

# Baja SAE Asia '10



August 2009

Volume 1/Issue #1

## Inside this issue:

Kicking off...	1
Is it really worth going that 'Extra Mile'??	2
Turning over to a new leaf	2
FAQs	3
Upcoming Workshop	3
A Journey: Techie Tyros	4

## Inching forward...

We are back with the August edition of Baja SAE Asia newsletter. We regret not coming forward with a July issue. This edition would give you an insight into the what went behind the scenes at Northern Section Scrutiny, which teams took away all the accolades and who got the brunt of the judges.

Besides that, we are covering

an unspoken misery of many a teams 'Safety Equipment' procurement, along with monthly dose of FAQs.

FSAE is soon going to make its debut on Indian circuit. Check out what the competition has in offering.

Amid all the developments on Baja circuit, the one grabbing eye

eyeballs is the return of Dr. N.Karuppaiah, Natrip, Indore as the Convener and the appointment of Mr. Juggal Mittal, Cummins Technologies as the Co-Convener. Here's hoping and wishing that the duo takes the competition to altogether new heights!!!

## Kicking off...



- Mayank Jain, Former Team Member, Cool Runnings, CITM, Faridabad

The entire speculation revolving around the much hyped "Telephonic Interview" was put to rest and amid loads of confusion and speculation, the Scrutiny for the Northern Region Baja Teams finally kicked off at the Maruti Suzuki Hotel at Gurgaon on 24th June, 2009.

Though the local teams had nothing to whine, a state of restlessness could easily be observed on the members of teams from outside the NCR like Outstation teams from colleges like SLIET, PEC and DAV were already seen thronging the venue since 7 A.M in the morning for the event to offset. The sweltering heat added misery to their plight and no doubt why they were egging for a shower be-

fore the commencement of the presentations. And the showers did surely seem to do the trick, as the teams came out with all their guns firing.

The event finally kicked off at 11A.M. The presentations evinced the hard efforts put in by the students in preparing their demo. Though some teams like IIT and IGIT did not live up to the expectations, we had teams like Lingayats who left no stone unturned to put up a competent performance. "Being new to the competition, we had many doubts regarding what exactly we had to present, which haunted us till the very end" said Karan Sonik-Team Captain Lingyats.

Well Karan, it's no secret saying that "Experience teaches everything".

The jury comprising of Ms. Pamela Tikku, Mr. Deepak Sawkar and Mr. Tanweer Ahmed formed the best possible panel for judging the teams through and through. "Compared to last year we could mobilize more collegiate clubs from NIS to participate. The participation has been increasing YOY and this is very heartening." said Mr. Sawkar. Regarding the conception of multiple teams from same college, this is what he had to say "My personal opinion considering the spirit behind holding this event is to limit the number of teams to one per college. Consider-

**the total number of teams that have shown interest in participating and our own logistic limitations we would be forced to limit the final tally to around 50% of the total."**

"With so many teams showing an interest, it would be a logistical nightmare to manage the main event and therefore it was decided to do a stricter scrutiny this year." said Mr. Sawkar. The final selected teams would be unveiled soon, would bring jubilation for some and disappointment for the rest. But with Virtual Baja Event lined up next, I feel the team which lose out here would still have another frontier to win.



## Is it really worth going that 'Extra Mile'??

SFI rated helmets, Push-Pull the rules are relaxed at the threshold mark of 60km/hr, toggle switches, 5 point safety very last moment? Why the one is bound to ponder over harness seat belt and what not teams, who are not even whether all the safety is really to ensure the driver safety. aware of such guidelines, so let required. When finding a SFI Baja SAE India organizers have alone complying with them, rated helmet in India is no less always put emphasis upon the are allowed to run their buggy than a Herculean task, when protection of driver during on D-Day. In the end, teams getting a Push-Pull toggle kill the course of the race. And who made sure that every gear switch is surely going a burn moreover considering that the that their driver puts on, every hole in your pocket, it definitely wouldn't be bad sugges- driver is subjected to harsh, switch in accordance with the tion that organizers have a potholes and bumpy ride over rating, every harness being second look or revise the rules the track specially designed to exactly of the same specifica- and regulations laid out for be fit the off road conditions, tion, get no advantage over the the providing a shield to the one is bound to put the safety teams who didn't abide with the driver. any of them. What matters as the topmost priority. So, if and counts is to get your Have your say. Make you opinion count @

all the equipments, suits, jack- buggy on four wheels, running erts, helmets are genuinely that and zooming, and there you imperative and in spite of be- go!!! Considering that a Baja ing obligatory, why is that the isn't allowed to cross the

<http://www.orkut.co.in/Main#CommPollResults.aspx?cmm=19444158&pct=1249647569&pid=2077306912&msg=2>

### Note from the Editor:

- Have something to say or contribute in Newsletter?
- Want your team to be featured in the Newsletter?
- Want us to write/cover some specific issue or topic?

Your Automobile/BAJA related contributions/articles should not be more than 200 words. Please do not forget to write your college and your team name along with your entry.

Write to us at [newsletter@bajasaehindia.org](mailto:newsletter@bajasaehindia.org)



- Guneet Bhatia, Former Team Member, IGIT, Delhi



- Ayush Saxena, Former Team Member, ITM, Gurgaon

## Turning Over a New Leaf

With thumbs up from every nook and corner to Baja SAE India, SAE India is now venturing into yet another arena which augurs to provide ample of opportunity for the students and industry alike. After savoring success in the international arena, FSAE is expanding its wings on the Indian circuit. The FSAE DESIGN CHALLENGE 2009 is a forthcoming competition which presents the Under Graduate & Post Graduate Engineering Students with a stimulating task of designing, simulating and modeling a formula type racing car. The competition is based on Formula SAE International series, which was started way back in 1978 and was originally called The Mini Indy. The concept behind FORMULA SAEINDIA DESIGN CHAL-

LENGE 2009 is that a fictional manufacturing company has contracted a design team to develop a small Formula style race car. The prototype race is to be evaluated for its potential as a production item. The target marketing group for the race car is the non professional weekend autocross racer. Each student team designs and simulates a prototype based on a series of rules.

The project fuels the exuberance of the youth by providing teams a platform to test their mettle, giving them a pragmatic exposure to real world challenges as faced in the industry. Students realize their talent

through such an experience, making them proven candidates for the future as technocrats, entrepreneurs, designers, innovators and leaders. This serves the objective of bringing out student talent to serve the nation for the years to come, in continuation with the vision Automotive Mission Plan (AMP2016) a dream to make India an International Automotive Hub.

Under the aegis of the top notch of the industry, it sure is going to be an event to watch out for.

Download the FSAE Brochure @

<http://bajasaehindia.org/formula-event>



### Tentative Schedule for 2011

- ♦ Preliminary Registration : 15th Jan 2010
- ♦ Final Registration : 15th April 2010
- ♦ Preliminary Design Report : 30th September 2010
- ♦ Cost Report : 15th December 2010
- ♦ Detailed Design Report : 31st December 2010
- ♦ Actual Event : 28th to 30th January 2011



## Frequently Asked Questions (FAQs)

**Q-** We have a question with the following rule: "Each team is expected to have a Faculty Advisor appointed by the university. The faculty advisor is expected to accompany the team to the competition and will be considered by competition officials to be the official university representative." When you say that the team is EXPECTED, do you mean that it is MANDATORY to have the company of the faculty advisor?

**A-** It is not necessary for a faculty advisor from your school to be on-site...we recommend it only. If no faculty advisor travels with the team than someone from the team will need to act as your faculty advisor.

**Q-** We were wondering if it were legal to drill another hole through the bottom of the engine for a new engine

mount hole? It would be going through the same thickness, just shifted slightly to fit our new engine mounting system.

**A-** You can drill one additional hole in your engine base for mounting, but if your engine is to have some failure from this mounting Briggs might not support you with a new engine.

Volume 1/Issue #1

*"Based on queries received from all of you thus far, we decided to simplify and set doubts to rest. These compiled set of FAQ's would help you prepare for the competition, the right way!"*

## Upcoming Workshop...

Come August'09 at UIET, Chandigarh, an opportunity would be at your façade to get a chance to learn the very best in the business. With an initiative by Northern Section Alumni Committee members, we bring for you a workshop where one would get not only a chance to interact with the who's who of the industry, but also would be provided with first hands experience on software such as Nastran, Adams, IPG Carmaker. Technical experts have

specially been appointed for giving in-depth software knowledge.

The workshop being the first of its kind, we look forward to your support and encouragement to make it a grand success. It's a step towards moving away from the tried and tested workshops, with the main aim towards inculcating the bright minds with the latest technology.

The registration is one the first come first serve basis, scheduled for 25th-27th August. For further details, get in touch with

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## Important Updates — A Ready Reckoner

- ◆ Southern Section scrutiny is scheduled on **6<sup>th</sup>-7<sup>th</sup> August'09** at Hindustan university, Padur, Kellambakkam, Chennai.
- ◆ A 2-day workshop in the Sardar Patel College of Engineering campus, **Mumbai on 9th and 10th of August 2009.**
- ◆ An upcoming workshop is slated for **17-19 August'09** at **PANJAB UNIVERSITY** campus, Chandigarh. The workshop would include training session for ADAMS, NASTRAN, IPG Carmaker.
- ◆ **IPGCarMaker & IPGKinematics** (vehicle dynamics software from IPG Germany) is **now available for BAJA SAE ASIA 2010 teams.** Each Team would be given 2 Free Licenses of IPGCarMaker Pro & 2 Licenses of IPGKinematic.
- ◆ **MSC software** is now available for **BAJA SAE ASIA 2010 teams.** Teams may contact Mr. Vinod of M/s CSM Softwares to procure license of MSC software.

## A Journey: The Techie Tyros'- Anshul Tiwari Team Lead



A team of twenty five members '**THE TECHIE TYROS**' is representing ITM, Gurgaon in BAJA SAE ASIA'10. The college has been the participant in this event right from the time it started in 2007 to this year. Hence this platform for us is not only a place to show our talent but also a matter to carry on a magical culture called BAJA. The result of MINI BAJA 2007 was very encouraging showing the amount of sincere work put into the project as we ended up at an overall rank of 10<sup>th</sup> and 2<sup>nd</sup> in North India behind only PEC Chandigarh leaving behind the big guns like IIT Delhi, DCE Delhi and NSIT. The results were not so good in the second version of the event, BAJA 2009 as we ended up at a disappointing 37<sup>th</sup> position overall.

This is in fact acting as a catalyst to ignite the high power octane flowing in the body of the team members and the college authorities to continue the good work with the resolve of not only winning but making the best possible ATV within the given constraints. So we registered for this year's event as well and decided to continue with the same team name '**THE TECHIE TYROS**' still just beginners looking to make their mark in the fascinating automobile world.

**THE TECHIE TYROS** as a team is a good blend of youth enthusiasm and some experience. We have a large team, all willing to work for a common cause with the people from all years and disciplines. Even the first year students were made a part of the team so that by the time they end up in the final year they are very good at their work. Our team is a very well knit unit and this is our biggest strength. We have periodic meetings to check out the progress and to do ample brain storming. Twenty five people means twenty five different ideas which is our strength.

We plan to bring in certain innovations, which would also become our USP's. These innovations are well thought of and we know exactly how to implement these. The innovations include some changes in the brakes, suspension and steering systems so as to have better tuning and adjustability.



*Team Techie Tyros*

Apart from this the vehicle will be ergonomically as well as aesthetically very pleasing. The design criteria's are such that the user will enjoy the ride in it. The weight is less (around 270 Kg) so the car is bound to have good acceleration as well as hill climb capability.

These points would not only make our vehicle the most desirable vehicle but would also go a long way in ensuring the ultimate glory that we are able to last till the very last lap of the endurance run. The technical points are important but the experience of the last two seasons would also go long way in pushing us toward this challenging but highly achievable feat.

Mere potential is not enough. Constant and unending hard work has to be done to make a good thing the very best. Practice doesn't make us perfect. Perfect practice makes us perfect so the reforms should not only be introduced but implemented perfectly to achieve the distant dream of making India an automobile hub. The dream is distant but certainly achievable, only the efforts need to be directional and above all perfect.

This time, with ample amount of experience and a healthy mix of past and new faces, we are all geared up to set the tarmac on fire.

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