



AMZ News

FORMULA STUDENT CZECH 2025

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Results

Manual (EV)

- 1. Engineering Design
- 1. Endurance
- 2. Overall
- 3. AutoX
- 3. Skidpad
- 4. Acceleration
- 6. Efficiency
- 7. Business Plan Presentation
- 13. Cost and Manufacturing

Autonomous (DV)

- 1. Skidpad
- 3. Engineering Design
- 4. Overall
- 4. Acceleration
- DNF AutoX
- DNF Trackdrive

Travel and Scrutineerings

Our third trip this season took us to Most, Czech Republic. For the first time in the association's history, we participated in Formula Student Czech (FSCZ). For the airona team, this was also the first event in which we competed in the autonomous category (Driverless, DV). After a promising performance, but a setback in the endurance race at FS Austria, the vehicle was intensively tested between the two competitions to ensure its reliability for racing in the Czech Republic. Testing the switch between autonomous and manual driving modes proved to be particularly important, as both disciplines sometimes take place at the same time, leaving little opportunity for testing during the events.

On Monday, the first day of the competition, **the technical inspections** took place. This was special for our team because we were selected as the showcase team and the inspectors were trained on our vehic-

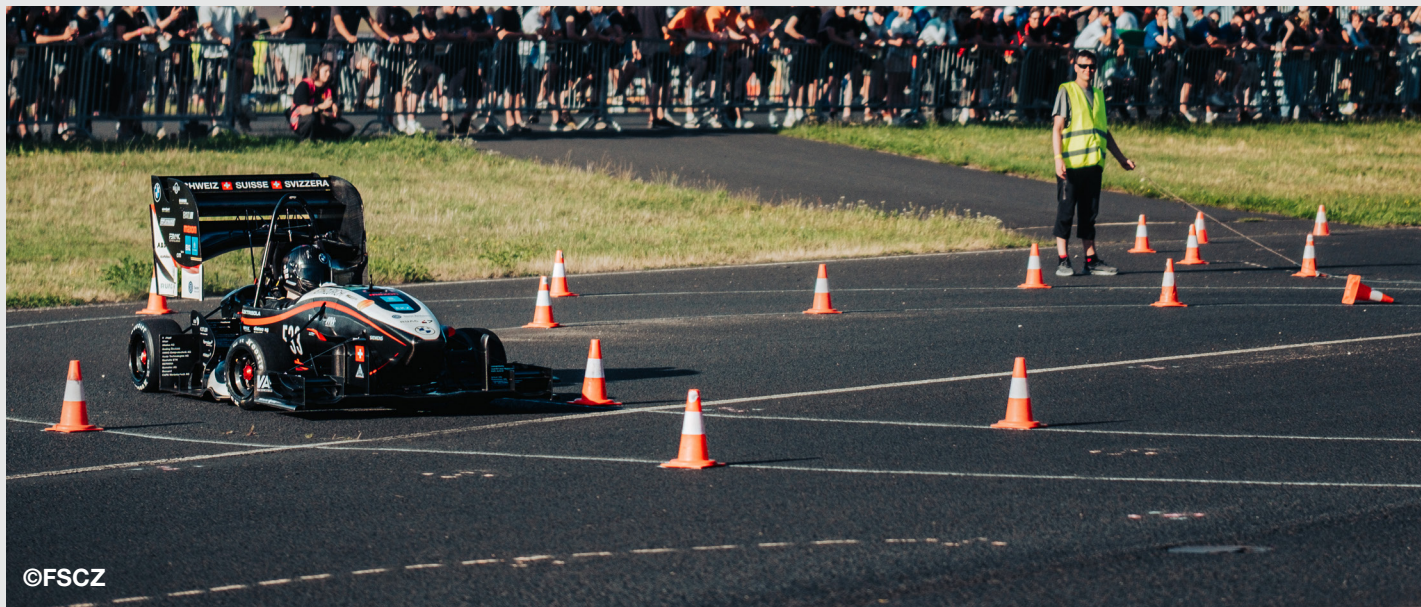
le for the further inspections. Although this took more time, we were the first team to complete the mechanical inspection and the accumulator inspection. We received the Special Award 'Scruti Star' for this achievement.

Static Disciplines & Driverless

On Tuesday, we held our **Business Plan Presentation**, where we finished as the best team outside of the final, marking a significant improvement in performance compared to previous competitions. In addition, we passed both the electrical and autonomous scrutineering, which once again allowed us to be the first team to drive on the test track and collect valuable data.

On Wednesday morning, the static discipline **Cost and Manufacturing** was on the agenda. The jury was very satisfied, but our points were subsequently reduced by a standardisation procedure that compares us with other teams, which meant that we





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did not make it to the final. In the afternoon, the first autonomous disciplines began. In a highly competitive field, we missed first place in **DV Acceleration** by just 0.08 seconds, but won **DV Skidpad** with a lead of 0.05 seconds.

Thursday was less successful for us. In the **DV AutoX** and **DV Trackdrive** disciplines – the latter of which requires ten consecutive laps to be completed – camera problems arose, meaning that we could only drive using the Lidar system (3D laser scanner). The timing system was incorrectly interpreted as a track boundary, meaning that the vehicle did not complete the course in the correct manner, which was classified as a DNF (Did Not Finish). This resulted in the loss of important points.

The vehicle was then converted to manual operation, which enabled us to achieve our first good times in **EV Acceleration** and **Skidpad**. At the same time, the preliminary round of the **Engineering Design Event** took place, in which we once again qualified for the final. This was held outdoors on the same evening. Thanks to our impressive theoretical knowledge, practical implementation and validation, we achieved another victory – our third this season and sixth in a row.

EV Disciplines

On Friday morning, we improved our time in EV Acceleration with our second driver and completed further runs on the Skidpad. **EV AutoX** followed in the afternoon. The course in Most proved to be particularly

challenging, with elevation changes, tight slalom passages and high-speed corners. The time set by our first driver, Luan, was enough for third place and gave us an optimal starting position for the Endurance race the following day. As the session was short, over 30 teams, including ours, were unable to set a lap time with their second driver.

Finally, on Saturday, it was time for the **Endurance race**. We started as one of the last teams and thus under the best conditions. Our first driver, Lucien, built up a lead of over 30 seconds at high speed in the first stint. After the driver change to Luan, a consistent pace was maintained, but due to a minor technical problem, the speed had to be reduced and energy conserved. Despite this limitation, we crossed the finish line with a 39-second lead and secured victory in the Endurance race, even after penalty seconds were added for knocking over cones. This confirmed our strategy of maximising the points.

Onto the last round

These results led to a strong second place in the overall standings, which we are very pleased with. The overall victory went to Team Joanneum Graz, which won with a convincing performance. It should be noted that Joanneum does not compete in the driverless category and therefore has to make fewer compromises, such as lower system complexity and additional testing time. With these results, we are looking forward to our next event in Germany with confidence.



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©AMZ Racing - Blumer (lower row)



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