Welcome to the eighth annual Formula Hybrid International Competition!

The Formula Hybrid competition celebrates its eighth consecutive year on the track at the New Hampshire Motor Speedway in Loudon, New Hampshire. Founded and hosted by Thayer School of Engineering at Dartmouth, the competition encourages engineering students to take innovative approaches to drivetrains and energy conservation and provides an unparalleled opportunity for hands-on teamwork spanning electrical, mechanical, and computer engineering disciplines.

In a new development for 2014, Formula Hybrid’s OEM Mentor Program offered coaching from automotive professionals. Several teams took advantage of OEM expertise and guidance in project management and technical matters.

Formula Hybrid is made possible by the generous support of many people: our sponsors, judges, event volunteers, the Thayer School of Engineering community, and the New Hampshire Motor Speedway, which has so graciously made this facility available to us. The competition could not go on without this support.

Finally, we commend the student teams who have boldly accepted the Formula Hybrid challenge. These young pioneers are directing their ingenuity and creativity to advancing plug-in hybrid and electric vehicle technologies, which will lead to improved applications in the future.

We are thrilled to have you here and look forward to seeing you again in 2015!

Doug Fraser   Amy Keeler
doug@formula-hybrid.org   amy@formula-hybrid.org

Formula Hybrid Competition Organizers

Thayer School of Engineering at Dartmouth • 14 Engineering Drive • Hanover, NH 03755 • 603.646.6580 • formula-hybrid.org
Skip Barber has had an amazing career as a driver, as the founder and developer of the largest, most respected racing and high performance driving schools in the world, as the initiator of the first “ladder system” to enable young American drivers to ascend to the top echelons of racing, as president of Lime Rock Park racetrack in Connecticut and as a recognized collector and connoisseur of vintage sports cars.

Skip’s racing career began in 1959, during his senior year at Harvard, when he won his first race. During the mid-1960s he won three consecutive Sports Car Club of America (SCCA) National Championships, and in 1969 and 1970 he won the Formula Ford National Championship, a record only recently equaled. During his amateur and professional career, Skip held 32 track records around the country.

In 1975 Skip founded the Skip Barber Racing School to coach aspiring drivers. The next year he established the Skip Barber Northeast Formula Ford Championship, in which drivers raced identical cars prepared by the same crew. His “all-about-the-driver” concept expanded into four series that are still going strong. The Skip Barber Racing School became the nation’s premier racing school, producing champions in every major American series.

In 1983 Skip and five other racers bought Lime Rock Park. In 1999 he sold his school to concentrate on the track, which he now independently owns.

Skip’s successes have enabled him to indulge in a related passion: his continually evolving and respected collection of recent and vintage sports and racing cars.
**Team Data**

**School**: Yale University  
**Team Name**: Bulldogs Racing  
**Car Name**: BR14  
**Advisor**: Dr. Joseph Zinter

---

**Vehicle Specifications**

- **Regen Braking**: No  
- **Drive Configuration**: Parallel Internally coupled hybrid  
- **Engine**: 2012 Kawasaki KX250F  
- **Fuel Type**: Gasoline  
- **Generator**: N/A  
- **Drive Motor**: Enstroj EMRAX 207  
- **Accumulator**: 144V custom pack  
- **Weight**: 550 lbs  
- **Unique Features**: Wireless communication of sensor suite to mobile application

---

**Team Data**

**School**: Middle Tennessee State University  
**Team Name**: MTSU Motorsports  
**Car Name**: A+  
**Advisor**: Dr. Saeed Foroudastan

---

**Vehicle Specifications**

- **Regen Braking**: No  
- **Drive Configuration**: Hybrid in Progress—Electric Only  
- **Engine**: N/A  
- **Fuel Type**: N/A  
- **Generator**: N/A  
- **Drive Motor**: Custom wound 72V Allied Motion MR0210 Series brushes DC torque motor  
- **Accumulator**: Maxwell 48V Ultracapacitor modules in series  
- **Weight**: 375 lbs  
- **Unique Features**: The custom DC motor is attached to the custom Torren differential to allow direct drive of the rear wheels. Carbon monocoque with carbon suspension.

---

**Team Data**

**School**: University of Waterloo  
**Team Name**: Blue Fury  
**Car Name**: wuFH2  
**Advisor**: Dr. Amir Khajepour

---

**Vehicle Specifications**

- **Regen Braking**: No  
- **Drive Configuration**: Parallel  
- **Engine**: 2012 KTM 250 SXV, 35 hp  
- **Fuel Type**: Gasoline  
- **Generator**: N/A  
- **Drive Motor**: Lynch Motor Company - LEM 200 D135  
- **Accumulator**: A123 2253F Li-ion  
- **Weight**: 661 lbs (350 kg)*  
- **Unique Features**: Utilizes a CVT to increase performance from the electric motor

---

**Team Data**

**School**: University of Michigan  
**Team Name**: Michigan Hybrid Racing  
**Car Name**: MHR-14  
**Advisor**: Heath Hoffmann

---

**Vehicle Specifications**

- **Regen Braking**: Front  
- **Drive Configuration**: Road coupled parallel split all wheel drive  
- **Engine**: 250cc Honda  
- **Fuel Type**: Gasoline  
- **Generator**: N/A  
- **Drive Motor**: Two - Delphi 3-phase induction from GM BAS+, 15kW  
- **Accumulator**: Two - Hitachi Li-ion batteries from BAS+ (Model HPB015-100)  
- **Weight**: 680 lbs  
- **Unique Features**: Four-wheel drive, independent electrically-powered front wheels, IC engine-powered rear wheels, dSPACE MicroAutoBox master controller

---

**Team Data**

**School**: Embry-Riddle Aeronautical University  
**Team Name**: ERAU Motorsports  
**Car Name**: Ampara  
**Advisor**: Darris White

---

**Vehicle Specifications**

- **Regen Braking**: Regen braking through the rear drive motor  
- **Drive Configuration**: Parallel  
- **Engine**: 2012 KTM 250sx-f with a plenum and intake restrictor  
- **Fuel Type**: EBS  
- **Generator**: None  
- **Drive Motor**: Custom wound 72V Allied Motion MR0210 Series brushes DC torque motor  
- **Accumulator**: Maxwell 48V Ultracapacitor modules in series  
- **Weight**: 375 lbs*  
- **Unique Features**: The custom DC motor is attached to the custom Torren differential to allow direct drive of the rear wheels. Carbon monocoque with carbon suspension.
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<tbody>
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<td>University of Idaho</td>
<td>Vandall Racing</td>
<td>EV13</td>
<td>Dr. Dan Cordon</td>
</tr>
<tr>
<td>Team Data</td>
<td>The University of Akron</td>
<td>Zip Racing EV</td>
<td>EV13</td>
<td>Dr. Richard J. Gross &amp; Rick Neiner</td>
</tr>
<tr>
<td>Team Data</td>
<td>University of Vermont</td>
<td>Alternative Energy Racing Organization (AERO)</td>
<td>ClearSpeed</td>
<td>Jeff Frolik</td>
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<tr>
<td>Team Data</td>
<td>Illinois Institute of Technology</td>
<td>IIT Motorsports</td>
<td>TBD</td>
<td>Francisco Ruiz &amp; Mahesh Krishnamurthy</td>
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<td>Team Data</td>
<td>Princeton University</td>
<td>Princeton Racing Electric</td>
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<td>Team Data</td>
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### Vehicle Specifications

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<th>FUEL TYPE</th>
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<th>DRIVE MOTOR</th>
<th>ACCUMULATOR</th>
<th>WEIGHT</th>
<th>UNIQUE FEATURES</th>
</tr>
</thead>
<tbody>
<tr>
<td>No</td>
<td>Electric Only</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>2x Agni 95R</td>
<td>LifePo4</td>
<td>375 lbs</td>
<td>Independent rear motors. Software differential. Traction and stability control. Touch-screen LCD. Carbon fibre bodywork.</td>
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<tr>
<td>Yes</td>
<td>Electric Only, bi-motor</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>2x Agni 95R</td>
<td>LiFePO4</td>
<td>500 lbs*</td>
<td>Traction control electronic differential.</td>
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<tr>
<td>Rear Only</td>
<td>Electric Only</td>
<td>N/A</td>
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* Estimated Value

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<td>Milwaukee School of Engineering</td>
<td>Mozzee Motorsports</td>
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<td>Dr. Matthew Anderson</td>
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<td>Team Data</td>
<td>Delhi Technological University</td>
<td>DTU Formula Hybrid</td>
<td>TBD</td>
<td>Dr. R. S. Walla</td>
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<tr>
<td>Team Data</td>
<td>Rensselaer Polytechnic Institute</td>
<td>Rensselaer Hybrid</td>
<td>TBD</td>
<td>Casey Goodwin</td>
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<td>Georgia Institute of Technology</td>
<td>HyTech Racing</td>
<td>TBD</td>
<td>Dr. Tom Fuller</td>
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<tr>
<td>Team Data</td>
<td>Atilim University</td>
<td>Devrim Hybrid Team</td>
<td>TBD</td>
<td>Prof. Dr. Ahmet Demir Bayka</td>
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<td>Patrick English</td>
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**Vehicle Specifications**

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<tbody>
<tr>
<td>No</td>
<td>Parallel</td>
<td>2011 Honda CBR 250R</td>
<td>Gasoline</td>
<td>N/A</td>
<td>AgiO 95R</td>
<td>Li-phosphate - LiFePO4 - LFP 40Ah</td>
<td>~650 lbs</td>
<td>Removable tractive system accumulator container</td>
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<tr>
<td>No</td>
<td>Series</td>
<td>Subaru EX21 Carbureted, 211cc (7HP)</td>
<td>Gasoline</td>
<td>Perm PMG-132 (24-72V)</td>
<td>Permanent magnet motors</td>
<td>Batteries. Shorai Inc. LFX24L3-BS12. 288W per battery. 12 such batteries used. Total pack capacity: 3.456kW</td>
<td>~650 lbs</td>
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<tr>
<td>No</td>
<td>Series</td>
<td>Yamaha YBR 250</td>
<td>Gasoline</td>
<td>N/A</td>
<td>PMDC. Agnimotors. 95R series.</td>
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Kristen MacCartney, University Partnership Program Manager, IEEE
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Charles Sullivan, Professor, Thayer School of Engineering
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Boe Winder, Director, Energy & Environmental Research Group, Toyota Motor North America
Darius White, Ph.D., Professor, Embry-Riddle Aeronautical University
Kaley Zundel, SAE Collegiate Programs Manager, SAE International

SPECIAL THANKS TO:
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Alka Colon, Program Manager, NASA
Sprint Cup Series, General Motors
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Darius White, Ph.D., Professor, Embry-Riddle Aeronautical University
Kaley Zundel, SAE Collegiate Programs Manager, SAE International

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