delay due to yellow flag caused by other cars the run may be repeated immediately.

For safety reasons, at the Autocross start, one team member with “Dynamic Pass” and quick jack and fire extinguisher is allowed to assist the car, in case of need.







## Endurance Event & Parc Fermé Procedure

The starting order for the event will be based on the Autocross event results, to ensure that vehicles with similar speed will be on the track at the same time.

Teams without a score in the Autocross event will be assigned a running order by the race direction. Teams must run in the assigned heat, morning or afternoon.

The circuit of the endurance event is shown in the following picture.

Only team members with a “Dynamic Pass” may follow their car up to the staging area.

Spectators may follow the event from the grandstands.

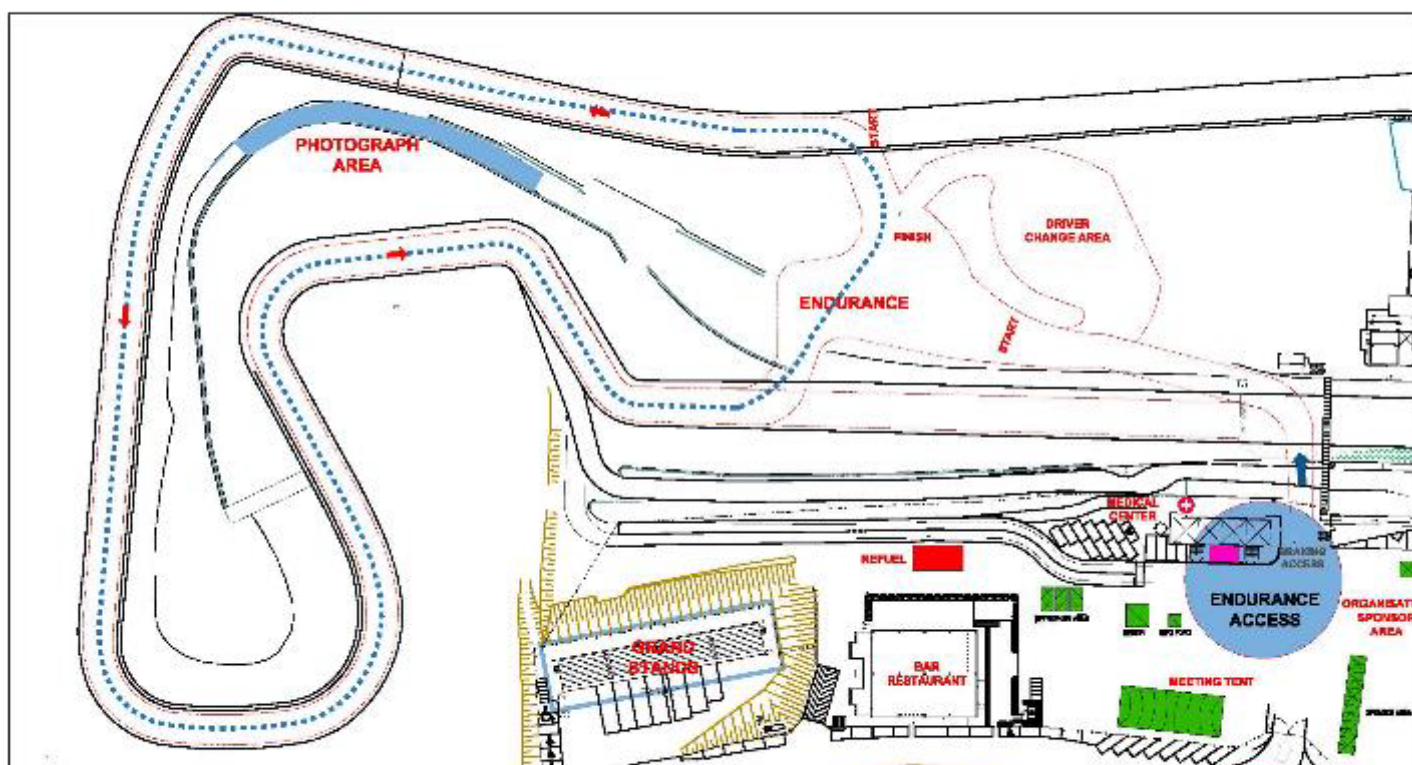
Following the established starting order, the starter will instruct the vehicles to be ready and line up at the entrance of the track.

An official will perform a safety check of the vehicle and of the driver restraint system.

The starter will stage the vehicle’s front tires on a starting line.

When there is an opening on the track the starter will wave a flag signaling the go-ahead for the driver to start.

If vehicle stalls, the driver must wait for the flag signal before being allowed on the course.



## Results

The results of the static events will be published on FSAE Italy website ([www.formula-ata.it](http://www.formula-ata.it)) at the end of the statics without revealing the order of the first 3 classified teams. They will also be published at the circuit, near the Registration Office.

The results of each dynamic event will be published as soon as they are ready near the Registration Office.

## Offensive Behavior

Any offensive behavior will be penalized with a penalty from 25 points to the exclusion from the competition.