NEWSLETTER

TOPICS:

UP-TO-DATE WITH RACETECH

A lot hast happened since the last issue of our newsletter. We finished the Formula Student Online successfully and spent several days on the test track with our cars from past seasons. We furthermore participated in the event of the alumni of the WHZ Racing Team.

You will also find information about new parts for the RT14.

Not long ago, our bank details were changed. Please contact Clarissa Werner for the new details.

Your Racetech Racing Team

> 01 LATEST NEWS

FORMULA STUDENT ONLINE

As we already told you, we participated in the FSO during the last few months. We got to the finals of the Concept Design Challenge during which we achieved a third place in that category. We finished eight in the Engineering Design Event and eleventh with our Business Plan.
The dynamic disciplines were hold in a racing simulation. After the qualification phase, our fastest driver competed in the autocross and achieved the fifteenth rank. The second dynamic discipline, the race of champion, was driven by our two fastest drivers who got hold of the playoff win and thus finished ninth in this category.
With 759 points, we achieved the seventh of twenty-one places. This means, we are pre-registered for the FSEast and the FSN 2021 and thus won't need to do a registration quiz for these events.

Author: Lara Windler

Racetech finish 9th in the RoC

The RT12 on the test track

TESTEN

Auch in dieser Saison wurde wieder viel in Freital auf dem Gelände der BGH getestet, allerdings nicht so wie in den vorherigen Saisons: Normalerweise hätten die Inbetriebnahme des RT14 sowie diverse Fahrwerkssetup-, Regelungs- und Aerodynamiktestsauf dem Plan gestanden.
Die Testzeit wurde diesen Sommer insbesondere für das Fahrertraining mit älteren RTs genutzt. So wurde der RT11 nach erfolgreicher Reparatur wieder in Betrieb genommen. Auch mit dem RT12 wurde getestet, bei welchem als erstes die 1000 km aufgezeichnet wurden.
Neben dem Fahrertraining standen auch Tests mit den neuen Reifentemperatursensoren, die für den RT14 genutzt werden, auf dem Plan, sowie erste Kameratests für das Driverless Projekt.

Author: Marvin Gretschel

> 01 LATEST NEWS

ZWICKAU MEETS FRIENDS

From 4th to 6th of September 2020, the annual event “Zwickau meets Friends” organized by alumni of the WHZ Racing Team took place at the Motorsportarena Mülsen. Besides the current racing cars of the teams, elder race cars being maintained by alumni and active team members were in focus of the event. Eleven teams with 29 race cars in total followed the invitation including CAT Racing from Coburg, HofSpannung Motorsport e.V. from Hof, University Racing Eindhoven (URE), TMM - Technikum Mittweida Motorsport and Blue Flash HAWK from Göttingen. During the event the teams compete against each other in a super-slalom and an endurance. Other team members get to drive the cars during the open driving sessions. Despite the safety rules due to the Corona pandemic, the event was successful and enjoyable. We want to say thank you for the invitation and are looking forward to next year’s event.

Author: Clarissa Werner

> 02
NEW ARRIVALS IN THE GARAGE

Thank you to all our sponsors who make these components possible for us!

SHAFTS

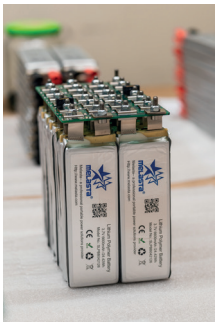
In order to save as much weight as possible in the chassis, the RT14 will have CFRP-wishbone. For this purpose, aluminium bearings are glued to the ends of the carbon pipes. The connecting triangles are the most complicated parts of the wishbone and were manufactured by Konnerth & Co.

Author: Klara Schwibs

The camber-panels of our uprights connect the upper a-arms with the uprights. Due to the use of shims, the camber can be adjusted precisely. Thank you to PW Oertel for manufacturing these parts.

Author: Simon Karschner

CAMBER-PANELS



STACKS

The accumulator of the RT14 consists of 284 lithium-polymer-cells from Melasta which are organised in so-called stacks and power our prototype. They are interconnected to 142 cells in series in two parallel strands. Each lithium-polymer-cell has a maximum voltage of 4.2 V, leading to an overall maximum voltage of 596.4 V.

The stacks are built by ourselves. Firstly, the cell taps are crosscut and perforated. Then, they are secured using U-channels, titanium screws and self-locking nuts. In the end, we measure the cell voltages another time to guarantee the safety of the parts.

We use self-developed control boards to monitor for example the temperature and voltage in the assembled accumulator.

Various authors

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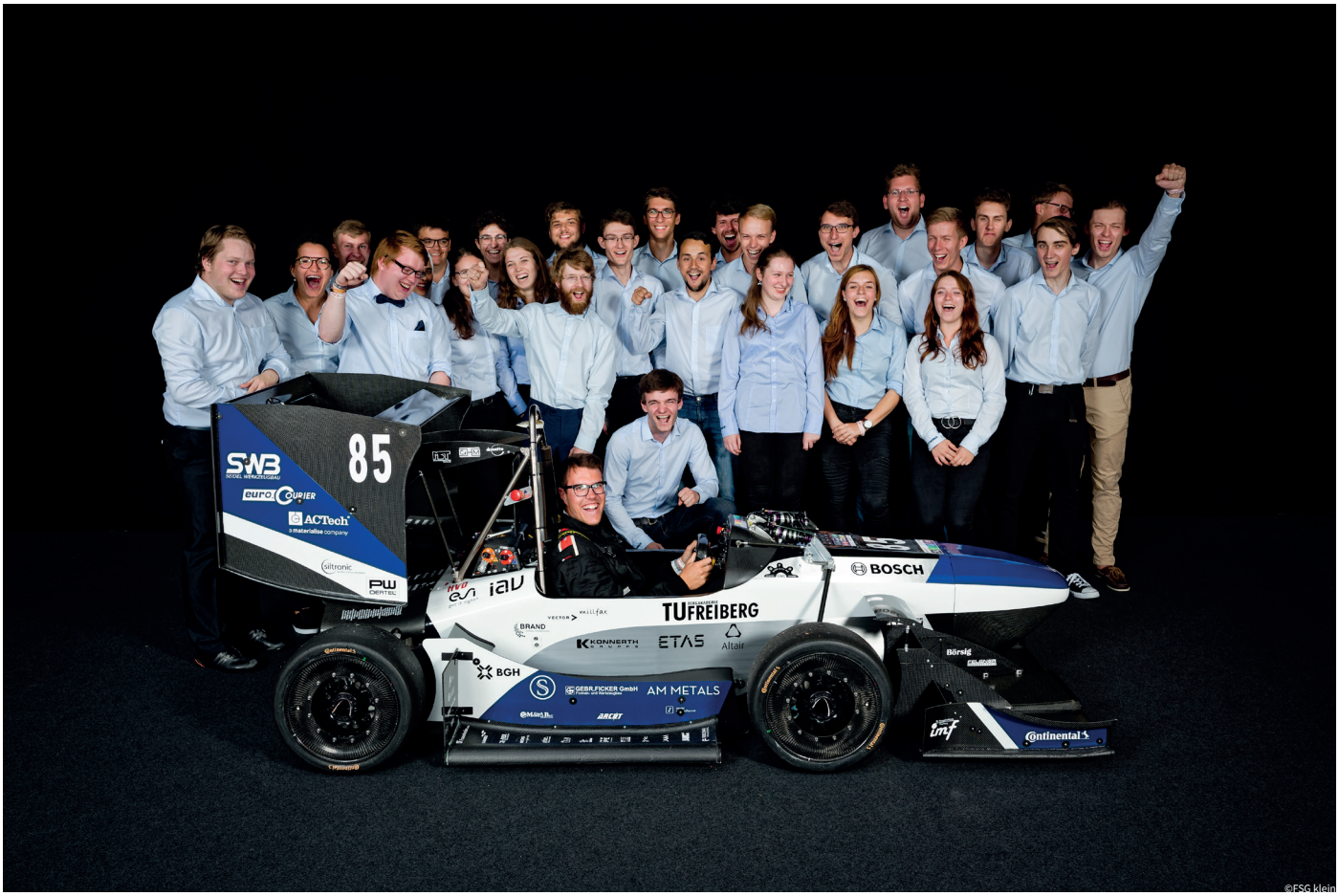

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