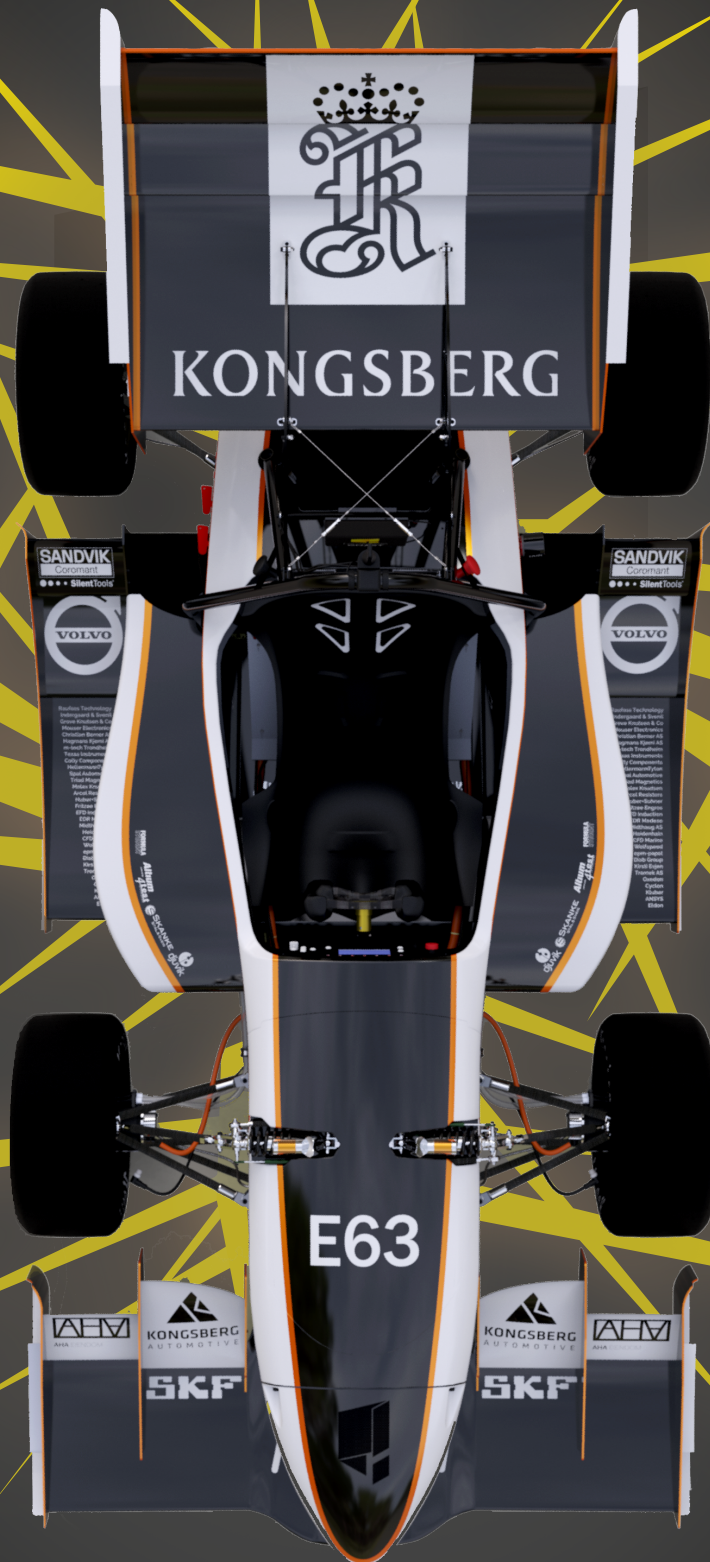


NEWSLETTER

Revolve NTNU

JANUARY EDITION



 **NTNU**
Fakultet for arkitektur
og billedkunst

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Five Years Out

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og kvalitetsteknikk



Formula Student

Any team that intends to compete in Formula Student competitions is required to make it through qualifications. Although we did not qualify for Austria and the Red Bull Ring, our hard work has paid off. We managed to place 7th in Germany's registration process and also qualified for the UK competitions. We can't wait to compete at Hockenheim (Germany) and Silverstone (UK)!

Formula Student UK

Formula Student UK (FSUK) will be kicking off Revolve NTNU's racing and competing season at Silverstone, one of England's acclaimed racetracks. Our first car ever, KA Borealis R (2012) competed there earning itself 'best first-year car' in the combustion class. Our 2nd car, KA Aquilo R (2013) earned 'best second-year car' ever at FSUK. And finally, our first electric car, KOG Arctos R (2014), managed to place 8th in the competition. We are very proud of these accomplishments; however, our relentless spirits are aiming towards even greater success!

Formula Student Germany

After our competitions in the UK, we will be heading over to Formula Student Germany (FSG), one of the largest Formula Student competitions. There will be 115 teams that gather. The competitions gain attention due partly to the concentrated automotive industry and to the high prestige of each event.

Representatives from the local automotive industry gather here to see what the talented international teams have created. They are intrigued by the creations and their creators love the attention. There is no doubt interest from both sides.

Last year we placed 16th in FSG due to a major loss of points in the Endurance event caused by technical issues. That is why our focus this season has been on providing stability and reliability to our race car. Germany's Hockenheimring will be the perfect place to show off our vehicle and enjoy competing against the best teams in FSG.

FSG is not only competitive and highly regarded; it is also innovative as seen by its push for a new class of racing called "driverless." We plan to compete in both the electric and driverless classes beginning in 2018.

Kongsberg and Composites

Some of our team members started 2017 with a two-day composites course at Kongsberg Gruppen, our main partner. This gave them the chance to learn how to properly install composite materials. They gained insight into specific procedures and techniques. Revolve NTNU is now well prepared for an efficient production phase. Starting in February, the same group will head back down to Kongsberg to produce the monocoque, the load bearing chassis of the car.

